

MUSTANG NEWS

Mustang Owners Club of Australia (Queensland) Inc.

MAY 2021



The Mission Statement of MOCA Qld

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

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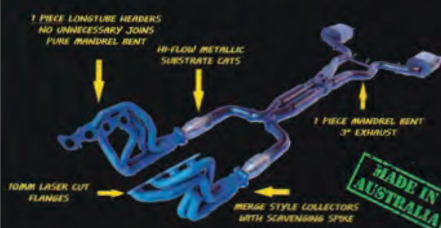
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QUEENSLAND MUSTANG NEWS

Mustang Owners Club of Australia (Queensland) Inc.

PO Box 8390, Woolloongabba. QLD. 4102

Executive Committee

President – Alan Messenger

Phone – 0418 938 001

Email - mocaqld.president@gmail.com

Vice President – Ed Callander

Phone – 0477 690 070

Email - mocaqld.vicepresident@gmail.com

Secretary - Marg Moran

Phone - 3208 1562 Mobile-0414 965 370

Email - mocaqld.secretary@gmail.com

(Blue Card Co-Ordinator)

Treasurer - Robyn Messenger

Mobile - 0419 919 044

Email - mocaqld.treasurer@gmail.com

RUN CO-ORDINATOR - Neil De San Miguel

Phone: 0417 577 017

moca.runcoordinator@gmail.com

SOCIAL DIRECTOR – Sue Clark

Phone: 0419 722 462

sue.clark@qm.com.au

MERCHANDISE CO-ORDINATOR – Ed Callander

Phone: 0477 690 070

callandere@aapt.net.au

COMBINED CAR CLUB REPS.- John Greene

Phone: 0420 547 247 - probece@gmail.com

Russell Whitney

Phone: 0499 113 035

russellwhitney50@gmail.com

NATIONAL DELEGATES

Allan Rogers

Phone: (07) 3824 0476

pools4you@bigpond.com

Martin Schmidt

Phone: 0418 896 171

samm58@bigpond.com

MEMBERSHIP SECRETARY –

Robyn Messenger

Phone: 0419 919 044

mocaqld.membership@gmail.com

MAGAZINE & WEB PAGE EDITOR

Robyn Messenger

Phone: 0419 919 044

mocaqld.magazine@gmail.com

VEHICLE DATING OFFICER –

Gordon Bartils

Phone: 0438 728 972

gordonbartils@gmail.com

EVENTS CO-ORDINATOR –

Neil De San Miguel

Phone: 0417 577 017

moca.runcoordinator@gmail.com

QLD.REP FOR AUSTRALIAN SHELBY REGISTRY

Stan Gallo

Phone: 0414 507 742

shelbyqld@inet.net.au

MACKAY REP. - Kenny Carroll

Phone: 07 4942 2379 or 0409 422 379

LIFE MEMBERS OF MUSTANG OWNERS CLUB OF AUSTRALIA (QLD) INC:

Robin & Linda Bath
John & Valerie Greene

John & Pauline Binge
Margaret Moran
Aileen Nixon

Robin & Heather Bone
Neil & Kay Morris

John & Lynette Quinlan

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: 28th April 2021

MEETING OPENED: 7. 36pm

PRESENT: As per Attendance Book

APOLOGIES: Roger & Linda Allen, Georgina Elliott-Nelson, Stuart Brown, Rob Consoli, John Greene, Carolyn Irving, Bob Doherty, Alan & Carmen Rogers, Errol Gordon, Russell & Sandra Whitney & Brett ???

NEW MEMBERS: No new members at the meeting

MINUTES OF MARCH MEETING

Moved: Ric Dunford 2nd Martin Schmidt. Passed by the majority of members present.

BUSINESS ARISING FROM PREVIOUS MINUTES: The quote for the footpath was presented for the members approval. It was moved by Sue Clark & 2nd by Marg Moran that we proceed with this. It was voted by the majority of members present that we accept the proposal.

TREASURERS REPORT:

Moved: Sue Clark 2nd David Irving. Passed by the majority present.

INWARD CORRESPONDENCE:

New Membership Applications from: Charles Leftwich & Eliana Olaya, Glen Gattenhof & Bob & Kerrie Doherty

Australia Post Account

First Data Merchant Statement

Email from Roger Allen

OUTWARD CORRESPONDENCE: Get Well Card to Roger Allen

MEMBERSHIP DRAW: Ric Dunford

MAGAZINE: The magazine was delayed due to the printers absence.

MERCHANDISE: See Ed if you would like to order any merchandise. Ed will bring a sample of the new shirts to the next meeting.

RUN CO-ORDINATOR: April run was cancelled due to inclement weather. The May run will be to Cleveland. June will be the Bundy Run. July will be another attempt at Colleges Crossing.

OTHER EVENTS: Details of other events are available in the magazine and on the website.

MIDMONTH RUN: Report in the magazine.

BAR REPORT: Well Stocked and Cold. Ken was our stand-in barman tonight.

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: Martin Schmidt, Margaret Moran, & Peter Buckingham

QHMC: Alan read out a report from John Greene. The new name is RMVSG. A detailed report will be in the magazine.

NATIONAL DELEGATES: Martin addressed the meeting as the National Body had a Zoom meeting on Saturday. The Shelby Register is non-existent, so they will have to start from scratch. The next national concours will be in Adelaide Easter 2022 and Queensland in 2023. Ed put his hand up to start assembling a committee. Paul Halliday & Sue Clark also volunteered.

Alan then presented Peter White with his 20-year Badge. Congratulations Peter.

GENERAL BUSINESS: As there was no other general business apart from the footpath, Alan asked the meeting if they wanted to finish off the meeting and then have our supper. It was agreed, so Sue then conducted the raffle draw.

RAFFLES: 1st Ed Callander 2nd Harry S 3rd Gary Stubbs 4th John Binge (This was donated by David Irving) Thanks Dave.

Next Meeting: 26th May 2021 @ 7.30pm.

Meeting Closed: 8.47pm

Margaret Moran

Secretary



**PETER WHITE BEING PRESENTED
WITH HIS AND JENNY'S
20 YEAR CONTINUOUS
MEMBERSHIP BADGES**

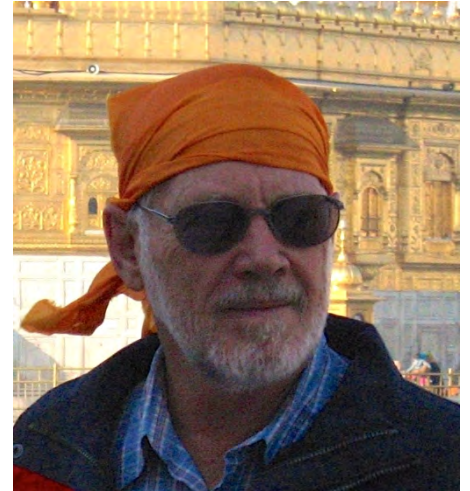
From the President,

Welcome to the May 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. but I am not seeing many members there. This is shame as you are missing out on Harry's great cooking and a chance of winning a raffle prize. The only criteria I put on your attendance, is that if you are displaying flu like or Covid-19 symptoms you **MUST NOT** attend.

Any member, who so wishes, should feel free to wear a mask.

The planning of a run to Bundaberg (The Rum Run) in June is now finalised. So far local members with 18 cars and 2 Bundy area members have paid deposits, but we have room for a few more. If you would like to be a late entry, please call Neil.



The MOCA National body has agreed to restart the National Concours. The next National Concours is to be held in South Australia over the Easter weekend in 2022, So please give some thought to attending, the MOCA road trip to SA has been resurrected, so please see Martin Schmitt for details. The following year, 2023, it will be our turn to run the National Concours. We are fortunate to have a lot of planning in place, but we are lacking people to assist the organising group. VP Ed has put his hand up to start the organisation, with the assistance of another two members if you would like to assist this event in anyway, please contact him.

The Mother's Day Run, to Cleveland Sands Hotel, though damp, was great run, the old fort at Lytton was a great stop along the way. It is steeped in history that unfortunately we did not have time to fully appreciate, as Neil said it would be a great venue for a longer visit and a picnic lunch, I can see this as a run destination in the future, a dry day please, Neil.

Please **Stay safe and Play Safe**

Alan Messenger. April 2021



"I thought you were finished!"



**Ed
Callander
Vice President**

MOCA -QLD

May 2021



**CONTACT
INFO**

PHONE

0477 690 070

EMAIL

**[amcpdu@aapt.net
au](mailto:amcpdu@aapt.net.au)**



Why is it SO hard sourcing parts?

Update on the Scott Drake / Holley acquisition! I thought I would just provide a bit of an update on one of the reasons why it is difficult to obtain parts for our old mustangs at the moment

Holley has acquired Scott Drake Automotive who are currently based in Henderson, Nevada just outside Las Vegas. In the lead up to the acquisition, it would appear most stock levels have been kept low. The plan is to relocate their facility to Kentucky, so it makes sense why they would do this.

However, this along with the never-ending sourcing issues due to Covid 19 has caused most of the delaysand then you need to add in the compounding issues with hold ups in sea freight movements. What might have taken 26 –30 days is now blowing out to 40 or 50 days plus quarantine sags on each end.

The bottom line is, if you have ordered items from your friendly distributor, please be aware they are equally frustrated and want your goods to arrive, as safely & quickly as possible.

The good news is now your dealer will have direct access to all Holley owned company products – approx. 33 other company's!!

Seeking Information on Windsor Engine Block

I'm wanting to know more about the Windsor 460 D1VE AA Engine Blocks

I thought this article might be the spark for a bit of discussion within our club member group and maybe we can find someone to impart their knowledge to us all at an upcoming monthly meeting

I am very keen to gain more knowledge and gather information on these Windsor engine blocks

My understanding is they are a very sought after engine block along with the 460 D1VE 6015 AA Blocks??

I am wondering if we have a member in the club that could conduct a 10 - 15-minute discussion at one of our meetings, to explain the differences covering these engines and the 2 bolt vs 4 bolt differences and why these blocks are so sought after??

Please let us know if you can assist!

May Club Run Report

Hi members,

This was to be a short local run to avoid the long weekend hustle, bustle and traffic, sometimes the weather is not always the best for motoring, and today was one of those days, the forecast was for showers, I guess we cannot always be lucky.

Regardless 9 mustangs gathered for this run and we headed off to Fort Lytton for a peak around, and this was when the showers found us. A couple of members with cars issues headed off to the Hotel while the remainder us stayed to enjoy the dampness and puddles, while learning about our local history from the volunteer tour guide.

After a look around we headed off through light showers as we worked our way through suburbia to the Sands Hotel in Cleveland, where we met up with a few more members.

Lunch orders were quick to arrive. Apart from being a little loud it was a great venue.

Thank you to those that braved the weather. (Mustangs do not melt)



Luck Car Winner- Ric and Di Dunford

Raffle Winners

Glenda Hall

Roger Sparnon

Glen Osbourne

Ric Dunford

Wayne Hall

Neil.de San Miguel

Run coordinator

See you on the next run

~Drive Safe ~

~Stay Safe~



Club Run, May 2nd to Fort Lytton and Lunch at Cleveland Sands Hotel

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

<i>APRIL 2021</i>	<i>MAY 2021</i>	<i>JUNE 2021</i>
Wednesday 28th - MOCA Qld Club Meeting	Wednesday 26th - MOCA Qld Club Meeting	Sat. & Sun 5th & 6th "Bundy Rum Run" RSVP - TO NEIL
<i>JULY 2021</i>	<i>AUGUST 2021</i>	<i>SEPTEMBER 2021</i>
Sunday 4th - Western City Limits Cruise. Picnic Lunch at Colleges Crossing RSVP - 26 June 2021	Wednesday 25th - MOCA Qld Club Meeting	Wednesday 22nd - MOCA Qld Club Meeting
Wednesday 28th - MOCA Qld Club Meeting		

Selling my Prestige Plates MYGTV8

1 set Prestige plates with checker plate background .
PLUS spare flexi plate set with brushed metal background (never fitted)

😎 ALL SLIMLINE DESIGN 😎



ASKING - \$3500

Contact: Georgina Elliott Nelson - 0417605136



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



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



IT'S BEEN GREAT!!

After nearly 20 years, (we joined in January 2002), of being members of MOCA Qld, we say "bye" for now as we have sold our 1973 convertible mustang.

During these last, nearly, 20 years, between us, we have held the following positions in the Club, starting as Social Director, Bar Person, Secretary, President, Run Co Ordinator, Merchandise Co Ordinator, and Treasurer, everyone should strive to becoming involved in the Club, trust us it is worthwhile and very rewarding, and don't forget it is **your** Club, so support it. Thanks to all who have held positions in the Club over the years.

We were heavily involved in organising State Concourses, and we helped organise two National Concourses, both of these events are vital to provide finances for the Club to function. These events do take up a lot of time, but the end results are always satisfying. It is a joint effort to ensure these events are a success, so don't be afraid to volunteer to help. Steering these events has been rewarding, we met lots of people, when we went seeking donations, sponsorship, and organising grounds, caterers etc. To all the members that worked on these events with us we say thanks, wouldn't happen without your input. We have made some great friends in the other States from attending the National Concourses.

There are numerous people we would like to say thanks to, our Sponsors have been so supportive, and we sincerely say thanks for the support. Without their support the Concourses would be hard to organise and maybe not happen as it takes a lot of money etc to run these events. Thanks to Craig and Robyn Dean from Mustang Motorsport, Robin and Linda Bath from Mustang Auto Parts, Phil from Shannons, Neil Murphy Queensland Mustang Spares, these people have been wonderful and been so helpful and made our tasks easier. These are only a few of the sponsors, once again THANKS for the support to **all** sponsors.

Also, we have made some wonderful friendships along the way as well, and it will be great catching up with these people in the future, for laughs, food, fun and travel.

Our life has taken a new "tack", we are using our caravan and travelling around this beautifully amazing place we are lucky to call home, Australia, that is, when we are allowed to travel. We have even travelled with fellow Mustang members in their vans, feels like being on a run when we follow each other.

We wish you all the very best with your Club, and if and when we purchase another Mustang, we will be doing an Arnie..." we'll be back". Bye for now

Russell and Sandra Whitney



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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>Sunday 23rd - 2021 Mac's Bridge Sports & Classic Car Festival Qld Rifle Belmont Range <u>Sanction No. - MQS212750525</u></p> <p>JUNE 16 - MID WEEK FUN RUN Mysterious Mustang Mayhem to Kings Beach Tavern, Kings Beach <u>Sanction NO. - MQS211250698</u></p>	<p>9 - 13 2021 Downunder Beachfest Caloundra Cricket Club <u>Sanction No. - MQS210650969</u></p> <p>9 - 13 Cooly Rocks On 2021 Coolangatta <u>Sanction No - MQS210750678</u></p> <p>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.markbucphotography.com.au

MOCA QLD MID WEEK FUN RUN – WEDNESDAY 16 JUNE 2021

MYSTERIOUS MUSTANG MAYHEM

Please remember Covid 19 Govt rules apply

There has been a (fictional) death in paradise, i.e., Caloundra on the Sunshine Coast. Come along and help solve this crime. Channel your inner Miss Marple or Sherlock Holmes and discover WHODUNNIT.



We will meet at the BP Caboolture (Northbound) 9.30am, a little earlier than usual because you WILL need time to read the 'case notes' that will help you solve this mysterious death.

You can form teams amongst yourselves or go it alone. We will depart BP at 10.15am heading to our destination of Kings Beach Tavern, Caloundra for lunch 12.00-12.30pm. Gathering clues along the way.

Date: Wednesday 16 June 2021

Sanction No: MQS211250698

Meeting Point: BP Caboolture (Northbound)

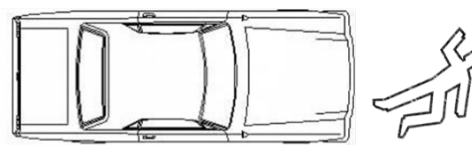
Arrival Time: 9.30am

Departure time: 10.15am sharp

Destination: Kings Beach Tavern, Burgess Street, Kings Beach 4551

RSVP: 11 June 2021 Paul Gold text: 0411 691 014

Email: pgold2307@gmail.com



BUNNINGS
warehouse

***The Tavern uses the Qld Covid Check-in App for faster check-in**

*****Please wear your Club or a Concourse shirt & your name badge. Check you know your membership number for run registration. *****





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

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

Aileen Nixon
Anne-Maree Refjek
Catherine Jennings
Elna Stoltz
Gradi Tromp
Janice Turner
John Rosewall
Judy Nyman
Kisha Werba
Linda Allen
Mandy Travers

Alan Mickelbough
Annette Smith
David Sprott
Gail Lewis
Harry Steinheuer
Jason Travers
John Truloff
Julia Longton
Leanne Kalpus
Luke Taylor
Mark Clifford
Michael Jennings
Michelle Noye
Peter Weeks
Richard Gorey
Ronny McKenzie
Sue Schmidt

Alison Xecanas
Athony Riley
Dorothy Cole
Gary Rickerby
Helen Bradfield
Jenny Gordon
Jonathan Hills
Kane Gibson
Les Robinson
Lyn Morey
Matthew Fry
Michael Toppin
Michelle Osborne
Philip More
Robbie Beavis
Sharon Gold
Susanne Sofia
Warren Cooke

Anne Simeon
Bev Campbell
Eliana Olaya
Glen Steedman
Jack Walklin
John Gill
Joshua Barnes
Keryn Visser
Libby Potton
Lynette Quinlan
Maxwell Baldwin
Michele Tissiman
Mick Russell
Rebecca Manic
Robert Fechner
Simon Cole
Tony Dunk



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

Bob & Kerrie Doherty - 1969 Dark Ivy Green Mach 1 Fastback (Project in Progress)
Mark Hogan & Stacey Illing - 1970 Gold Boss Fastback
Stephen Lamperd & Dianne Clark - 1966 Brittany Blue Coupe
Franklin & Paula Marie Calugay - 2017 Ruby Red Metallic GT Coupe
Robert & Joyce Fechner - 2018 Kona Blue GT Coupe



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T: 07 33983343

E: adashelleptyltd@hotmail.com



MID WEEK RUN 19th May 2021

Gold Coast Motor Museum

We met at Repco Max at 10am with 15 cars . The staff and Public loved the cars and took lots of photos for their website they also looked after us by offering us a discount in store! I



It was great to see a few new members turn up for their first run.

After a short briefing we headed off around 1030am onto the motorway for a 40 minute drive to the venue .



Once there , we were joined by a few more members who drove straight there making 18 cars in total . We then split into two groups so half went into the museum and half had lunch .Because there were over 20 of us we were given a \$5 discount upon entry so we only ad to pay \$15 instead of \$20 for entry and you were welcome to come and go as you pleased throughout your visit .

There was an amazing array of vehicles most in mint condition and all kept nice and shiny by our own Peter Buckingham who volunteers a whole day there once a week to keep all the vehicles looking in showroom condition .

The food and service was amazing and everyone enjoyed their meal and had a great time , definitely a place to go back to because they change the vehicles around regularly so you could go there in a few



months time and be sure to see some different vehicles there .

A great place to visit even just for lunch or dinner

Thanks ,
Georgina Elliott-Nelson



Batman – a 1967 Mustang reborn

The '67 Holman-Moody Mustang that was smuggled in boxes, raced, and restored to glory.



Mecum

Imagine, if you will, taking your significant other's daily driver from them, smuggling it off to another country to be turned into a race car, smuggling it back disassembled in crates, assembling it, proceeding to race it competitively under a pseudonym (so your father wouldn't find out) ... and living to tell the tale. Insanity, right? Well for Cristobal Galjuf of Lima, Peru in the early 1970s, it was reality. Incredible as it may seem, Galjuf, his marriage, and his relationship with his father survived the whole ordeal.

Thankfully for us, the other part of the story that survives today is the car at the centre this tale—a 1967 Ford Mustang modified by Holman & Moody. And soon it will be offered at Mecum's Glendale, Arizona auction (Lot S155) on March 20.

By 1971, Galjuf had for a while been road racing Mustangs in various events in Peru, at which point he turned his attention to building a serious, purpose-built race car. His wife was daily-driving a 1967 Ford Mustang Coupe, built at the very Peru factory in which she worked, that he had purchased for her new. The logic behind taking this plain-jane four-year-old Mustang and turning it into a no-holds-barred road racer may be lost to time, but what's for certain is that Galjuf decided Holman & Moody was the shop for the job.

Holman & Moody's home in Charlotte, North Carolina, was, well, 3200 miles away and in America. Add in the wrinkle that Peru was under military dictatorship at the time and Charlotte might as well have been on the moon. Where there is a will, however, and a big enough budget, there is a way. Galjuf found a means of sneaking the car out of Peru.

As original documentation clearly demonstrates, once the Mustang arrived at H&M it was a cost-no-object undertaking. The 1972 invoice shows the cost to convert Mrs. Galjuf's former daily driver into an "FIA Spec" road racer was just under \$20,000—the equivalent of roughly \$126,000 today.

For that money, Galjuf got a car prepared to a level unencumbered by the SCCA rules to which Trans-Am racers in the U.S. needed to kowtow. The basic specifications of this Peruvian-born, Carolina-bred road-race special included a full period TA-spec rear clip mated to a period NASCAR super speedway front clip, and whatever other tricks H&M could throw at it. Toughness and reliability were paramount, as evidenced by multiple shocks on each corner, easy-to-service four-wheel drum brakes, supremely heavy-duty bits like wheels, and stout coolers for the gearbox and differential. This pony was expected to take a beating in Peru.

When the car was completed, Galjuf reportedly flew to Road Atlanta for a shakedown test with the H&M crew—at an invoiced cost of \$5394.00! Afterwards Galjuf flew back to Lima while H&M disassembled the car, packed it in crates, and shipped it back to Peru so that the now much racier Mustang could be smuggled back into his home country. The scheme worked. Once the Mustang was reassembled, Galjuf raced it extensively (and quite successfully) for a few years in Peru, Mexico, and Argentina under the pseudonym of “Batman.” Why? So his father wouldn’t find out about his racing exploits, which were often televised or broadcast live on the radio where his father would listen to them. All of this came to an end, however, when a friend was later killed in a similar car and Galjuf, now with a family of his own, parked the H&M-built Coupe in the interest of self-preservation.

The car then moved through a succession of owners, none of whom were as successful at racing it, before ending up in a museum owned by a gentleman named Nicolini. The Mustang’s current owner, Charles Maranto, shared with me the story of how he discovered it, brought it back to the U.S., and got it back into fighting shape:

“On a trip to Lima Peru in 2011, friends told us of an interesting auto museum in the city owned by a guy named Nicolini. As we walked through, I noticed the Mustang. After lunch at a local eatery with Nicolini, I popped the question about buying it. He was agreeable to selling it but warned me that exporting cars from Peru is almost impossible. The next six months was spent kissing the a#@ of the export office. Finally, the shipper called and said ‘grab a bunch of 100-dollar bills and let’s fly down and get this done.’ After passing out said bills, I was given the go ahead to export the Mustang. An hour later we were at the airport loading it on to a cargo jet destined for O’Hare in Chicago, as overland transport is dangerous.

“We later embarked on a faithful restoration to exact condition as raced in ’72, with Lee Holman’s guidance. At some point in the car’s history, the original 289 was blown up and a replacement ‘tall deck’ engine was ordered from H&M. On arrival in Peru, the local mechanics could not fit the taller engine into the car, so mid-construction, the work was halted and that is the way it sat until we purchased it. To fit this engine during the restoration we had to manufacture an all-new exhaust and fashion a hood scoop to house the air cleaner. It has been a love fest for me to return this car to its original glory.”

Today, this ‘60s pony is much more than an old Ford race car. It’s a one-off with a wild, winding history that took it far from its home market in Peru—to America—so it could be covertly converted into a weapons-grade road racing car by one of the most famous race shops of all time, only to be returned home for almost four decades before being “greased” back to the United States and restored to glory.

The big question is, come the Mecum sale on March 20, will the person who writes the next chapter go by “Robin?” It would only seem fitting, as would a couple of mufflers so the Mustang can really stretch its legs on a 1000-mile road rally or two. You know, just to make sure everything is working properly, and perhaps to show how well a Mustang stuffed full of 1970s TA and NASCAR bits can still boogie. Because I bet it sure as hell can.

Colin Comer 05 February 2021

Thank you to Ric Dunford for this article. Printed from CMC Master Link Magazine

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- Protects wrought iron like outdoor furniture from rust
- Cleans and polishes gold and brass.
- Helps remove adhesive from price tags, labels, and stickers.
- Keeps metal surfaces from rusting. Keeps hose ends from corroding Lubricate your DIY tools or prevent saw blades and tools from rusting, plus loosen rusty nuts and screws.
- Removes gum stuck to walls, concrete, shoes, and floors.
- Coat outside pipes during winter to help prevent freezing damage or pipe bursts.
- Removes wax from vinyl surfaces.
- Penetrates rusted parts so you can remove rusted nails.
- Helps camouflage scratches in linoleum, ceramic tile, and counter-tops. Remove candle wax or glue from carpet
- Remove old duct tape and its residue. Cleans and softens paintbrushes. Loosen stubborn zippers (just be careful around the clothing!).

THANKS TO RIC DUNFORD FOR THIS ARTICLE

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Oil vs Water:

Confessions of a Carbon Emitter - Dr Andrew Forrest AO

21 January 2021

The Boyer lectures are traditionally lectures - a speaker lecturing Australia about what it should do!

I've chosen a different path.

This lecture is about what I'm doing to fight climate change -under the premise that actions speak louder than words.

But first -I have a confession to make. The iron ore company I founded 18 years ago, Fortescue, generates just over two million tonnes of greenhouse gas every year.

Two million tonnes. That's more than the entire emissions of Bhutan.

It is also 0.004 per cent of the greenhouse gases that enter the atmosphere every year..... around 50 billion tonnes.

The answer isn't to stop mining iron ore - which is critical to the production of steel and to humanity. The answer is iron ore and steel - made using, zero-emissions energy Australia has 70 GW of energy capacity.

To put it in perspective, if the world's renewable energy resources were a power station, we'd be able to produce not 70, but millions of GW.

There's enough pollution-free, renewable energy out there to power humanity for the entire Anthropocene.....The Anthropocene is the age of humans.

But unlike other geological eras, the markers of our age won't be *Tyrannosaurus* teeth or steroid craters, they'll be giant landfills of single-swig, plastic water bottles - fossils the moment they were made.

We have no idea how long the Anthropocene will last. But if we don't stop warming our planet - it will be geological history's shortest era. The solution is hydrogen!

Hydrogen is the most common element in existence. In fact, the universe is 75 per cent hydrogen by mass - so we'll never run out of it. It's also the simplest. To make it, you just run electricity through water. That's green hydrogen, the purest source of energy in the world - and one that could replace up to three quarters of global emissions, if we improve the technology and hold the scale. But right now, we don't use it for energy.

It's just an ingredient used in industrial processes. And we make it from fossil fuel - quaintly calling it grey hydrogen, to hide the fact that it's a pollutant. Green hydrogen - the good stuff - is virtually ignored by the economic world. We're missing a colossal opportunity.

The green hydrogen market could generate revenues - at the very least - of 12 trillion US dollars by 2050. Bigger than any industry we have, and Australia, with characteristic luck, is sitting on everything it needs to be the world leader - but only if it acts fast. The tricky part is transporting it - but we are cracking that.

The journey to replace fossil fuel with green energy has been moving at glacial speed for decades - but is now violently on the move.

Our technology-led northern neighbors, Japan, South Korea and China have together pledged to put almost 8 million hydrogen fuel cell cars on the road.

Boris Johnson, who once wrote that wind power "wouldn't pull the skin off a rice pudding," has invested 12 billion pounds in green energy- and way more importantly, banned the sale of all fossil fuel engines by 2030.

Even Australia, which declined to commit to a zero emissions target, is investing 300 million dollars in hydrogen.

Europe has allocated a trillion - that's a thousand billion - Euros to reach zero emissions by 2050 - while the US has pledged 2 trillion of its dollars. And almost every major business in the world has committed to net zero emissions by 2050, including Australian companies, marching ahead of government.

These are laudable and genuine ambitions. But if we wait until 2050 to act, our planet will be toast. We're already way behind schedule.

The science says that to keep things halfway normal, we need to limit warming to 1.5 degrees.

The science also says that to do this, we need to slash our emissions every year between now and 2030 - and there's no way we're doing that.

As of today, we're heading for a 3-degree rise. That's how science works. You can predict it. There's only one solution, and we will all have to act with courage.

Zero-emissions energy needs to be available at an industrial, global scale - and at a price that competes with fossil fuel.

When renewable energy becomes less expensive than fossil fuel energy - that's when we'll reach the tipping point. That's when the world will begin the journey in earnest to become zero-carbon. Not only because it's the right thing to do, but because it makes great sense.

And the shift will be lightning fast. Forget 2050 - zero emissions will begin to happen overnight. That's how capitalism works - you can predict that too!

One of my favorite songs is Tom Petty's "Runnin' down a Dream". In the song, he's chasing a dream that won't happen unless he *pursues* it, wherever it leads. It's a song that makes you feel like anything is possible.

We played it every time our plane took off on our recent five-month journey around the world. We were searching for the best places on Earth for renewable energy - a way to really change the source of all our energy. The song is now tradition, part of the folklore of that trip.

So, let's talk business. - While net profit after tax continues to elude Tesla, it has a market value of over 800 billion US dollars. Its major climate innovation is a battery that runs on whatever fuel is in the national grid - instead of a fuel tank.

I think the real climate change challenger, could be Fortescue. It has a market capitalisation of less than 60 billion US dollars - but it made a net profit, after tax, of over 940 million US dollars - just last month.

Based on this position of strength, the Fortescue leadership recently decided to have a crack at becoming one of the world's largest green energy and product businesses. To catalyse a global solution to climate change - by rapidly increasing the supply of green hydrogen.

In August 2020, a dedicated and determined team, in the midst of COVID, left Australia to visit almost 50 countries. Some of us have only just returned. Timing was everything. The world was in lockdown. Economies and energy markets were collapsing. The diaries of political leaders were eerily empty, and foreigners were a rarity. Particularly foreigners with a vision to develop their wasting renewable assets, within a global strategy. The trip came with considerable risk.

We had all left behind our loved ones and the security of Australia in the middle of a one of the worst global pandemics in history. When I caught COVID and spent three days on oxygen in Switzerland - I could be forgiven for fearing the worst.

Looking out of the isolation chamber, feeling like I'd been vacuum-packed in plastic, being medivaced between countries - I wondered why I had ever left home. On reflection, it was the discussions I had with sovereign leaders, businesspeople, politicians and technology developers.

It was their genuine belief that the time for green hydrogen had come. I sensed a change in the global mood - this shift in belief - that the impossible could be possible.

Like Banjo Patterson said in The Man from Snowy River, "there was movement at the station, for the word had passed around." We could create sufficient volume of green hydrogen to challenge the oil sector. World leaders were lining up in support.

In Bhutan, the Prime Minister opened the border for the first time in months - just to allow my team to enter. Any staff who met us had to then quarantine for three weeks. If you've ever done quarantine, you'll know what a sacrifice that was.

In Afghanistan, the Vice President showed huge conviction that his country could play a major role in the world's march to green energy.

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After surviving a bomb and a seven-minute gun battle, with bandages on his hands and burns to his face, he negotiated the final clauses of our sovereign agreement - just so the President, also one of the most selfless leaders I have ever met, could sign before we flew out.

We once took an unusual flight path - Kyrgyzstan to Seoul - and I realised the smart money was already on the move. We saw thousands of wind towers and the foundations for what looked like tens of thousands more, on the Mongolian- Chinese border. This is a massive move into green energy, and China is making it - without fanfare.

My time on the road made me realise that our ambitions - while risky - were far from radical.

The question wasn't whether green hydrogen would become the next global energy form - it was which company would have the resilience to take the risk and truly test green hydrogen at global, industrial scale?

The board and I decided Fortescue would be that first mover. We're now undertaking feasibility studies that could lead to some 300 GW of power - more than four times what Australia can produce.

We have targeted hydro-electricity - generated by rivers - and geothermal which taps into the heat from the Earth's core - these renewables work around the clock - yet solar is currently the cheapest form of energy in the world. Our final aim is 1,000 gigawatts of zero-emissions energy. It sounds daunting, and naysayers are everywhere. But as someone who's made a career out of doing what other people said was impossible, this doesn't feel any different. You need a thick hide to withstand criticism, and, apparently, I have that. A colleague once said you could shoot me in the tail - and I wouldn't feel it!

To which I'd answer: - it runs in the family. John Forrest, my great-great-uncle, was born to indentured Scottish migrants who arrived in Perth in 1842. John became WA's first qualified surveyor, and pulled off a series of death-defying but highly calculated expeditions, including the first transect through Australia's centre to join our east and west coasts as one country. It was an eight-month, 2,000-km journey, largely on foot. John became WA's first premier and a Founding Father of Australia's Federation.

But for me, one of his greatest achievements was the risk he took in building the vital water pipeline from Perth out to the Goldfields. Together with engineer C Y. O' Connor, he built a 30-metre dam near Perth, and pumped the water 560 km inland, up a gradient of almost 400 metres - using many technologies for the first time. Each of the 60,000 sections of pipe - often laid by hand - weighed a tonne.

The logistics were formidable then - and they would be still today. John borrowed several times the states' budget, and was told to stop wasting public funds on an impossible task - a pipe dream.

O' Connor ended up shooting himself on his horse at a beach near Fremantle due to the pressure.

But the pipeline was built - and without it, the mining boom, which helped build cities as far away as Melbourne, would not have happened. These pipes were made of steel, and steel is made from iron ore.

Most of the world's iron ore formed roughly 3 billion years ago, when organisms first evolved the ability to make oxygen. The oxygen reacted with iron - sinking to the bottom of the ocean and creating the rich deposits in the Pilbara we have today. Ironically, this ancient event is what's allowing us to modernise. Steel is fundamental to everything you see around you, from your home to your car, the roads you drive on, to your ability to watch this Boyer lecture.

But right now, Australia makes barely any of that steel. We just dig up the iron ore, process and export it. In some ways, that's a blessing: blast furnaces, where most steel is made, generate 8 per cent of global emissions - because coal is used in the process.

But our neighbors and customers want to phase out carbon pollution by 2050 - and the most carbon-intensive of the fossil fuels, coal - will be phased out too. That's just a fact!

Now imagine if we could find a way to make steel without coal - zero-carbon steel - in Australia. This isn't a pipe dream, either. There are two ways.

In one, you replace coal in the furnace with our old friend, green hydrogen. You get steel - but instead of emitting vast clouds of CO₂, you produce nothing more than water vapour.

To strengthen the steel, you simply add the carbon separately. It bonds into the metal rather than dispersing into the atmosphere. Beautiful!

The other way to make green steel - the radical approach - is to scrap the blast furnace altogether and just zap the ore with renewable electricity. Fortescue is trialling both methods.

We aim to start building Australia's first green steel pilot plant this year, with a commercial plant in the Pilbara, powered entirely by wind and solar, in the next few years. Australia is in an absolutely unique position to scale green steel. We could look at losing our coal industry as a national disaster - yet I've always believed out of every setback, is the seed of equal or greater opportunity.

We produce over 40 per cent of the world's iron ore. And our potential green energy and hydrogen resources are immeasurable. If Australia were to capture just 10 per cent of the world's steel market, we could generate well over 40,000 jobs - more than what's required to replace every job in the coal industry.

Not any old jobs, but similar jobs - construction workers, mechanics, electricians, engineers - all of the sectors that'll be hit when coal is phased out. The timing is right. And we would also produce a product that is so much more valuable than either coal or iron ore – Green Steel. I volunteer and call on fellow leaders to help drive this industry, power our economy and protect the jobs of fellow Australians, as we make this critical transition!

The immediate and multiplier impact on the Australian economy, if we get this right, could be nothing short of nation-building. We stand to lose tens of thousands of jobs if we don't do this, but we stand to create hundreds of thousands of jobs if we do.

At the start of this lecture, I said that actions speak louder than words. So, I want to tell you what we're doing to decarbonise Fortescue!

By the end of the decade, our trucks will run on renewable energy. Imagine that: a fleet of vehicles that produces nothing more than steam as exhaust.

We're also aiming to develop green iron ore trains - that are powered by either renewable electricity or green ammonia.

Currently, the global shipping industry is one of the single biggest polluters in the world - so, this year, we'll begin to settle designs that also allow our ships to also run on zero-pollution, green ammonia!

And we're willing to share that knowledge, to help our competitors go green too - including Vale, one of the largest mining companies in the world. But where will we get all our green energy from?

In the Pilbara, Fortescue is designing vast wind and solar farms that can generate over 40 GW of power - more than half of what Australia can make now. In the Northern Territory, I've personally invested in Sun Cable, which will be the largest solar farm and energy storage facility in the world - providing 20 per cent of Singapore's needs via a 4,500-km long cable.

With all these technologies, the day that Australia can mine iron ore without generating emissions is rapidly approaching. And if a major player like Fortescue, does it, substantially reducing operating costs, then be assured business will follow promptly.

You may have noticed that I've been talking about climate change for almost half an hour now - and haven't pointed any fingers at anyone (apart from myself!) or asked anyone to make any sacrifices.

I'm a realist. I know we can't expect our CEOs to act like Mother Teresa - they'll get moved on by shareholders, and the next, less principled CEO, wheeled in. Don't get me wrong - I do believe that business must be steered by ethics.

The environment, business, family, health, society and our communities - they're all connected. For example, I've never invested in coal - even though I knew years ago it would have doubled the cash flow of our company.

I've made an allowance for natural gas - as a critical stepping-stone - but only because the infrastructure can easily be adapted to green hydrogen. And all of Fortescue's Sovereign Agreements come with strict conditions.

One is that we will build multiple, small dams along each river, rather than one huge dam. This is called run-of-river and is environmentally respectful. Another is that countries must commit, in the contract, to humanitarian targets - eliminating child marriage, eliminating forced marriage and modern slavery, in all its forms.

Equality of education outcomes between girls and boys - leading to equality of employment between women and men. No commitment, no deal! We dust off our shoes and go to another country.

Change takes courage. And that must be encouraged by our society. We must be prepared to fail in pursuit of improvement - or we as individuals, or as societies, or as a nation - will stagnate.

Often with change comes fear - and I'm used to fear. I feel it as much as anyone else. My job is to persevere through it.

Eighteen years ago, I was just a young upstart trying to set up Fortescue. Everyone told me I was crazy to take on BHP and Rio Tinto. They had a stranglehold on the Pilbara. Almost everyone I met in the industry said it was impossible.

But we did it!. And in the process, we reduced costs from around US \$48 to \$13 per tonne. How? It wasn't down to luck or unexpected breakthroughs. There was no one hero, there was no single great technology.

Rather, it was thousands of people and thousands of improvements that made our operations safer and more efficient day by day, year by year.

At Fortescue, we call this the flywheel. We nudge the wheel, make sure our systems work, reduce costs, free up capital and create demand. Then we encourage that momentum and reduce costs further, creating an even larger, more reliable supply, that again creates more demand.

The flywheel begins to spin, on its own, faster and faster. Now, we're building - at global scale - the flywheel of green energy.

But let's not underestimate the challenge. The fossil fuel sector will react to falling green hydrogen prices by slashing the cost of oil and gas until it's almost zero. At the end, it will be grim - think of a knife fight in a telephone box. And Big Oil's last stand will be to use fossil fuels to create blue hydrogen - storing the emissions in the ground and peddling it as clean energy. But it's not clean energy and governments are already falling for it.

So-called blue hydrogen just displaces the pollution from one part of the world to another. It's the same dog, just a different leg action. And it's not just the oil companies we need to be wary of. Self-interest will be everywhere.

Elon Musk recently called hydrogen fuel cell cars - despite the 8 million that will soon be on the roads - "mind-bogglingly stupid". He has every reason to fear them. His description is perhaps better suited to someone who peddles a battery technology as green - when it runs on fossil fuel.

There are two possible futures ahead of us. Stop flying, driving, slash your standard of living - but you're still killing the planet.

Or... the alternative, beyond symbolic gestures and sacrifice, that demands far more courage - change. One where quality of life increases, and we reduce carbon emissions.

One where we de-couple our economy - for the first time - from damage to our planet, damage that threatens our, and the Anthropocene's, very existence!

I choose change!

I choose hydrogen!

What do you choose?

Thank you to Vic Newland for supplying this document

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