

MUSTANG NEWS

Mustang Owners Club of Australia (Queensland) Inc.

SEPTEMBER 2021



The Mission Statement of MOCA Qld

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

JACK BEEDHAM'S

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2016 MUSTANG EXTRACTORS
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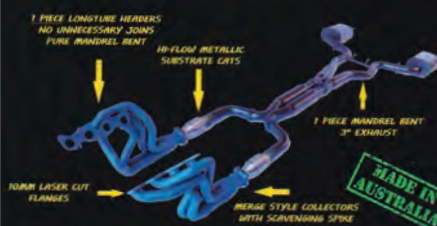
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QUEENSLAND MUSTANG NEWS

Mustang Owners Club of Australia (Queensland) Inc.

PO Box 8390, Woolloongabba. QLD. 4102

Executive Committee

President – Alan Messenger

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moca.runcoordinator@gmail.com

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sue.clark@qm.com.au

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callandere@aapt.net.au

COMBINED CAR CLUB REPS.- John Greene

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Stan Gallo

Phone: 0414 507 742

shelbyqld@iinet.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: 25^h August 2021

MEETING OPENED: 7. 40pm

PRESENT: As per Attendance Book

APOLOGIES: Ed Callander, Justin Guilfoyle, Georgina Elliott-Nelson, Chris & Yo Holst, Di Dunstan, Linda & Roger Allen, Ray & Marice Saunders, Vic Newlands & Barry Lane.

NEW MEMBERS: No new members present at tonight's meeting

MINUTES OF JULY MEETING

Moved: Martin Schmidt, 2nd Ric Dunford

BUSINESS ARISING FROM PREVIOUS MINUTES: Alan pointed to the defibrillator which is now wall mounted, the new bar fridge and the solar light in the car park. A job very well done by all who helped Alan with these projects. Thank you to all concerned.

TREASURERS REPORT:

Moved: David Irving 2nd Margaret Moran. Passed by the majority present.

INWARD CORRESPONDENCE:

New Membership Applications from: Glendon & Kylie Burns. Justin & Danniell Guilfoyle, Jason & Natalie Jukes & Hayden Jackson

Australia Post Account

First Data Merchant Statement

Red Energy Account

Pest Inspection Reminder

Membership Renewals

OUTWARD CORRESPONDENCE: Nil

MEMBERSHIP DRAW: John Binge

MAGAZINE: Robyn is always looking for articles. Robyn also mentioned that Sunshine Ford has not renewed his ad for this year, as he has no stock to sell at present.

MERCHANDISE: See Ed if you would like to order any merchandise. XXL Club Shirts are still on back order.

RUN CO-ORDINATOR: The August run was cancelled due to Covid. September will be at Ford Lytton. October will be the poker run, numbers permitting. Lakeside will on the 28th of November, and it may be the Club's designated run.

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

MIDMONTH RUN: Cancelled due to Covid.

BAR REPORT: New Fridge installed and running quietly. Beer cold.

SOCIAL DIRECTOR: Raffle tickets still available. Four raffles tonight with a limited-edition print donated by Barry Lane. Thank you, Barry.

MEMBERS PRESENT AT THE MEETING WHO ARE CELEBRATING BIRTHDAYS THIS MONTH WERE GIVEN AS FREE TICKET IN TONIGHT'S RAFFLE: John Turner & Dennis Freedman

QHMC: No report as the meeting is tomorrow night.

NATIONAL DELEGATES: Nothing to report.

GENERAL BUSINESS:

COMMITTEE NOMINATIONS: Alan spoke at length about the importance that we fill the vacant positions to keep the club viable. We have had a good response so far but still need the following: Vice President, Run Co-Ordinator, Social Director.

2022 NATIONALS: Alan told the meeting that all the details for the S.A. Nationals will be in the next magazine. At present they are looking for expressions of interest before they commit fully to the event.

2023 NATIONALS: There was a lot of discussion regarding suitable venues. It was proposed that we look further afield than the Gold Coast. Ric has taken all the suggestions on board and will report back on his findings.

RAFFLES: 1st Wayne Hall, 2nd Robyn Messenger, 3rd Dennis Freedman, 4th Peter Buckingham

Next Meeting: 22nd September 2021 @ 7.30pm.

Meeting Closed: 8.33pm

Margaret Moran

Secretary

IMPORTANT HELP FOR THE TREASURER

Hello Members

On June 23, an anonymous person paid their Membership Renewal of \$60 from a Bank of Queensland account!

There is a reason why you are asked to use your surname and invoice number as reference when making your payment. I process a great many renewals in the June, July, August period and having these details on your deposits to the account makes my work as Treasurer considerably easier.

If you have not received a receipt from me in this period please contact me to enable me to correct the records. This will ensure that your details are not deleted from the Club Database at the end of this forthcoming week and you will risk becoming unfinancial.

**Thank you
Robyn Messenger
Treasurer
Mob: 0419 919 044**

From the President,

Welcome to the August Magazine.

Unless there is a formal State Government lockdown the next Club meeting will be on September 22nd. This will be a combined General meeting, AGM, and election of officers for the coming year.

Firstly, I wish to thank all the members for the support they have given me during my term as President of your club. I will not be running for President this year, but I will still stay active in the club management, I have nominated for the role of National delegate. My term as President has been interesting to say the least, there were a few challenges trying to run a social club in a pandemic with social distancing, masks, and number restrictions on groups. But I like to think that we did the best legally possible, and the club has come through the pandemic, so far, just as strong. It will be up to the incoming committee as restrictions ease to build the club socially.

Having said that there is a need to build the club socially next year, to do this we need a full committee. Currently, we have sufficient nominations for positions in the club management team to legally operate. However, there will be extra pressure put on the management committee by not having a vice president in place.

You the members of the club must bear in mind that by not having nominations for certain role, those functions will not be carried out until the positions are filled. **No social director** - no Christmas party, no supper or raffles at meetings, **No run coordinator** – no runs will be sanctioned resulting in no club runs. These positions have been created to share the load of running the club amongst as many members as possible. It is not fair to ask another club member to fill more than one role unless they specifically request it.



I ask you to please take some time to consider the club and what it means to you and if you have some spare time could you fill one of the roles. If you are not sure what is involved in the role, please contact me as I now have role descriptions for all roles in the club and would be happy to share with you. It is your club, so if you can spare some time each month, please consider taking on one of these roles.

The Father's Day run to Fort Lytton, from the feedback I have had, was a great success, enjoyed by all, a great job Neil thank you. Unfortunately, I could not attend as I was in quarantine in Port Moresby at the start of a 3-month stint in Lae. While on the topic of runs I remind you that all members planning to join a run must advise the person coordinating the run that they will be attending. The details of future runs are listed later in this magazine

Again, thanks you for your support over the past years

Alan Messenger. September 2021

President MOCA (QLD)

Important News

The 2022 National Concours planned to be held in Adelaide April 2022 has been deferred to 2023 due to the uncertainty of the Covid situation.



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

2021 - 2022 MOCA QLD COMMITTEE ELECTIONS

Forms are to be completed by the Nominee, Proposer and Second. The completed forms must be received by the Club Secretary no later than 5pm, Wednesday 8th September 2021 two (2) weeks prior to the Election Meeting to be held 22nd September 2021. A full listing will be available by contacting the Secretary one week prior to the election date and in the September Magazine.

President					
<i>Nominee</i>	Ed Callander	<i>Proposer</i>	Alan Messenger	<i>Second</i>	Robyn Messenger
<i>Signature</i>		<i>Signature</i>		<i>Signature</i>	
Vice President					
<i>Nominee</i>		<i>Proposer</i>		<i>Second</i>	
<i>Signature</i>		<i>Signature</i>		<i>Signature</i>	
Secretary					
<i>Nominee</i>	Bob Doherty	<i>Proposer</i>	Alan Messenger	<i>Second</i>	M Moran
<i>Signature</i>		<i>Signature</i>		<i>Signature</i>	
Treasurer					
<i>Nominee</i>	Robyn Messenger	<i>Proposer</i>	M Moran	<i>Second</i>	Ric Dunford
<i>Signature</i>		<i>Signature</i>		<i>Signature</i>	
Magazine/ Website Editor					
<i>Nominee</i>	Robyn Messenger	<i>Proposer</i>	M Moran	<i>Second</i>	Ric Dunford
<i>Signature</i>		<i>Signature</i>		<i>Signature</i>	
Run Co-Ordinator					
<i>Nominee</i>		<i>Proposer</i>		<i>Second</i>	
<i>Signature</i>		<i>Signature</i>		<i>Signature</i>	
Merchandising					
<i>Nominee</i>	Ed Callander	<i>Proposer</i>	M Moran	<i>Second</i>	Robyn Messenger
<i>Signature</i>		<i>Signature</i>		<i>Signature</i>	
Social Director					
<i>Nominee</i>		<i>Proposer</i>		<i>Second</i>	
<i>Signature</i>		<i>Signature</i>		<i>Signature</i>	
Membership Secretary					
<i>Nominee</i>	Robyn Messenger	<i>Proposer</i>	M Moran	<i>Second</i>	Ric Dunford
<i>Signature</i>		<i>Signature</i>		<i>Signature</i>	
Dating Officer					
<i>Nominee</i>	Gordon Bartils	<i>Proposer</i>	Robyn Messenger	<i>Second</i>	Alan Messenger
<i>Signature</i>		<i>Signature</i>		<i>Signature</i>	
Bar Person					
<i>Nominee</i>	Rob Consoli	<i>Proposer</i>	Alan Messenger	<i>Second</i>	Ken Clark
<i>Signature</i>		<i>Signature</i>		<i>Signature</i>	

<i>Signature</i>		<i>Signature</i>		<i>Signature</i>	
National Delegate					
<i>Nominee</i>		<i>Proposer</i>		<i>Second</i>	
<i>Signature</i>		<i>Signature</i>		<i>Signature</i>	
BBQ Cook					
<i>Nominee</i>	Harry Steinheuer	<i>Proposer</i>	M Moran	<i>Second</i>	Alan Messenger
<i>Signature</i>		<i>Signature</i>		<i>Signature</i>	
QHMC Rep.					
<i>Nominee</i>	John Greene	<i>Proposer</i>	Alan Messenger	<i>Second</i>	M Moran
<i>Signature</i>		<i>Signature</i>		<i>Signature</i>	
QHMC Rep.					
<i>Nominee</i>		<i>Proposer</i>		<i>Second</i>	
<i>Signature</i>		<i>Signature</i>		<i>Signature</i>	
MOCC Rep.					
<i>Nominee</i>		<i>Proposer</i>		<i>Second</i>	
<i>Signature</i>		<i>Signature</i>		<i>Signature</i>	
Events Co-Ordinator					
<i>Nominee</i>		<i>Proposer</i>		<i>Second</i>	
<i>Signature</i>		<i>Signature</i>		<i>Signature</i>	

**Congratulations to the following Members
who reached important milestones this year**

20 Year Continuous Membership

2021 – Allan & Carmen Rogers (Resigned membership June 30)
 2021 – Peter & Jenny White
 2021 – Ken & Donna Peck
 2021 – Martin & Sue Schmidt
 2021 – Alan & Andrea Mickelborough
 2021 – Mark & Helen Stubbings
 2021 – Jiri Suk
 2021 – Paul & Debbie McBryde
 2021 – Phil & Inga McCracken

30 Year Continuous Membership

2021 – David & Carol Chard

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 recognised as sanctioned Club Runs. Points towards Club Person of the Year are only awarded for attendance at the official 1st Sunday month Run (or Saturday where appropriate).

<i>JULY 2021</i>	<i>AUGUST 2021</i>	<i>SEPTEMBER 2021</i>
		Wednesday 22nd - MOCA Qld AGM Meeting
<i>OCTOBER 2021</i>	<i>NOVEMBER 2021</i>	<i>DECEMBER 2021</i>
Sunday 3rd - Poker Run to Mulgowie Hotel RSVP - 18 August 2021		Wednesday 15th - MOCA Qld Club Meeting One Week Early because of Christmas Week
Wednesday 27th - MOCA Qld Club Meeting	Wednesday 24th - 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 - \$2,500.00

Contact: Georgina Elliott Nelson - 0417 605 136



MOCA Monthly Club Run

Sun 3rd Oct POKER RUN

MOCA Qld inc Sanction No: MQS2010304



A countryside poker run followed by a country pub lunch

Please remember Covid 19 Gov rules apply

Meeting Point: McDonald's Homemaker City, 12A Goggs Rd, Jindalee QLD 4074

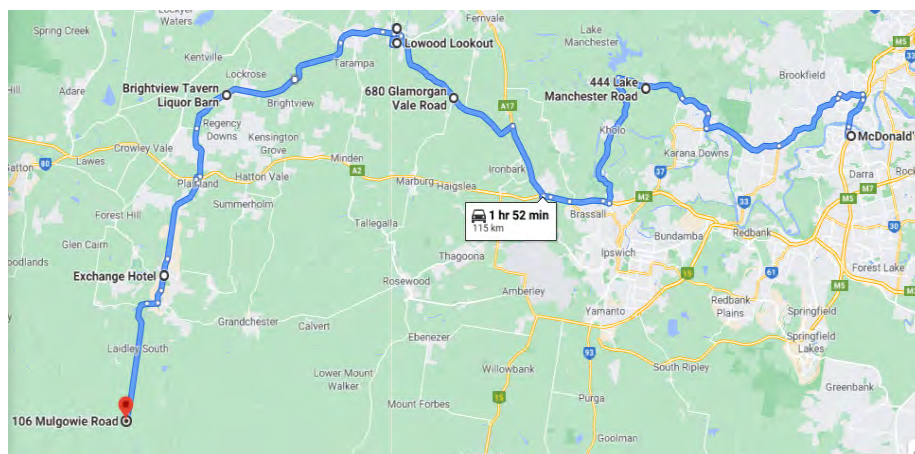
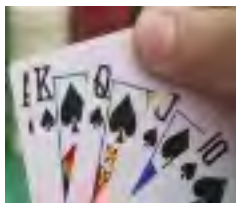
Arrival Time: 9.00 am

Departure time: 9.30 am

Destination: **Mulgowie Hotel** for lunch



*. Mulgowie Hotel, 106 Mulgowie Rd, Mulgowie QLD 4341



RSVP: 28-09-2021

Neil De San Miguel

Text: 0417 577 017

moca.runcoordinator@gmail.com



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

Barry Kettleton
Bryan Roberts
Denis Currie
Garry Stubbs
James Rutherford
Jenny Slater
Matthew Fulton
Monique Callander
Nola Scott

Bernadette Law
Carin Dunlop
Diane Hodson
Georgie Mawson
Janice de Meur
Kim Bailey
Merin Batterham
Neil Morris
Paul King
Paula Marie Calugay
Peter Newman
Roger Allen
Rochelle Fox-Freeman
Wendy Clark

Bill Hammond
Cecilia Morgan
Dianne Clark
Greg Mawn
Janice Elsley
Lan Fry
Michael de Meur
Nicole Itoy
Paul McBryde
Pauline Binge
Renae O'Connell
Roger Bylett
Tracy Consoli

Brad Wolff
Cheyne Turner
Fiona Ogilvie
Hayden Jackson
Jenni Bailey
Manfred Hitchins
Michele Prasser
Nicole Smith
Paul Smith
Peter New
Robert Andrews
Ryan Finlay



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

Anthony & Jean Dillon - 1966 Candy Apple Red K-Code GT Coupe

The story of PNY04 A 1964 Mustang Convertible.

Built at Dearborn Michigan on May 8th, 1964

Mustang number xxxxxxxx

Mustang convertible, Wimbledon White with "Grabba" red interior, C4 auto and 260 cubic inch V 8

Shipped to Diel Ford at Bellingham in Washington state, USA and sold to a local Druggist. The car stayed in the family until 1996, being passed down through the family till it ended up as the daughter's car. It blew the transmission and was parked until it was sold to a local enthusiast for restoration.

In 1999 the car was displayed at the Ferndale Pioneer Park Show and Shine, where it was purchased by Ken Schims. Ken winters in Santa Barbara and summers in Bellingham, so he had an ideal car for the California weather. He moved the car to Santa Barbara to drive in the sun and stored the car when he was up north.

But it turned out that at heart Ken was a "Chevy" man, which was fortunate for me, as he needed funds to buy a C2 to restore, this resulted in him selling the Mustang to me in March 2008.



The car arrived in Australia in May 2008 and was registered in late June. We then joined MOCA Qld and set about learning about Mustangs. The learning curve was rapid, picking up on all the ins and outs of Mustangs. However, the meagre amount of power available from a 260 V8 meant the ol' girl was not a muscle car, so we decided the car would be better returned to original class. This project took around 3 years. What we have now is a Ford Mustang classic car in original condition, solid and reliable, a gentile lady, definitely not a rambunctious Muscle car.

Delegates Report QHMC 26/08/21 and TMR Report 27/08/21

QHMC The Robert Shannon award has been granted to a young Queensland restorer to help finish the Gemini panel van he is restoring. The cheque will be presented at the next meeting.

QHMC. Has discussed at their committee meeting the creating of a 100year cast badge to be presented to vehicles. During the voting I put forward the facts that; - this means 1921year vehicles to start then a rolling year date, so this will go on forever, with the cost of a new casting each year. As well QHMC does not have knowledge of vehicles [cars, motorcycles, trucks and buses] only clubs and delegates. How do they intend to check authority? How many members are willing to drill holes in their vehicle? QHMC then decided after debate that they will have more discussion at the next committee meeting. T model Fords stopped production in 1928.

TMR. RMVSG Meeting Via Skype

Again, we had the member for ARMA. [Aust. Recreational Motorists Association] wants harmony between states in the testing especially when a vehicle has been lifted 2 inches or more as they would like. He said on new 4x4 vehicles the in-built stability control stops working and must go to Victoria to be reset which is verry costly causing the owner to drive illegally. The testing on older vehicles without stability control is costly so the need the testing to be less stringent to make it more affordable.

TMR to look at this because they said they all had 4x4's so they understand?????????
Bailey Roe rep. for the motorcycles Answered said asked about them having timed runs?

TMR Answered there was no problem if they stayed within the road rules. The TMR person associated with insurance said he would sort out the Insurance if Bailey was to provide the details.

My agenda item, as to where TMR Website details that the DIVS vehicles are Fully Registered, and the concession is guide rules under which the vehicle may be used?

TMR Reply that the vehicle is registered for the 365days, and the detail is in the account that you pay. They are not going to add to the website, as it is not necessary as we have it when we pay.

My problem is that it is done electronically with my computer generating a receipt that the money has transferred from my account. The old receipt we received with the windscreen sticker had detail that you no longer receive. I need the detail to go back with.

TMR. has rejected the 50km distance for testing.

**Your Delegate
John Greene.**



“Oils ain’t Oils!”

To quote a now famous 1980s advertising slogan for Castrol oils, **and it is true.**

In a previous note I explained what an oil must do within an engine or at least explained the mechanical side. Chemically engine oils have a huge role they must protect everything in the engine. If you want your engine to perform correctly and give you a long life, then you must do three things.

1. Buy the oil designed for your engine type (year) and a recognised brand
2. Change the oil when recommended but as a minimum at least once a year
3. Regularly change the oil filter/s

An engine oil is a very complex mix of oils and chemicals, around 80% lubricating oil and 20% additives. Each engine oil type is designed or formulated for a type of engine. Mainly to meet changes in emission controls and equipment.

When you buy an oil, you must read the label very carefully. Forget the brand at this stage and read the oil descriptors and rating. There are three key ratings SAE, API and ACEA, in this note I will not talk about ACEA ratings as they are for European vehicles and do not apply to American Muscle.

A label will first say **engine oil** then give the **SAE rating** of the oil **10W-30** or similar. This indicates a multi grade oil. 10W is the viscosity of the oil when cold, you need this lower viscosity to pump the oil through the engine when starting. But engines get hot and as they do the oil gets thinner, the second number is the viscosity at running temperature. The next item on the label will be the **API rating** **SG** or two letters starting with S. The **S** is for spark ignition engines when as **C** is for compression ignition engines, oils will have both S and C API ratings.



For a classic Mustang the most important additive you must have in your oil is ZDDP and this is not used in the oil formulation of modern oils as it destroys Catalytic Converters used to clean up exhaust emissions. ZDDP is one of many anti wear additives but is the cheapest and the best at preventing sliding wear in the valve train area. So, ZDDP is essential in engine oil for our Classic Mustangs.

Following are a few engine oils that will suit Mustangs 1965 to 1989 with original style engines.

Penrite Classic light 20w-60 and **Mobil 10w-40 Older engine Oil** are two that will do the job, the Penrite is a marginally better oil and easier to obtain.

Mustangs had Cat converters installed from 1979 but that depended on the state the car was sold in, anyway most owners removed them as they were quickly destroyed by the zinc in the oil. In 1989 Ford got serious and added 4 cat converters to the Fox series from then on all Mustangs had to use a zinc reduced or free engine oil.

For **Modern Muscle** you must use a full synthetic oil rated at API SN SAE 0W-20

Alan Messenger Sept 2021

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.

JULY 2021	AUGUST 2021	SEPTEMBER 2021
OCTOBER 2021	NOVEMBER 2021	DECEMBER 2021
Sunday 3rd - A Day in the Country Charity Day at Peak Crossing Details in this Magazine		

Carina Workshop

Ampol Carina
849 Old Cleveland Road, Carina. Q 4152

Ph: 07 33983343

Email: calcarworkshop@hotmail.com



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CHARITY DAY AT PEAK CROSSING

NEW DATE: Sunday 3rd October 2021



A DAY IN THE COUNTRY

Mustang Owners Club of Queensland member's are invited to an "Invitation Only" Multi Marque Charity Day on Sunday 3rd October 2021 at Peak Crossing. This prestigious event is hosted by the Fassifern Valley Rotary Club and the Brisbane Register of the Jaguar Drivers Club (E+F Type Register) of Qld and held on a private property.

All funds raised go to The Rotary Club of Fassifern Valley.

Join with other car enthusiasts to enjoy a unique range of vehicles ranging from vintage cars to inspirational machines in a relaxed private country setting with no general public participation.

The Rotary Club food van will be serving refreshments and a bbq lunch at reasonable prices. Yes, the legendary lamingtons will again be available this year!

A coffee van will also be available along with the usual multi prize raffles and live music.

Entry is restricted to 200 cars on a first come basis. An early reply ensures you don't miss out on this great event. Once we achieve 200 cars, we will go to a dated waitlist, so we look forward to your acceptance as soon as possible.

Entry fee at the gate will be a donation of \$30 per car with a chance to win a lucky car prize worth \$350, donated by our hosts.

Please register your interest to:

Jean Vincent - jean.vincent3@icloud.com

This will be a COVID safe event following all Government requirements.

Please help us keep this event, now in its 10th year, exclusive by not disclosing date or details.



50 Cool Mustang Facts

1. Ford Motor Co. built two mid engine Mustang-badged concept cars: the 1962 Mustang 1 and the 1968 Mach II.
2. After the Edsel flop, Ford formed a committee to create and review future products. It was called the Fairlane Committee because it met in the Fairlane Motel close to Ford's Dearborn, Mich., headquarters. The Mustang was the committee's first major hit.
3. Various names were evaluated before Mustang was chosen. At least two of the rejected names eventually appeared on Ford vehicles: Cougar and Torino. Frank Thomas, a J. Walter Thompson account executive who worked on the name research, once said Mustang rose to the top "because it had the excitement of wide open spaces and was American as all hell."
4. Gale Halderman's design that was selected as the basis of the production Mustang was originally called Cougar. Halderman and his boss, Joseph Oros, pushed hard for the Cougar name.



5. Buhlie Ford, a nephew of Henry Ford II, took a ride in an early Mustang convertible in the spring of 1964 and left the car in a downtown Detroit parking lot. The Detroit Free Press published photos of the car in what was considered a major scoop before the official unveiling.
6. On April 16, 1964, the day before its public unveiling in New York, Ford sponsored simultaneous programs on the three major TV networks as part of a national marketing blitz. The Mustang was seen by 29 million people during prime time. The next day, Mustang ads ran in more than 2,600 newspapers.
7. Ford took the Mustang on the road since many people could not see the car at its New York debut or at a dealership. The Mustang was put on display at 70 high-traffic metropolitan sites nationwide, 15 major airport terminals, in 100 Holiday Inns and on billboards in more than 170 markets.
8. In 1964, the Mustang's base price — \$2,368 — was featured prominently in the company's initial advertising. It was \$1,000 lower than that of the closest competition.
9. Ford originally forecast about 100,000 Mustang sales in the first year. More than 400,000 were sold.
10. Ford Division General Manager Lee Iacocca credited the Mustang's simultaneous appearance on the covers of Time and Newsweek in April 1964 with selling an extra 100,000 Mustangs.

11. Once the name was selected, the horse logo in the Mustang grille took on many forms, including what resembled a knight on a chessboard. Ford designers had the Mustang galloping to the right, similar to the way horses race on a track, and also moving left. Ultimately, Lee Iacocca said, “the Mustang is a wild horse, not a domesticated racer,” and designer Gale Halderman felt the pony should always face left, the way designer Phil Clark first drew it.



12. Just weeks before the car’s debut, there were still Mustangs featuring the galloping horse badge in the grille facing right instead of left.
13. After the Mustang’s debut at the New York World’s Fair in April 1964, 124 journalists were the first to drive Mustangs as part of the Ford Mustang Road Rally from Westchester Country Club in suburban New York to Dearborn, with a stop at Niagara Falls along the way.
14. In addition to plants in Dearborn and Flat Rock, Mich., the Mustang has been built in San Jose, Calif., and Metuchen, N.J.
15. Ford sold a million Mustangs in the first 24 months after it went on sale — the fastest time for a new nameplate to produce that amount of sales volume.
16. In the 1960s, a limited number of Mustangs were produced at plants in Mexico and the Netherlands.
17. Approximately 250 right-hand-drive Mustangs were sold in Australia between 2001 and 2003. They were all converted in Australia by Tickford Vehicle Engineering under contract from Ford.
18. Mustang serial No. #001, a preproduction model used for a promotional tour and not meant to be sold, was inadvertently sold by a dealer to a Canadian airline pilot, Capt. Stanley Tucker. In March 1966, Ford traded the 1 millionth Mustang to Tucker in exchange for the first car.



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19. The 2015 Mustang is the first to have independent rear suspension across the board, but not the first to have the technology. The SVT Cobra from 1999 to 2004 had an independent rear suspension, and in 1963, three first-generation Mustang prototypes were tested with an independent rear suspension system.
20. The 1974-78 Mustang II was considered by many to be an under-performer, but when it was launched, it offered performance comparable to the much larger and heavier 1971-73 models, despite having a smaller engine.
21. Between 1964 and 1978, the Mustang was sold in Germany through a limited number of Ford dealers and the U.S. military PX system as the Ford T5. The Mustang trademark in Germany at the time was owned by truck-maker Krupp.
22. More than 161,000 Mustangs — including T5s — have been sold outside North America, and there are nearly 100 owners' clubs overseas from New Zealand to Poland and from South Africa to Iceland.
23. The most valuable Mustang to sell at auction was a 1967 Shelby GT500 Super Snake, which went for \$1.3 million last May. The top 10 Mustangs sold at auction have fetched a combined total of nearly \$7.6 million.
24. Famed Italian designer Giorgetto Giugiaro has created two Mustang-based concepts in his career. The 2007 Giugiaro Mustang is the better known. In 1965, when he was still working at the Bertone studio, Giugiaro designed the Bertone Mustang, which was commissioned by Automobile Quarterly.
25. At least three Mustang shooting brakes, or station wagons, have been designed in the Ford studio and made it at least as far as full-sized clay models — one was even a functional prototype — during the past 50 years.

26. At least one four-door Mustang sedan was created, in 1964, presumed to be a potential replacement for the Falcon.
27. A late pre-production black Mustang hardtop was customised for Henry Ford II and included a custom Lincoln leather interior and hand-painted pinstripes. Ford later gave the car to his driver, who kept it until he sold it to the current owner, a Farmington Hills, Mich., man who still owns it.
28. The first Mustang sold to a retail customer, Ford says, was purchased by Chicago schoolteacher Gail Brown on April 15, 1964, two days before the official on-sale date. Brown, who became Gail Wise when she married her husband, Tom, still owns the car.
29. The first turbocharged engine in a Mustang debuted in the 1979 model, a 2.3-liter with 132 hp, under far less stringent emissions standards than today. By 1985, the limited production, fuel-injected Mustang SVO was up to 205 hp. The 2015 Mustang with EcoBoost will have more than 305 hp and 300 pounds-feet of torque from the same displacement.
30. In 1989, Mustang nearly went front-wheel-drive with a coupe based on the Mazda MX-6. Late in the program, the decision was made to preserve the Mustang and redesign it on a rear-wheel-drive platform. The fwd coupe became the Probe, which lived only until 1997 before being replaced by the Mercury Cougar, which was discontinued in 2002.
31. The Mustang is one of fewer than 10 nameplates to survive in continuous production for more than 50 years without missing a model year.
32. Contrary to popular belief, there is no such thing as a 1964½ Mustang. Starting from serial No. #001 — the car inadvertently sold to Stanley Tucker — all the cars produced had 1965 VIN codes. There is a gap of 80,000 to 100,000 in the 1965 VINs around June-July 1964 that coincides with the switch from a generator on the engines to an alternator. The gap is considered by many Mustang aficionados to be the dividing line between '64½ and '65 models.
33. Mustangs have appeared in films and on TV shows more than 3,300 times in the past 50 years, according to mustangimdb.com. The site was started by the founder of the Icelandic Mustang Club.
34. In 1968, Ford introduced the Mustang Cobra Jet, a factory-built turnkey drag-race car with 335 hp from a big-block V-8. At 662 hp, today's GT500 nearly doubles that while meeting modern emissions standards on the street.
35. In October 1965, Ford engineers sliced a 1966 Mustang into four sections and took it up on a passenger elevator to the 86th floor observation deck of New York's Empire State Building, where it was reassembled and placed on display.
36. The third-generation Mustang — the so-called fox body — was produced from the 1979 to the 1993 model year, the longest run of any Mustang. However, the only example from that generation that featured the pony badge on the exterior was the 1993 SVT Cobra, which had a small one placed in the grille. Other Mustangs of that generation featured a pony on the passenger side of the dashboard only.
37. Two teams of designers at Ford's Dearborn headquarters and a third from the Ford-owned Ghia studio in Italy began competing in 1975 to create the all-new third-generation Mustang that became the fox body Mustang.
38. "Thou shall never do a slant-back front end." That was the house rule from Gene Bordinat, Ford's longtime head of design, as planning for the third-generation Mustang got under way in the mid-1970s. "Henry Ford II only wants vertical front ends, and he'll show us the door if we ever try

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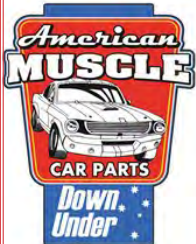
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anything like” a slant-back. The final design — championed by Jack Telnack, who had returned to Dearborn from a stint as head of design for Ford of Europe, resulted in a lean, 2,700-pound curb weight and improved outward visibility. The Mustang’s new European-influenced shape was Ford’s first serious stab at reducing air resistance with the lowest drag coefficient on the road at the time — 0.44 for the fastback and 0.46 for the notchback.

39. The Mustang has served as official pace car of the Indianapolis 500 on three occasions — in 1964, 1979 and 1994. Benson Ford, grandson of Henry Ford, drove the Mustang pace car at the 1964 Indy 500. The Mustang served as official pace car of the Daytona 500 just once — in 2010.
40. Former President Bill Clinton owns a 1967 Mustang convertible — ice blue with a white interior. Clinton said it was the hardest thing to leave behind when he moved into the White House in 1993. In April 1994, during a celebration marking the 30th anniversary of the Mustang, Clinton drove the car briefly at Charlotte Motor Speedway in Concord, N.C. Bill Dillard, then president of the Mustang Club of America, introduced him as “a rabid Mustanger like the rest of us.”
41. Red has been the most popular exterior colour on Mustang through the years, followed, in order, by blue, silver, white, black, green, brown and yellow. The 1967 Mustang was available in two shades of pink: Dusk Rose and Playboy Pink.



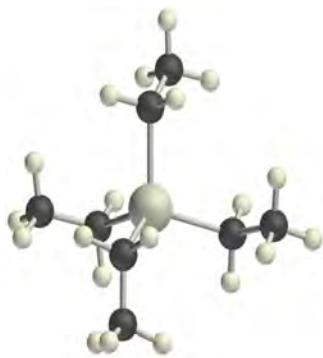
42. While yellow has been the least favourite colour over time, it has inspired deep passions among Mustang owners. The Yellow Mustang Registry, founded in 2001, is dedicated to owners and enthusiasts of yellow Mustangs. It has more than 8,932 members and 8,984 registered vehicles worldwide, and it has hosted more than 60 events since its founding. The yellow Mustangs in the registry range from early Springtime Yellow, offered in 1965 and 1966, to Zinc Yellow, introduced in 2000.

- 43. Black is the best-selling Mustang exterior paint colour today, up 10 percent over the past decade, and it accounted for 28 percent of all 2013 Mustangs sold.
- 44. A removable hard top was planned on the redesigned 1994 Mustang — code-named SB95 — but costs and painting problems limited its application to just 1995 SVT Mustang Cobras, which were all black.
- 45. The Mustang has been honoured with a U.S. postage stamp twice: in 1999 with a first-class stamp valued at 33 cents, and in 2013 when the 1967 Shelby GT-500 was featured as part of a set of stamps commemorating muscle cars.



- 46. Janine Bay was the first woman to serve as chief engineer for the Mustang. From 1994 to 1999, she was responsible for the design and development of the 1999 Mustang as well as the 1999 Cobra. She is the only female member of the Mustang Club of America's Hall of Fame.
- 47. The Mustang has more than 5 million Facebook fans, the most of any nameplate, Ford says.
- 48. Sam Pack, a car collector and north Texas Ford dealer, paid \$300,000 to secure the first retail production unit of the 2015 Mustang GT when it goes on sale this fall. He made the winning bid at Barrett-Jackson Auction Co.'s sale in Scottsdale, Ariz., in January as part of a charity drive.
- 49. At various times over the years, Ford has studied whether to build or support an official Mustang museum in the United States, only to conclude that such a project would not be financially feasible over time.
- 50. In the 1960s, Sonny and Cher had famed Los Angeles car customiser George Barris design for them his and her modified Mustangs that featured wild headlights, leopard-skin interiors and eye-popping colours. The pair sold in 2010 to a collector for \$137,000.

From: mustangmaniac.org (webarchive)



Well, you all understood the symbolic heading, immediately deciphering the molecular structure and the chemical formulae and realise its impact on our treasured Mustangs.

First a little history, when our cars were designed (original metal Mustangs) Tetraethyl lead (TEL) was a vital additive in fuel. Invented or developed in 1920 by GM and Standard Oil. Tetraethyl lead was needed to raise the octane level in petrol. Which in turn allowed an engines compression to be increased without premature detonation occurring otherwise known as “knocking or pinking” allowing engines to develop more power and reduced fuel consumption.

As engine power developed it was found that the lead residue prevented a major problem **valve seat recession**. This discovery led to an engine manufacturing cost reduction the removal of valve seat inserts, valve seats were now machined directly into the head.

The use of Tetraethyl lead as a fuel additive continued until the late 1990's and was total stopped on Jan 1st, 2000. During the 80 years Tetraethyl lead was used engine technology advanced significantly, fuel refining technology improved but the health of the children in cities and alongside motor ways declined. The health issue was the driver to force the removal of TEL from gasoline. The health issues accelerated the development of improved refining technology that allowed the octane rating of petrol to be increased at little additional cost, removing the “pinking” problem, removing the need for TEL. But engine manufactures had to revert to the installation of hardened steel valve seats. This was not a big problem as engine manufacturers were now using more and more aluminium heads and these required steel valve seats. A further reason for change was the introduction of Catalytic converted to vehicle exhausts to reduce emissions, lead poisoned the catalyst

A little-known fact is that a car running Tetraethyl lead containing fuel, used a set of spark plugs yearly, a muffler only lasted 2~3 years, the exhaust pipe 5 years while engine oil and oil filters only had a service life of 5,000 miles. A change to unleaded petrol also had other engine impacts, reduced ring wear, less rusting inside the engine, lower sludge and varnish formation and reduced wear in the cam and lifter areas.

Now we understand why TEL was used and why it had to be removed from petrol how does that effect your Mustang. Well not all that much, unless you drive your car a lot and drive it hard. It will take at least 75,000 to 100,000 miles to really impact on a normally driven car. TEL replacement additives can be used but these can cost more than the valve seat upgrade.

So, what will happen to a Mustang with soft valve seats, under conditions of high speed, and high load, and in the absence of special protection for the valve seat, no TEL, it has been found that the material of the valve seat can be eroded away allowing the valves to “recede” into the cylinder head. In extreme cases this can cause lower compression, poor fuel economy, high emissions, and other mechanical problems.

Happy Mustanging,

Alan Messenger 2021

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