

Mustang

NEWS

March 2023 Edition

What's going on in MOCA (Qld).



Gale Halderman

The "Duce"

The Mustang Owners
Museum

Member Profiles

Mustang Melonfest

News and Articles...



1967

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Volume No. 3
MARCH 2023

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Queensland Mustang News

Mustang Owners Club of Australia (Queensland) Inc.

PO Box 8390, Woolloongabba QLD 4102



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Robin and Heather Bone	John and Valerie Greene
Margaret Moran	Neil and Kay Morris
Aileen Nixon	John and Lynette Qunilan



The club does not hire cars for weddings, formals or other events. The club does not give valuations and cannot endorse the quality of any vehicle being offered for sale. MOCA accepts no liability for acquisition of a motor vehicle by any individual.

Table of Contents

From the Editor	5
The President's Report	6
The Secretary's Report	8
Event Calendar	14
Membership Info	15
Mustang Owners Museum	19
Event Report Jan Fish n Chip Run	23
The Duce's personal mustang	27
Classic and Rare GT	31
New Members	35
Australia Day Club Run	37
Gale Halderman Tribute	43
Member Profile	47
Chinchilla Melon fest	51
SIVS Guidelines / Club Registration	59
Club Merchandise	61
Classifieds	63
2023 State Concours	68
Membership Form	75



From Your Newsletter Editor

By Stuart Brown.



Well Christmas has come and gone and we have filled another quarter with several great events. The magazine has just been held off for a few days from the scheduled 1st March release to be able to cover the 2023 State Concours.

As you read this the State Concours has just happened and the day will no doubt be the guideline for the possibility to hold the Nationals. We had 11 cars entered for the concours judging and all outstanding Mustangs. To be able to hold an event like this, the key is numbers and incorporating the event with an All American Car Show allowed the day to succeed. It was a lot of work by all involved and can only be held with assistance and support. I think the future of State and National concour's will continue to trouble organisers with aging members and fewer judges and people that really know and understand how to run an event like this. The modern car show is now not like the ones in the old days.

In this edition we also cover the club events from Australia Day, the Melon fest and the annual fish and chip run. We present some interesting information - all Mustang related.

The next magazine will be scheduled for issue 1st June and during this time I will be away in the Good 'Ole USA for a while, so may be able to get local pics while there. I will need to ask if any members can provide an article to two as well for the next edition, if your a new member please contact me and I can send you a members questionnaire as well.

Stuart
mocaqlld.magazine@gmail.com
ph. 0412 366 100

By Ed Callander.



What a crazy 3 months.

A hell of a lot of planning went into the 2023 Qld State Concours and American Muscle Car show n Shine and it paid off.

At last count there were 110 vehicles that participated and it was truly awesome to see such an array of different American motor vehicles .

Next year, or the year after (if this event continues) we may need to look at a bigger venue , but we could squeeze about another 50 -60 vehicles in, if we really wanted to.

We have learned a lot of valuable information by doing the event the way it was done this time around.

What is abundantly clear, is that our membership base has changed dramatically and more so, over the past 2-3 years during the Covid period. The past structured concept of a Qld Concours Mustang event conducted in that format where the Concours vehicles are the most important element, is simply no longer the case.

Yes, the classics still need to be included and show cased. However, the idea of creating an all day car show event built solely around the older classic vehicles, is simply NOT what people want to participate in TODAY.

They (those participating) also want it to be over and done with in a 4-5 hour period, so they can leave and still enjoy the weekend with their families.

The structure has simply reversed, the Show n Shine component MUST be what is focused on and grown in order to obtain the numbers of attendance needed, to make the event worthwhile. The number participants needed are over 100 vehicles ideally 100 - 180. Otherwise it shouldn't be done !

On a personal note: I would really like to express my heartfelt appreciation to all those that helped pull this event together. It was awesome to see everyone working together so well and really wanting to get in and become involved from the lead up through to the packing up. We all proved it can work and work well it did !

Now, Monique and I are off on the 17 th of March , for a well earned break on a month long road trip in our caravan. Therefore, we wont be at the next club meeting in person, but I will dial in and be on the phone if anyone wants me to answer any questions, but Stuart and Dave will be running the meeting.

We are off to visit the lower south east coast around Lakes Entrance and then over to Great Ocean Road heading to SA Barrosa Valley then back home.

See you all on the flip side :)

Cheers
Ed Callander
Mobile: 0477 690 070



The President's Report

The Secretary's Report

by Dave Lewis



Its March already, where has the first part of this year gone?

What a successful start to the year it has been, The Fish and Chip Run, Eagle Heights Run, Peninsular Motorfest and Chinchilla Watermelon Festival, just to name a few, were all well attended. It was pleasing to see some of our newer members on these runs and it augers well for the future of the Club. It's an indication that these runs will remain as fixtures in the future due to their popularity.

The new Club Marquee is brilliant. It really presents us a professional Club and it has attracted comments from people who have seen it. The purchase of the Live streaming camera and microphones for use at the monthly meeting has also been a bonus. The video quality and sound is now something we can all be proud of. This gives our members outside of Brisbane the opportunity to be involved and the meetings. There is still some fine tuning to do but the broadcasts so far have been going well.

There has been an enormous amount of preparation undertaken for the 2023 Concours and I would like to thank all of the members who have assisted in putting this event together. I am sure it will be a resounding success with amount of interest that has already been generated. Once the event has been concluded I am sure the lesson learnt will be invaluable. Going forward this will be the template for future events which may include the Mustang National in 2024.

I am looking forward to a positive year for the Club and building our membership base.

Regards

Dave Lewis
Secretary



MUSTANG OWNERS NEEDED!

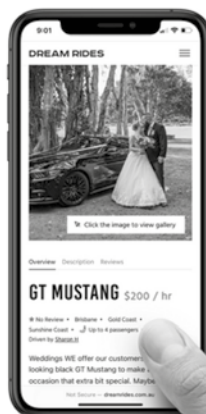
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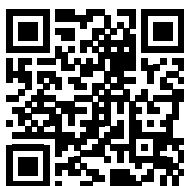


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Drake Automotive Group has teamed up with an industry leader in LED Sequential Tail Light systems for the Ford Mustang. With patented "Smart-signal" technology and exclusive "Batwing" design.

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These LEDs are up to 5 times brighter than stock lights but run cooler and use less energy than traditional bulbs, so they won't melt your lenses.

Each kit works with stock lenses and housings, so there is nothing extra to buy.

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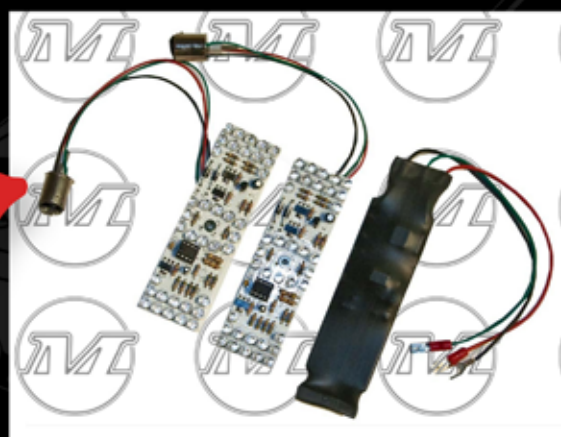
▶ Richy Martinez Mustang Auto Parts

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1969 Ford Mustang
#SD-6003-UB



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Club Calendar

March 2023

5th	Club Concours / Show
22nd	Club Meeting

April

2nd-16th	Adelaide Nationals Road Trip
2nd	Club Run - Mountain Picnic run - see facebook and website
26th	Club Meeting

May

7th	Club Run see facebook/website
24th	Club Meeting

June

4th	Club Run
7th - 11th	Downunder Beachfest (non club event)
28th	Club Meeting

July

16th	Club Run - All Ford Day - Willowbank
26th	Club Meeting



Club Meetings

Monthly Meetings are held on the 4th Wednesday of every month (unless notified) at the clubrooms in Jean-Howie Drive Morningside (off Bennets Rd). A sausage sizzle starts approx. 6.30pm and meetings commence 7.30pm.

Club Merchandise

A selection of club merchandise is available, please see the club merchandise officer.

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:

\$85 for new membership 1st July - 31st Dec
(\$25 joining fee + \$60 annual fee)

\$55 for new membership 1st Jan - 30th June
(\$25 joining fee + \$30 annual fee)

\$60 Membership renewal fee due 1st July Annually

* Any application received for a 6 month option before January will be held over until January for processing, or a full year fee will be due.

Should membership payment not be received by 31st August, the member will be deemed non-financial and will be required to present a new application to join the club again.

Advertising

Private Classifieds - are adverts selling individual goods, not a business listing. Club members may place an ad in the classified section free of charge. Non member may also advertise for \$25 or \$35 with photo advert. All advertisement is placed in one issue, club magazine issue quarterly.

Trade Advertising - open to member and non members as follows:

Please contact us for Advertising Rates

To place your advert, please contact the magazine editor directly with payment to the Club Secretary before the advertisement is placed.

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ROUND 01 / 10 - 12 MARCH

Thrifty Newcastle 500
Newcastle Street Circuit, NSW

ROUND 02 / 30 MARCH - 2 APRIL

Beaurepaire Melbourne 400
Formula 1® Rolex Australian Grand Prix
Albert Park, VIC

ROUND 03 / 28 - 30 APRIL

Perth SuperSprint
Wanneroo Raceway, WA

ROUND 04 / 19 - 21 MAY

NED Whisky Tasmania SuperSprint
Symmons Plains Raceway, TAS

ROUND 05 / 16 - 18 JUNE

Darwin Triple Crown
Hidden Valley Raceway, NT

ROUND 06 / 7 - 9 JULY

NTI Townsville 500
Reid Park, QLD

ROUND 07 / 28 - 30 JULY

Beaurepaire Sydney SuperNight
Sydney Motorsport Park, NSW

ROUND 08 / 18 - 20 AUGUST

OTR SuperSprint
The Bend Motorsport Park, SA

ROUND 09 / 15 - 17 SEPTEMBER

Penrite Oil Sandown 500
Sandown Raceway, VIC

ROUND 10 / 5 - 8 OCTOBER

Repco Bathurst 1000
Mount Panorama, NSW

ROUND 11 / 27 - 29 OCTOBER

Boost Mobile Gold Coast 500
Surfers Paradise Street Circuit, QLD

ROUND 12 / 23 - 26 NOVEMBER

VALO Adelaide 500
Adelaide Street Circuit, SA

Event formats and dates are subject to change. Correct at the time of release 23/11/22.
Go to Supercars.com for the latest version.

READ MORE >



NEWS AND VIEWS

BACK TO THE FUTURE

20th Century Antiques and Collectibles has reopened on the Gold Coast after being shunted from their Coolangatta site in October 2021. A favoured haunt for hot rod holiday makers and lovers of old school artefacts, 20th Century occupied a historic building at the northern end of Griffith Street for decades, until the sale of the property to impatient developers forced their closure at short notice.

Locating a suitable venue for the sprawling antiques centre has not been easy, but they have now reopened in a retail warehouse complex in Tweed Heads, just a few gear changes south of the QLD-NSW border. While the new site doesn't afford them the same floor space or old school charm as the previous, you can still expect a good dose of 50s era antiques, auto memorabilia, and lots of diecast collectibles!

You'll find 20th Century Antiques and Collectibles at 5/5 Machinery Drive, Tweed Heads South, and they're currently open 7 days a week from 10.30am (NSW time). Follow them on facebook for a sneak peek at what's neat!



<https://www.facebook.com/20thCenturyAntiques/>

MUSTANG OWNER'S MUSEUM

The Mustang World now has a dedicated Museum located in Concord, North Carolina. The Museum will showcase over 25 Mustangs. These Mustangs will include classics, modified, racing and a few unique versions. The goal is to show the automotive world the many reasons why the Mustang is the most popular “pony car” in the world.

The vehicles and exhibits will constantly change throughout the year, making the Museum a live show room. We want to keep the showroom fresh so guests can come back time and time again.

On display, we have exhibits taking visitors back to key moments in Mustang history... From the 1964 New York World's Fair to a Barn Find to Mustang Racing. Plus exhibits for Mustang generations and rare Memorabilia.





2011
GT 500
COLONEL ISAAC
On Oct. 7, 1781
led his Revolution
of his British
at Kings
the town
18

2011

GT 500

COLONEL ISAAC SHELBY TRIBUTE

On Oct. 7, 1780 Col. Isaac Shelby led his Revolutionary troops in defeat of his British counterpart, Col. Ferguson, at Kings Mountain. Several years later the town of Shelby was named in his honor.

185 years and five generations later, in 1965 his great, great, great, great grandson, Carroll Shelby, created the Shelby Mustang. An instant hit with performance fans, the GT 350 and GT 500 are still the ultimate in automotive muscle.

The red, white and blue flag theme with 13 stars for the original 13 colonies, salutes Col. Shelby, an important figure in the history of our town and country and an ironic connection to this car.

**OWNED BY JIM BRIDGES
SHELBY, NC**

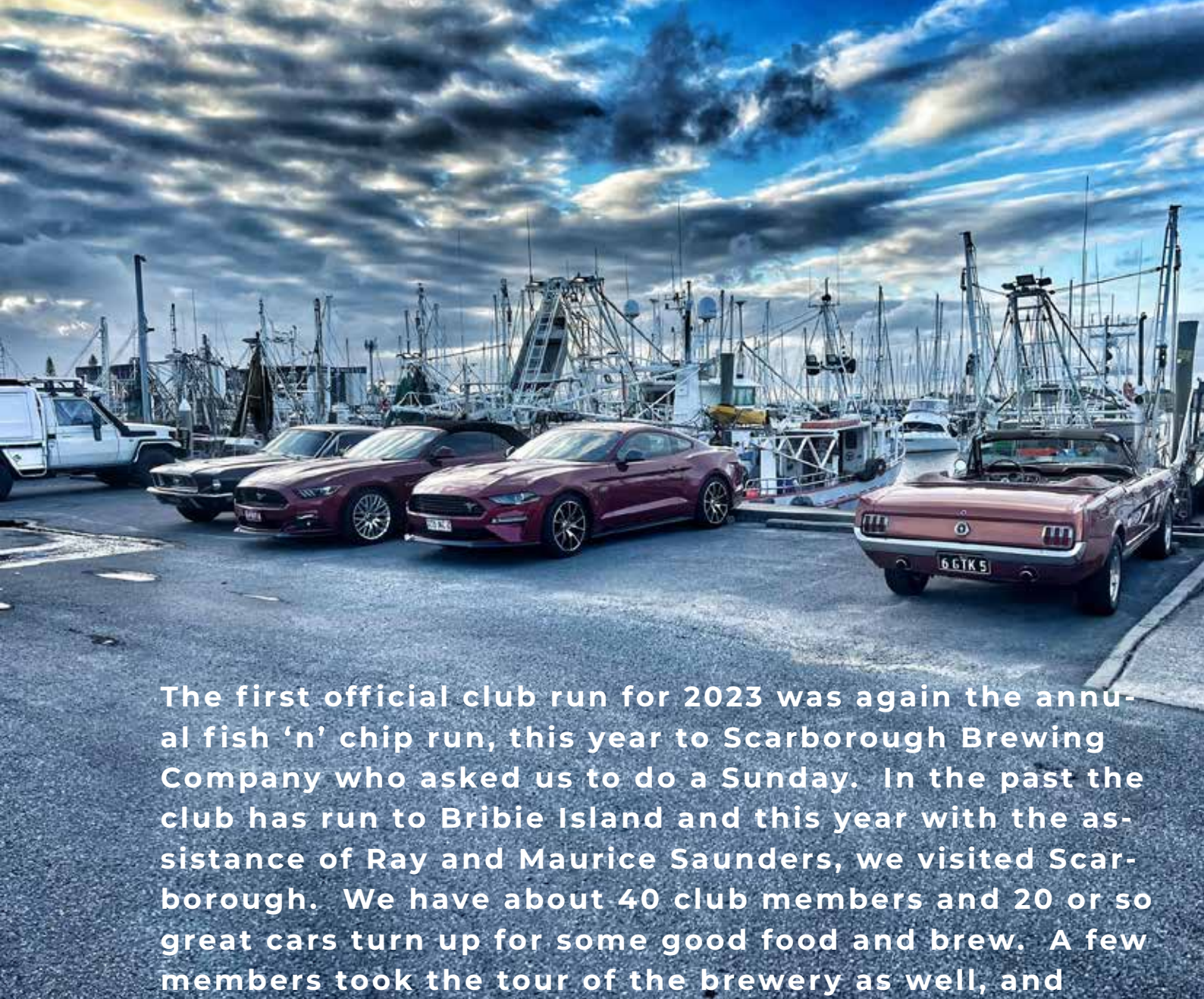


APRIL 15-18 • N



JANUARY FISH 'N' CHIP RUN





The first official club run for 2023 was again the annual fish 'n' chip run, this year to Scarborough Brewing Company who asked us to do a Sunday. In the past the club has run to Bribie Island and this year with the assistance of Ray and Maurice Saunders, we visited Scarborough. We have about 40 club members and 20 or so great cars turn up for some good food and brew. A few members took the tour of the brewery as well, and Gordie mentioned that the Ginger Beer was the bomb!

I think we will be back to the club tradition of the Bribie run again for 2024, but this made it a bit different this year.

Thanks go to Maurice Saunders for arranging this run.





A rowdy bunch!

5th March 2023
George Clayton
Park, Manly.
Entry from 7am -
until 2pm



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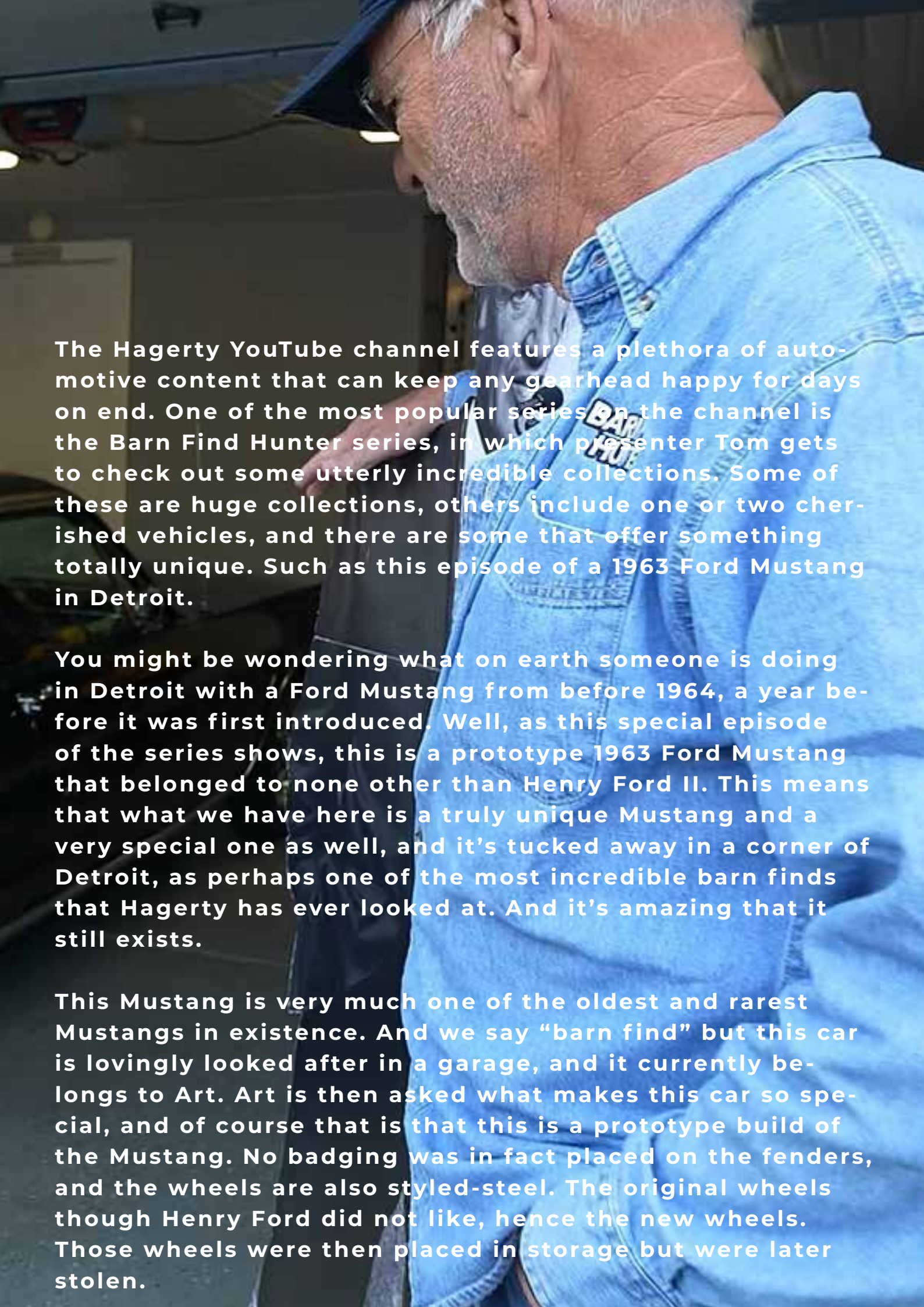
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A man with grey hair and a beard, wearing a blue denim shirt and a blue cap, is looking down at something out of frame. He is wearing a blue denim shirt with a "BARN FIND" patch on the chest. The background is dark and blurry, suggesting an indoor setting like a garage or workshop.

The Hagerty YouTube channel features a plethora of automotive content that can keep any gearhead happy for days on end. One of the most popular series on the channel is the Barn Find Hunter series, in which presenter Tom gets to check out some utterly incredible collections. Some of these are huge collections, others include one or two cherished vehicles, and there are some that offer something totally unique. Such as this episode of a 1963 Ford Mustang in Detroit.

You might be wondering what on earth someone is doing in Detroit with a Ford Mustang from before 1964, a year before it was first introduced. Well, as this special episode of the series shows, this is a prototype 1963 Ford Mustang that belonged to none other than Henry Ford II. This means that what we have here is a truly unique Mustang and a very special one as well, and it's tucked away in a corner of Detroit, as perhaps one of the most incredible barn finds that Hagerty has ever looked at. And it's amazing that it still exists.

This Mustang is very much one of the oldest and rarest Mustangs in existence. And we say "barn find" but this car is lovingly looked after in a garage, and it currently belongs to Art. Art is then asked what makes this car so special, and of course that is that this is a prototype build of the Mustang. No badging was in fact placed on the fenders, and the wheels are also styled-steel. The original wheels though Henry Ford did not like, hence the new wheels. Those wheels were then placed in storage but were later stolen.

Because this car is a prototype, all the latches were chrome and there is no spot welding either. It's smooth, like on a custom car, which is in effect what this is. This car was hand-build, with its padded roof and its leather seats. The latter of those was never made available on a Mustang. And the car is currently presented in as original condition as possible. Art has owned this car since 1975, and at the time it just caught his eye. Henry Ford's chauffeur owned the car until 1970 before it was then sold to its previous owner, although Art says it was a rust bucket when he got hold of it.

Art shows the owner's manual that came with the car when he bought it, registering the car to Edsel B. Ford II and labelling the car as a 2+2 Fastback. That is not this car, and after getting in touch with a guy called Jim Smart who was doing articles for "In search of Mustangs", he got back to Art to tell him this was not Edsel's Mustang, but Henry's car itself. That was when he realized how special this car was, and this was back in 1979.

After a broker offered him \$17,000 for it, Art realized this was something even more special, and he found out more and more about it. Edsel did see the car and met Art about the car, and how his dad had brought him etc and Edsel even signed the glove box on the car. As Tom explains, the Mustang was a brand-new thing in the 1960s, offering a personal sports car to as many people as possible, and the hype was through the roof. The rest is pretty much history as well.

This Mustang is a K-code Mustang, it features a special water pump and a retrofitted alternator as well. Power steering and power brakes are another feature of the car, and insulation is under the hood which also helps to make this car so unique. Art has a very special car on his hands which we can see, and he only replaced what was absolutely necessary on the car when it had a full restoration. This did include the fenders, door skins and the quarters, but it was also replaced with new old stock.

Back in the day, Art paid just \$500 for this utterly incredible car, and it's remarkable to hear its story and that it even survived. It would have been so easy for the Mustang to have been

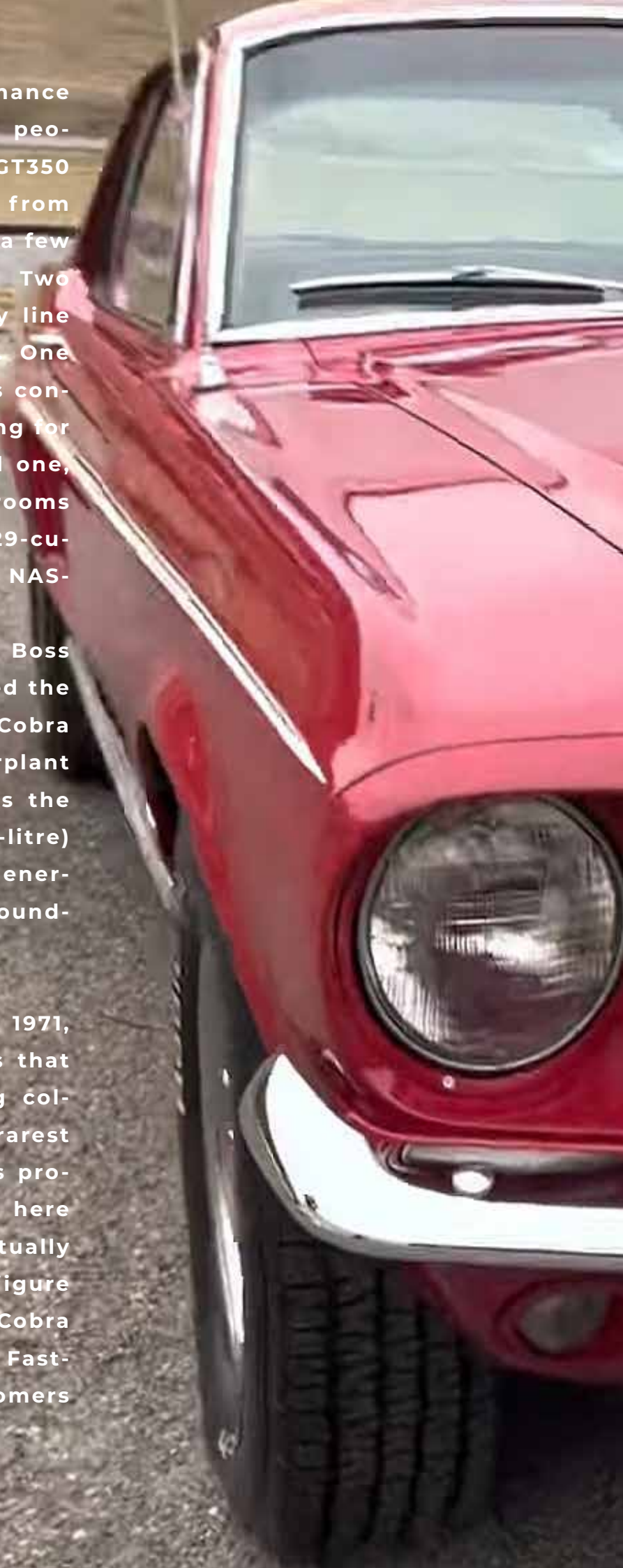
either scrapped or left to rot somewhere but thankfully, Art was able to preserve a unique part of the Mustang's history. There are even special, die-cast radio buttons inside the car and wooden knobs for it as well. It even has studio sonic sound. The fact this Mustang is still with us is incredible, and we are thankful for Art for saving it and restoring it to its former glory.



When it comes to high-performance first-generation Ford Mustangs, people mostly remember the Shelby GT350 and GT500 that Carroll rolled out from 1965 to 1969. But Ford also built a few beefed-up pony cars on its own. Two of them rolled out the assembly line in 1969 wearing "Boss" badges. One was called the Boss 302 and was conceived to homologate the Mustang for the Trans-Am series. The second one, dubbed Boss 429, arrived in showrooms to homologate the then-new 429-cubic-inch (7.0-litre) V8 engine for NASCAR.

But before these limited-edition Boss models came out, Ford introduced the Cobra Jet. Launched in 1968, the Cobra Jet V8 was Ford's largest powerplant at the time. Known internally as the R-code, the 428-cubic-inch (7.0-litre) mill was also the most powerful, generating 335 horsepower and 440 pound-feet (597 Nm) of torque.

The Cobra Jet lived on through 1971, but it's the early 1968 examples that are more popular with Mustang collectors. Because it's among the rarest of the bunch, at just 1,044 units produced. The red example you see here is one of those cars, but it's actually rarer than the aforementioned figure suggests. That's because most Cobra Jet cars were ordered with the Fast-back body style and only 221 customers went with the Coupe version.







Well, it might not be as sleek as the fastback, but this coupe is a decidedly hot classic thanks to a frame-off restoration process that made it look better than new. And yes, the 428-cubic-inch V8 under the hood is a numbers-matching unit, as is the four-speed manual gearbox that comes with it.

The latter also narrows its production number well below 221 units. According to the car's Marti report, it's one of only 102 examples fitted with the Cobra Jet and the four-speed manual. And this number makes it one of the rarest Mustangs built for the 1968 model year.

Too bad there's no detailed breakdown for Cobra Jets in this colour combination, though, because I have a feeling that not many of them were ordered with the Candyapple Red exterior and dark red interior. My bet is fewer than 10, but I have no official numbers to run by. And make sure you also check out the glorious 428 V8 under the hood. Not only fully accurate for the model year, but it's so clean





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NEW MEMBERS.

Welcome to all new club members:

- **KAI & RACHEL FREW**
- **GARY & SHARON FRYER**
- **NICHOLAS LEONTSINIS**
- **DREW HUNTER & MARIA DEATH**
- **ROBERT & JULIE LAWRENCE**
- **ALESSANDRO BENCI**
- **GLENN & JANELLE FOWLER**
- **JACKIE & DAVID TRAMACCHI**
- **PAUL & JEANETTE GUY**
- **TREVOR & SUZANA JONES**
- **Paul & Sue Bidinost**
- **David Purcell & Annette Smith**
- **Anita & Glen Teichmann**
- **Natalie Kile**
- **Andrew & Karen Chatterton**
- **Konrad & Carolyn Litfin**
- **Brett Grayson**

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

All Members will have been sent an invoice via email (or post) with your renewal options.

All members are also requested to ensure that all personal and vehicle information are correct and if needed email the Secretary to make changes.

A renewal form is also included in this magazine for your use.

Should your membership remain unpaid at 31st August, the member will be deemed non financial and be required to renew with application fee again payable. Non financial members are not allowed to vote in General Meetings or AGMs.





World Fair New York 1964, Ford Pavilion

Australia Day 2023



Dave Lewis
Shelby GT500

"Snake in the Grass"

Club Run



Australia Day 2023 saw the club attend the annual Bayside Vehicle Restorers Rally. With half a dozen or so cars from the club meeting at the nearby Repco nice an early we proceeded to the Ormiston State School where 600 cars attended, from classics to modern day.

The club is starting a bit of a tradition to meet with the Qld Corvette club and this was a great start to what was great day for most club members, heading back to the clubhouse with the Vette's for a BBQ, some seafood and good company.

I said most, as all didn't make the trek with one said 66 Mustang becoming stranded about 1 km from the Showground, with what turned out to be a burnt out electrical wire. After total failure on the main road we were able to push said vehicle into the parking lot, order a trailer and wait....

I must thank Brett and Doc for there assistance and then with a bit of a look we found the culprit and Brett AKA MacGyver was able to fashion a fix. It definitely could have turned out a lot worse and I was able to make it home, Truck and trailer, now not needed.

For the folk that made the Club House a great day was had, lets look to make this a regular event with the Corvette boys and girls.

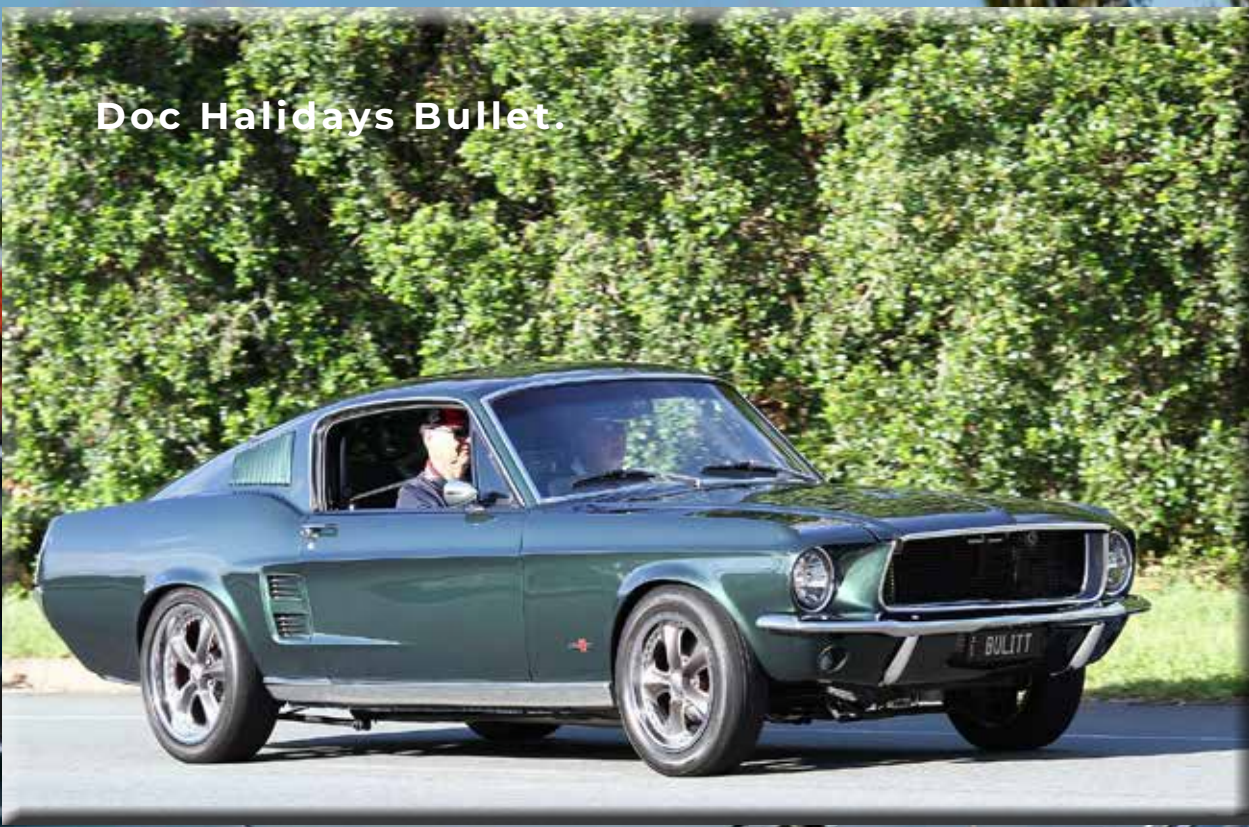




An abundance of early GT's out and about on Australia Day!



Doc Halidays Bullet.



Neil de san Miguel's '69



4PICS

4PICS PHOTOGRAPHY

WHO WAS GALE HALDERMAN?



Even when an idea is great, it takes a team to make it a reality. Though Lee Iacocca is often credited as “creating” the first Mustang, it took a team of dedicated professionals with a variety of skills who worked hard behind the scenes. Gale Halderman was one of the designers who created some of the first sketches of the Mustang and was the man who added a lot of the features that have made the Mustang an icon.

HALDERMAN’S PRE-MUSTANG WORK

Gale Halderman developed a love of auto design during his time at Dayton Art Institute and received a job offer from Ford before he even graduated. Halderman was able to convince the dean to allow him to graduate early in order to take the job after he saw some of Halderman’s drawings. In them, he saw the same promise that Ford did, and recognized that Gale was already on his way to becoming an automotive designer.

Halderman was drawn to automotive design because of the challenges that it presented, offering a mental puzzle in addition to a design opportunity. Some of his first designs at Ford reflect that love of challenge. Halderman worked on retractable hard-tops, the Ford Falcon, and the Thunderbird.

Every designer who worked with Gale commented on his skill and his diligence. Not surprisingly, he worked his way through the ranks. Prior to the launch of Ford’s 1964 and 1965 car lines, Halderman was working as a design manager. The launch required he and his team to work long hours, but Halderman still loved automotive design.

IACOCCA’S GREAT IDEA

Then, Lee Iacocca had an idea, a sort of contest between the design departments at Ford. Every department was supposed to submit their best design for a car that was personal and sporty, that would appeal to women and to men, and that could be made affordably. It was a challenge, and that, of course, was what Halderman had been drawn to in the first place.



One late weekend night, Halderman worked on his sketches. His design was sporty. It was personal, and it had the kind of customizable feel that made it the right car for everyone.

Halderman's designs were picked to be the basis for the team's clay model.

It's not hard to find the Mustang we know and love in Halderman's sketches. It's there in the quarter panel side moldings and hop-up design. His tail lights had the convex shape that has become iconic on early Mustangs. At the time, the project was called the "Ford Cougar" and early examples can even be seen with a cougar in the place that would be occupied by a running pony.

THE FIRST FASTBACK

The first Mustang Fastback, now considered one of the most classic styles of the first generation, was designed in secret because Halderman and his team knew that Henry Ford wouldn't approve of it. There were many rules that the design teams operated under, but as soon as the design team saw the prototype for the Mustang they felt that a fastback version needed to exist, even if it would only ever be the one.

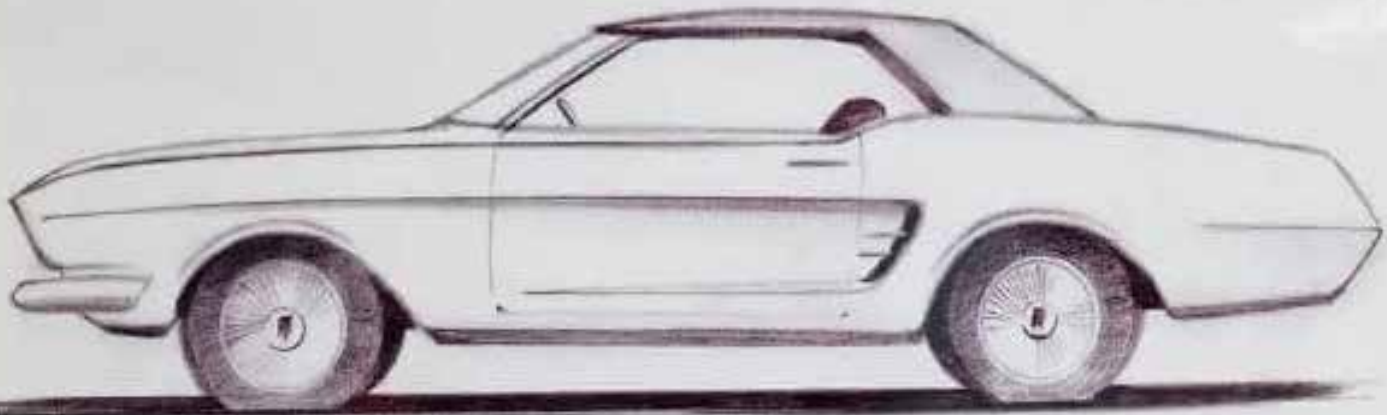
The team first created a clay model, and then a fiberglass finished model which they painted Candyapple Red. This first fastback was covered in the courtyard, where Halderman's team took Lee Iacocca during his next design review, adding an element of showmanship and pageantry in the hopes that it would pull Iacocca to their side.

As soon as the cover was pulled off of the world's first red Mustang Fastback, Iacocca's cigar began to twirl, a well-known tell for when he was pleased. Halderman knew then that there would be a Mustang fastback.

A STUNNING SUCCESS

Even though the Mustang's early engineers, test drivers, and prototype builders all loved it and said it was a special car, Halderman and his team were still blown away by the Mustang's runaway success. It was the modern-day equivalent of "going viral" and everyone involved was elated. The Mustang, by Halderman's count, broke seventy-seven of Ford's "rules" for vehicles, and apparently, that was exactly what people were looking for.

1964 Mustang Concept



This hand drawn sketch was selected in August, 1962 for use depicting the shape and styling of the new Ford Mustang. It was rendered by Ford stylist Gale Halderman in late July, 1962. This is the first view to guide the styling department on how the new Mustang should appear.

Image Credit: Ford

Because Knudsen and Iacocca's tastes were so different, Halderman claims that the design team actually would make two almost identical models with touches that they knew would appeal to either but not both. Fortunately, they never visited the design studio at the same time.

HALDERMAN'S CONTINUED CONTRIBUTIONS

Halderman's contributions to the Mustang haven't gone unrecognised. In 2004, Halderman was inducted into the Mustang Club of America's Hall of Fame. In 2014, Halderman was presented with an Iacocca award, and if you visit Tipp City, Ohio you'll find the Halderman museum.

In the Halderman museum, Gale keeps his favourite Mustang: A Candyapple Red Convertible. He also regularly holds meetups for Mustang owners at the Museum and can be found at many Mustang events and gatherings. Halderman is infallibly humble, discussing at length not only his contributions but also the way the entire team came together to create a car that people would still be talking about nearly sixty years later.

Article credit Megan Drummond, Image Credit: Ford, Halderman Museum

REMEMBERING GALE HALDERMAN THE MAN BEHIND THE FORD MUSTANG



Gale Halderman, who died April 29, 2020 of liver cancer at age 87. Halderman was born in Tipp City, Ohio. He was one of the best automotive designers at Ford Motor Company for many years. Halderman's work on the Mustang project started in 1962, when he was working on future Ford product design for 1965. It started with an amazingly simple sketch Halderman drew

on his porch. Little did he realize that this sketch would create an automotive icon that many Americans and automotive enthusiasts would admire and greatly appreciate for years to come.

Michael Lamm and Dave Holls, who wrote "A Century of Automotive Style: 100 years of American Car Design," said "Gale Halderman made some sketches at home; he hadn't had time to do them at work because of the deadline for the 1965 big Ford. Oros liked one of Halderman's sketches and handed it to Charlie Phaneuf in the Ford pre-production studio. Phaneuf combined Halderman's ideas with the silhouette of the 1956 Continental Mark II, a car Phaneuf had also worked on. Phaneuf scaled the whole thing down to fit the Falcon platform." Halderman said, "Lee Iacocca gave us 10 days to come up with a great design; we worked day and night."

The Dayton Daily News said this about Gale Halderman: "The most striking thing about the 40-year Ford employee was Halderman's humility. For many years, Halderman did not receive much attention for being the Mustang's original designer, preferring to let others take the credit." In addition to Halderman and Lee Iacocca, who was directly involved in spearheading the Mustang project, other designers involved included Joe Oros, who had given the car its popular fastback design look. Oros was the director of all of Ford's design studios at the time. Other designers included Bob Maguire, Don DeLaRossa, Charlie Phaneuf, Damon Woods and John Najjar, and many other talented engineers as well.

Halderman was hired by the Ford Design Center in 1957. Later, he would lead the Mustang design studio from 1971-1973 and worked on many other great Ford design projects as well. McKinley Thompson, the first African American Ford automotive designer, said when I interviewed him: "Gale Halderman was a great person to work with and a very talented designer."

After his retirement from Ford in 1994, the incredibly talented Halderman decided to invest his time creating and developing a Mustang museum highlighting the history of the popular vehicle. The 1,500 square foot museum had once belonged to his grandparents and is located in Tipp City, Ohio. The Gale Halderman Museum is open by appointment only. For more information, please visit the Halderman Museum website at <https://haldermanmustang.com/>

Membership Profile – David and Carolyn Irving (Member Number Q543)

Occupation:

Along with my wife Carolyn, enjoying the ‘highlights’ of Retirement which are continually punctuated by cars, trips, family activities, home renovations and the never ending list of issues arising from the ageing process – but loving it all.

What Mustang do I own right now:

1968 GT/CS Coupe (California Special) - Reg # CAL68, Colour – Ink Blue

2022 GT/CS Coupe (California Special) – Reg # 22GTC5, Colour – Atlas Blue

When did I join MOCA Qld:

If memory serves me correctly, I first joined in November 2000, however I missed the renewal deadline in 2001 so had to re-join again in January 2002.

About our Mustang:



We purchased the '68 GT/CS in October 2000 from it's owner on the south side of Brisbane and it had already been converted to right hand drive in Ballina, repainted in a Dark Blue and supplied with a Roadworthy Certificate. It looked like a gem and all seemed well until after I got it home and had the time to have a really good look. The real disappointment came when I was able to fully assess the dodgy cover up work and roadworthy certificate. It was then that I realised we had a mobile death trap on our hands, so the work began!!

Regressing back to my early hot-rodding days I couldn't help myself so I have done a few mods on the '68 just to satisfy my inner child. In addition to addressing the usual safety issues, I have lowered and renewed all suspension, added torque thrust D wheels, modified the 289 with the little bits like Edelbrock heads, more fuel, upgraded cam, roller rockers, exhaust system etc., replaced the front seats with 69 Lo- back buckets and re-covered all trim with cloth fabric. After the 2010 Road Trip to the MOCA Nationals in South Oz, the car had a few stone chips which needed attention which resulted in a complete strip and repaint on our return and this was very ably done with the help of friend Paul at the Bump Shop. We also found out at this point that the car had originally been painted Tahoe Turquoise however we moved on to its present colour of Ink Blue. A Fun Fact on the history of this model, with a production run of exactly 6 months from Jan to Jul 68, is that it is historically the first model to be fitted with Shelby components on the Ford production line and could be pre-ordered in any configuration of power train, interior or paint. According to GT/CS historian Paul M. Hewitt, all of these vehicles were assembled in the San Jose Plant. Production numbers included 3876 GT/CS vehicles built for the California market and 211 GT/HCS (High Country Specials) for the Colorado market with the only visible difference being that instead of the GT/CS badging, the HCS had a High Country Special decal on the side scoops. In original form, none of these models carries a Mustang Logo (Running Horse) and nor does the current model.

I did purchase a 2017 GT in April 2018 which I really enjoyed driving, however the news then came out that a GT/CS was to be released in the US but not available to the Australian market. Despite a number of calls and emails to Ford Australia confirming this, the news was finally drip fed into the market that a number of the vehicles were destined for Australia. I then began chasing dealers to talk availability but to no avail. Would you believe that a MOCA Club Run on 6 Jun 2022 unearthed the impending delivery of an unsold GT/CS allocated to the Ford Dealership in Stanthorpe, confirming another of the hidden benefits of Club Runs!! Having agreed to all details, the papers were signed, the 2017 GT was sold in August 2022 and final handover of the keys to the new car to me, fresh off the production line in Flat Rock, Michigan, occurred on 4 Jan 2023, this being one of the last runs off the plant as they gear up for production of the 7th Generation – S650!

What made me decide to buy a Mustang:

As kids, I like many others, loved cars of any sort but the belief of driving, let alone owning anything like a Mustang or any other ‘muscle car’ from the USA was far from our minds as we looked on with awe at events like the drag racing at Surfers Paradise with the Chesterfield Mustangs performing amazing burn-outs and also the introduction of Mustangs and Nova's etc. onto our

sedan car series. Ho hum and back into our world of building our basic hot rods and boosting our FJs and Zephyrs, doing whatever was needed to impress and gain street cred.

Apart from my involvement in various forms of motorsport and all things fast and noisy, I always had a soft spot for a Studebaker Golden Hawk, although I couldn't readily source one that I wanted to purchase. One day after another failed trip to look at a prospective Studebaker, Carolyn says to me "Why don't you just buy a Mustang, you always said you like them" – We did and so began our journey!!

Top 5 Cars Owned Now:

This must be a trick question as we only own 3! We own 2 Mustangs and hoof it around town in a trusty Mazda CX-5 which I must say is a great little car as have been the previous 5 Mazdas we have owned.

Cars Owned in the Past – Favourite 5

1934 Chevrolet Tourer

1932 Willys - very modified

1956 Zephyr

1957 Zephyr

1970 Ford Fairmont

Top 5 Collector Cars for my garage:

I enjoy the couple of cars we own now, but could offer a long list of cars that I would love to have in my garage and despite my love of muscle cars, I'd love to have a couple of early classic toys, being:

1966 Hino Contessa 1300 Coupe L – Race build.

1957 Borgward Isabella Cabriolet (2+2).

1963 Daimler SP250 Dart V8 – C Spec.

1958 Studebaker Golden Hawk.

My old 1932 Willys.

Most Cherished Auto Memorabilia:

I'm not a real collector of any type of memorabilia and had my first drive of a NASCAR at Las Vegas Motor Speedway, but what I am really pleased to have is my 'Certificate of Completion' after completing the NASCAR Rookie Drive at Charlotte Motor Speedway. The experience is one not to miss and it's a bit like Off Road Racing where you leave your brain in a bucket at the front gate and pick it back up on the way out.

What would I like to see more of the at the Club:

'PARTICIPATION' - Sorry to get political, but if we don't have 'participation', then we are nothing but a name! If a financial member believes there is a problem with the club, whether it be activities, administration or both, come along, participate, and help make a difference – don't just sit back and complain!! We have a relatively large membership base and it would be great if more members took up the option to attend meetings/events and help administer the club, rather than leave it to the same minority group to carry the club. Sadly the biggest turn-outs for club events appears to be when freebies or trophies are in the picture.

The club generally has quite a lot of events to attend, however caution needs to be taken to ensure that we don't suffer from an overload of events which can impact on members enthusiasm. We also need to ensure that events are balanced to maintain the interest of members' partners who in many cases have absolutely no interest in the vehicles but would just enjoy the social

aspects of the club. My wife for example, loves our cars and enjoys the drives, but has almost zero interest in going to car shows or car focussed events.

Top 5 People I would invite to a Dinner Party:

My Dad so I could hear more life stories.

Piers Morgan – I really enjoyed his book!

Betty White could add some humour.

Albert Einstein – one brain, but so much knowledge!

Erich von Daniken – Are we really alone??





CHINCHILLA MELONFEST CLUB RUN - Feb 2023

Thankyou to the forty plus members who attended this club event on 17th to 19th February.

Club members who attended travelled from Hervey Bay, Emerald, Gold Coast and the Brisbane region and this was a great turn out for the club. The consensus was that the weekend away was a great success and everyone is looking forward to attending again in 2025.

Ray and I left our home in Scarborough early on Friday morning to meet everyone at BP Archerfield. Unfortunately, our Mustang was not co-operating and we had to abandon the idea of driving our 1968 Yellow convertible to Chinchilla. She was un-ceremoniously towed home as a result, as we were not sure about what the problem was with her. We unloaded and repacked our 2017 White Mustang instead and eventually were on our way.

Thankyou to Neil and Ed who took the lead on our behalf from BP Archerfield and guided the pack to Dalby through Toowoomba.

We powered on, (as you do in a Mustang), and eventually met up with the pack in Dalby for lunch at the Urban Paddock Cafe.

We then lead the way to Chinchilla and when we arrived at the Chinchilla Tourist Park, we all settled into our lovely modern self contained cabins. Some had a dip in the pool to cool off and later we gathered under a shady tree for drinks to discuss the plans for our weekend.

That evening, some members dined in the Tourist Park restaurant for a beautiful buffet dinner while others went to the Chinchilla Rodeo to watch the events and support the rodeo riders.

Saturday morning, we all met up at the muster station and waited for our turn in the Watermelon parade. We showed off our 22 beautiful Mustangs, revved them up upon request and handed out Chupa Chup lollypops which were kindly donated by PFD Foods.

Thanks to Ed for arranging the donation.

Ray lead the pack with the club flag and Monique Callander and Allie Emo-Golding looked amazing perched on their convertibles waving our club flags. Thankyou to Roger Sparnon and Gloria for decorating their Mustang in a silver theme.

It was great exposure for our club and we have been asked to return in two years time. There were classic Mustangs and modern Mustangs and they were equally admired by the 30,000 plus crowd.

It was an honour for MOCA to participate in the parade and we all enjoyed the excitement of the people as we drove by.

Club members, Bob and Leanne Kerr reside in Chinchilla and they also participated in the parade.

The melon themed events of the day included the Melon dash for cash, melon bungy, melon skiing and celebrity watermelon eating. There was chariot racing in Melon boxes, an amazing bike show, melon iron man and iron woman events and a free family concert and laser light show in the evening.

The special guest for the week long events was Costa Georgiadis, Australian landscape architect and host of ABC's Gardening Australia. Costa attended many of the events and was a prominent feature of the parade, peering out from behind a pallet of watermelons. Complimentary watermelon was handed out towards the end of the day, which helped quench our thirst on a hot day.

Later that day we were notified that we won first prize in the "Best Historical Float/vehicle" category again. We were awarded \$100 which we decided to donate to the Chinchilla State School to purchase library books as we did 4 years ago. It was suggested that we increase our donation to the school to \$400 and this was passed by the majority at the February meeting.

Saturday evening, forty of us dined together at the RSL and enjoyed a lovely meal and we shared stories about the day's events.

Sadly on Sunday morning it was time to go home. I wish to thank Warrick and Lindi for providing excellent accommodation, food and hospitality once again. We will be back! I would also like to thank everyone who sent Ray and I emails, text messages and thanked us in person for organising this event. We look forward to attending again in 2025. Next time we should decorate our Mustangs with a watermelon theme and really shine in the parade.

Written by Marice Saunders















Queensland SIVs Guidelines

As a part of the Mustang Owners Club of Qld, many members avail of 'club registration' As part of this you agree to the Qld Transport terms and conditions for the registration and operation of a Special Interest Vehicle. Operating outside the approved usage may very well mean that you are uninsured and liable in the event of an accident.

CONDITIONS AND RESTRICTIONS;

A special interest vehicle must not be used for:

- General purposes - for example, to commute to and from the registered operators place of employment, running down to the shops, and other forms of everyday vehicle use.
- For hire or reward - a fee cannot be charged for use of the vehicle, and the owner cannot receive any consideration or reward for supplying the vehicle.

You and anyone driving your special interest vehicle must only use the vehicle for:

- participating in rallies or events, including impromptu events organised by an incorporated vehicle club or events sanctioned by the Australia Street Rod Federation (ASRF).

□ a rally is a social event where a parade of special interest vehicles travel together for competition or to meet at an agreed location. Rallies and events must be listed in the incorporated club newsletter or on the incorporated club's website or social media page (or in another manner approved by the club or ASRF, such as the club calendar of events) prior to the event.

□ an impromptu event is an event that has been initiated by a club member, involves one or more vehicles, and must comply with the following elements:

- involves an invitation to wider club members to attend the event; and is either
- endorsed in advance of the event by the relevant club or ASRF committee; or,
- where it exists, complies with published club guidelines as to what is a valid event; and
- is listed wither in the newsletter, on the website, or social media page (or in another manner approved by the club or ASRF, such as the club calendar of events) prior to the event.

Note: Incorporated vehicle clubs should maintain a register of endorsed impromptu events. This register should contain information on the impromptu event.

- participating in processions for which a Special Events Permit has been issued under the Transport Operations (Road Use Management –Accreditation and Other Provisions) Regulation 2015

□ exhibiting the vehicle in displays, fetes or similar functions conducted for religious, charitable or educational purposes ceremonial purposes (such as weddings, formals, funerals) involving immediate and de facto family members, or as part of a sanctioned incorporated club event, provided this is not done for fee or reward. Immediate and de facto family means parents, grandparents, sons, daughters, grandchildren, adopted children and adopted grandchildren, but not extended family members such as aunts, uncles, nephews and nieces

- preparing for, proceeding to, and returning from the above activities

□ direct travel to and from an approved inspection station to get a safety certificate or certificate of inspection before offering the vehicle for sale travel in order to have the vehicle repaired. There is no distance restriction, however, such travel must be reasonable and justifiable by the vehicle operator road testing within a 15km radius from the place where the vehicle is garaged or is being repaired. The purpose of the travel must be to road test the vehicle following repair or restoration, or for general vehicle maintenance and not for any other purpose. This does not include use as an everyday means of transport. A passenger may travel in your vehicle to assist with road testing—only if your vehicle can legally carry passengers.

Some Points Relating to SIVs

Club Membership is MANDATORY

There is now a legal requirement to maintain membership of at least one club to have SIVs registration or use a SIVs registered vehicle. Penalties now apply and the SIVS REGISTRATION MUST BE SURRENDERED if membership lapses.

The obligation is on owners, NOT clubs to ensure continuing membership. Clubs are not asked to retain dating certificates, only the owner.

SIVs REGISTRATION is covered by two websites;

<https://www.qld.gov.au/transport/registration/fees/concession/special-interest> this gets you to Special Interest Vehicle Concession Scheme Guide.

The second website is more complicated and is administrated through parliament and covers all road rules not just SIVS vehicles. Transport Operations (Road Use Management ---Vehicle Standards and Safety) Regulation 2010 <https://www.legislation.qld.gov.au/view/enforce/current/sl-2010>

TALK TO THE CLUB DATING OFFICER

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Merchandise



Club Polo Shirts \$40.00
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Club Safari Hats \$30.00
(2 left)



Cooler seats \$40.00



Mustang Umbrella \$25.00



Club Caps \$25.00



Assoc. Mustang Caps \$15



Special Club '66' T Shirts \$25.00

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Mustang Socks \$3.00



Stubby Cooler \$5.00

Classifieds

For Sale:

FORD PERFORMANCE VEHICLE BOSS 335 GT MK II 2013

This stunning FORD PERFORMANCE VEHICLE BOSS 335 GT MK II 2013 has only travelled 37500 kilometres, has had a single owner since purchased and was delivered through Bryan Byrt Ford in Brisbane. Build No: 1302 is painted Silhouette black with silver accents including a 'hockey stick' stripe package and "Boss 335" identification, window tint, eco-shield protection, carpet and leather treatments. Features include a supercharged 5.0 litre alloy V8 engine and a quad-pipe exhaust system which enhances performance and exhaust rumble. This FPV BOSS 335 GT MK II is fitted with a six-speed automatic transmission.

Maintained as original spec's, and stored since purchased in a climate controlled "Carcoon" this car's black paint work is in excellent condition. Still retaining its original log-books, compendium, both keys and includes personalised Queensland issued number plates "MY BOS5". Other extras included are the Carcoon climate control with trickle feed 12v within which it has been carefully stored since new. This FPV is a must for any Ford collector and is now available for inspection by appointment.

Price : \$109,950

Contact: Rob Consoli on 0431321331



Find us on Facebook



Facebook Members Only

All members please note that we have a private facebook page for current financial members. We publish the club runs and events in this page as they contain run sanction numbers for members on club registration.

If you are a member, this is the best way to keep up to date with club events.

**The link is in the MOCA Qld facebook page or here;
<https://www.facebook.com/groups/206625058268789>**

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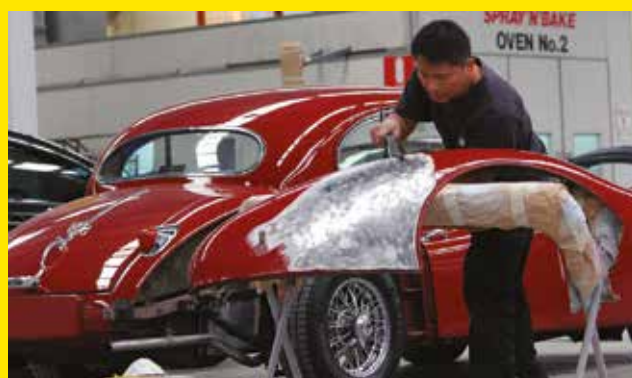
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Many proud Mustang owners are discovering The Bump Shop quite by accident...

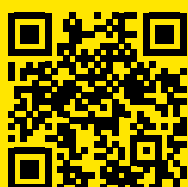


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2023 Club Run - Mustang Nationals -

Come and join the fun participating in a 15 day (14 night) roadtrip to Adelaide and back for the 2023 Mustang Nationals.

We will visit many smaller country towns along the way to admire their local artwork. Our planned route will enable us to view 6 water tanks, 21 silos plus building street art. We even get to do a lap of Mount Panorama on our return leg. Speed limit is strictly 60 kph or risk significant contribution to the NSW Govt.

We travel through 4 states covering on average 450km per travel day. The journey to Glenelg will take 5 days. Then 4 days in Glenelg followed by our 6 day return. The complete roadtrip will add a little over 5000km to your pony's odometer.

Accommodation whilst travelling will be on average around \$150 per night per queen room twin share, however this doesn't include accommodation for Glenelg as that is booked separately through the South Australian club.

Currently 10 queen rooms have been held at each overnight stop. Most motels no require individual credit card details to confirm the booking. I shall provide you with the motel contact list once you confirm your participation.

All those interested in being part of this memorable run please contact me on the details below.

E-Mail martin.schmidt@apas.com.au

Phone 0418 896 171

MOCA NATIONALS 2023 – PAINTED SILO RUN TO ADELAIDE

Sunday 2nd April to Sunday 16th April 2023



~ April 2023 ~

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
						1
2 DAY 1	3 DAY 2	4 DAY 3	5 DAY 4	6 DAY 5	7 DAY 6	8 DAY 7
DEPART GOLD COAST, QLD 1. Charlton 2. Millmerran Water Tank 3. Yelarbon Silo Art 4. Goondiwindi Water Tank	DEPART MOREE, NSW 1. Narrabri 2. Coonamble Water Tower 3. Gulargambone Water Tower 4. Gulargambone Street Art	DEPART DUBBO, NSW 1. Parkes 2. Grenfell Silo Art 3. West Wyalong 4. Weethalle Silo Art	DEPART NARRANDERA, NSW 1. Narrandera Water Tower 2. Hay 3. Balranald 4. Euston	DEPART MILDURA, VIC 1. Parlinga Silo 2. Waikerie Silo Art 3. Gawler	GLENELG, SA GOOD FRIDAY MEET & GREET DINNER	GLENELG, SA EASTER SATURDAY CONCOURS JUDGING AUCTION NIGHT
ARRIVE MOREE, NSW	ARRIVE DUBBO, NSW	ARRIVE NARRANDERA, NSW	ARRIVE MILDURA, VIC	ARRIVE GLENELG, SA		
DISTANCE 541 km 9 DAY 8	DISTANCE 448 km 10 DAY 9	DISTANCE 490 km 11 DAY 10	DISTANCE 475 km 12 DAY 11	DISTANCE 419 km 13 DAY 12	14 DAY 13	15 DAY 14
GLENELG, SA EASTER SUNDAY CONCOURS SHOW DAY PRESENTATION DINNER	GLENELG, SA EASTER MONDAY SOUTHERN VALES WINERY	DEPART GLENELG, SA 1. Tailem Bend 2. Karoonda Silo Art 3. Pinnaroo 4. Patchewollock Silo Art ARRIVE OUYEN, VIC	DEPART OUYEN, VIC 1. Lascelles Silo Art 2. Rosebery Silo Art 3. Brim Silo Art 4. Warracknabeal 5. Sheep Hills Silo Art 6. Rupanyup Silo Art 7. St Arnaud Silo Art ARRIVE MOAMA, NSW	DEPART MOAMA, NSW 1. Rochester Silo Art 2. Mooroopna 3. Goorambat Silo Art 4. Devenish Silo Art 5. St. James Silo Art 6. Tungamah Silo Art 7. Holbrook ARRIVE GUNDAGAI, NSW	DEPART GUNDAGAI, NSW 1. Harden Silo Art 2. Bathurst 3. Portland Silo Art ARRIVE MUDGEES, NSW	DEPART MUDGEES, NSW 1. Merriwa Silo Art 2. Tamworth Water Tank 3. Guyra ARRIVE GLEN INNES, NSW
16 DAY 15	17	18	19	20	21	22
DEPART GLEN INNES, NSW 1. Tenterfield 2. Casino 3. Byron Bay ARRIVE GOLD COAST, QLD						
DISTANCE 405 km 23	24	25	26	27	28	29



Queensland

ALL AMERICAN DAY AND QLD MUSTANG STATE CONCOURS 2023





The State Concours for 2023 this year was held with an All American Day Show and Shine. Held on the waterfront at George Clayton Park in glorious sunshine, the day saw American Muscle turn up from all over. Thanks to the several club members that have been involved for the last few months arranging everything. The most work was done by Ed and Monique getting the grounds and council approvals and we also thank, Doc, Dave, Brett and then the folk that put their hands up on the day.

I would like to thank the event sponsors as well, Shannons, Penrite and Bowdens Own, who again made the day possible. Its always a privilege to have companies support the club and an event like this. With the exception of the coffee van arrangement that went south, the day really ran well. We had just in excess of 100 cars (probably half of these being Mustangs) and the highlight was seeing everyone enjoy the day with others.

Judging took place for the concours entries and we also awarded the Top 20 cars in the Show and Shine - some wonderful trophies!

2023 Queensland State Concours Winners

ORIGINAL GOLD

Hilary Noye	1967 Dark Green Moss GTA Conv
Robert & Sharyn McVickers	1969 Royal Maroon Fastback

SILVER

Anthony & Jean Dillon	1966 Candy Apple Red Coupe
Robert McVickers & Sharyn	1966 Candy Apple Red Shelby
Ryan Finlay	1967 Wimbledon White Coupe

DISPLAY CLASS

TOP CAR

James Rutherford	2017 Ruby Red Coupe (S550)
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RUNNER UP

David Lewis	2012 Race Red Coupe
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James Rutherford





The tally Team





Judges at Work



Dave Lewis



Hillary Noe



"Ed and Rob"





MUSTANG OWNERS CLUB OF AUSTRALIA (QUEENSLAND) INC.

NEW MEMBERSHIP APPLICATION FORM

Official MOCA QLD Website - www.qld.mustang.org.au

Member Details:

Note: For all club members residing within a 70km radius of the Morningside club house - a condition of joining the MOCA - Qld is a minimum expectation on club member participation - meaning your annual attendance to a minimum of 3 x monthly club meetings and 3 x monthly club runs is required to maintain membership. Approved Dispensation MAY be applied, under certain circumstances.

Name: _____

Month of Birth: _____

Spouse/Partner Name: _____

Month of Birth: _____

Residential Address: _____

Home Phone: _____

Work Phone: _____

Postal Address: _____

Mobile: _____

Email for monthly Magazine: _____

Mustang Details - (If more space is required please attach a separate sheet)

Year	Body Style	LHD/RHD	Model Details	Exterior Colour	Interior Colour	Engine Size	Engine Type	Trans	VIN	Rego	SIVS Rego
1966	Convertible	LHD	GT	Wimbledon White	Red	289	Windsor	C4 Auto	6R03123456	FUN66	No
Example shown above											
Options/Modifications:											

Badges - Please print your name below, (you may choose first and surname or first name only).

1: _____ Badge 2: _____

Shirts - \$40 per shirt Men or Women: Please indicate your size/s below.

Shirt 1: Mens Size: _____ Shirt 2: Womens Size: _____

Club Cap - \$25 each Please indicate the number of caps required below.

Number: _____

Payment:

☐ (1st July - 30th June) \$85 (\$25 Joining Fee / \$60 – Annual Fee)

☐ (1st Jan - 30th June) \$55 (\$25 Joining Fee / \$30 – 6 months Fee)

***Any application for membership received for a 6 month option before January will be held over until January 1st for processing unless the new member wishes to pay the full membership fee ***

☐ \$25 SIV Registration Eligibility Certificate (Yearly Fee) - **Not available to first year members.** Conditions apply: Club SIVS is only available to members who maintain their membership attendance as per the by-laws (3 club meetings plus 3 club runs per year)

☐ \$40 x _____ Shirt/s (+\$12 postage)

☐ \$25 x _____ Club Cap/s (+\$12 postage)

☐ To Cover Bag & Postage

1. Please find enclosed my payment of \$_____ Money Order/Cheque, or

2. Please charge my credit card the amount of \$_____

Type of card: ☐ MASTERCARD

☐ VISA

Credit Card Details: Name on Credit Card: _____

Credit Card Number: _____

Expiry Date: ____/____

Signature of Cardholder: _____

3. Electronic Payment: MUSTANG OWNERS CLUB OF AUSTRALIA (QUEENSLAND) INC.

Bank of Queensland BSB: **124 025** Account No: **22490272** Reference: **Your Surname**

**Print, Sign and Post or Email this form with payment / Internet payment details to –
The Secretary, Mustang Owners Club Queensland, PO Box 8390, Woolloongabba, QLD, 4102**

Email: mocaqld.secretary@gmail.com

The provision of information on this form is voluntary and used solely for the purpose of your application for membership to the Mustang Owners Club Qld.
Information is not sold or distributed to any source outside MOCA

OFFICE USE ONLY - (Sec.) Date Received: ____/____/____ (Treas.) Receipt No: _____ (Mem.Sec.) Processed: ____/____/____



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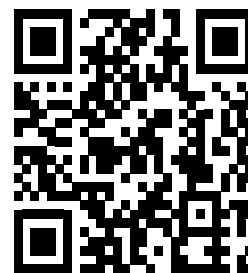
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