

## Mustang Owners Club of SA Inc



PO Box 210  
North Adelaide SA 5006



Brett Lonnee  
President



Angie Lonnee



Kathie Russo  
Stock Controller



Peter Russo  
Stock Controller



Dwayne  
Edwards



Glenys Searle



Tony Kilvington  
Secretary /  
Treasurer



Trish Kilvington  
Facebook  
Administrator



Kathy Cochinos  
Events  
Coordinator



Jo Carroll



Bianca Heron



Ben Heron



Kym Turner  
Vice President



Robyn Bird  
Magazine Editor



Michael  
Schluter  
Facebook Editor  
Website Editor



Tania Victor



Kevin Box



Ruth Box



### Life Members:

Jeff Illman, Tony & Trish Kilvington, Mel Wilkin, Barry & Ruth Brown, Zig & Leonie Nelson, John & Wendy Altschwager, Geoff & Marni Brooks, Paul & Karen Robinson, Dean & Andrea Gambarotto, Kym Turner & JoAnne Watson, Frank & Julie Seifert, John & Kerry Greco, Kathy & Peter Cochinos

MOCSA Inc monthly meetings are held on the 3rd Wednesday of the month at the West Torrens Birkalla Soccer Club rooms, Morphett Road, Novar Gardens commencing at 8:00pm

The Mustang Owners Club of SA shall not be held responsible for any personal views, advice or opinions expressed in any article, nor is it accountable for the quality of goods or services offered by any advertiser.

## Club Matters

New Members	4
Word from the Secretary	5
2023 Mustang Nationals	5
How about having a go on the Committee	6
Election of Office Bearers 2022/23	8
Subscription Renewal for 2022/23	9
Club Registration	20

## Club Events

Greyhounds SA—50th Anniversary Night at Angle Park	10
We got to Finniss(h)	12
Mini Golf at Shanx, Regency Park	14
Club Run to Sevenhill Hotel	16
Coming Events	18

## General Interest

Mustang on Top of the World	21
A New Frontier: How Ford is Engaging Silicon	22
Shelby GT500 Long Lost Prototype	23
Shelby American's one-time Promotional GT350R	24
2009 'Black Widow' Mustang GT	26
2020 Ford Mustang GT500	27
History of the Ford Mustang	30
Worst of the Worst	32
From Interstate	34

## Advertising / Merchandise

Mustang Merchandise	36
---------------------	----

## Photos from the Greyhounds





Hello and wow hasn't it been a very busy period since the last edition!

In this edition, I would like to talk to you about a couple of topics.

## Mustang Nationals 2023

In the coming months you will start to hear a lot more discussion around the Mustang Nationals. In this message, I would like to talk about the event and outline for our new members who may not know or have little knowledge of what the event is about.

As most of you are aware the Nationals move from state to state each year the last being Victoria in 2019. After a 3-year hiatus due to Covid Restrictions, South Australia is hosting the event over the Easter Long Weekend in 2023.

The Nationals format starts off on

- Good Friday 7<sup>th</sup> April 2023 – With registration of attendees and in the evening a meet and greet dinner, where it is encouraged that all attendees wear their state club attire, and kick the event off in a fun way, meeting up with old friends and making new ones along the way.
- Easter Saturday 8<sup>th</sup> April 2023 – this is when things start to get a little more serious for those who have entered their cars into the judging categories, judging categories are as follows.
  1. Thoroughbred Class – only eligible to entries that have won MOCA and accumulated the highest gold class points.
  2. Original Class - Original Class Entry Eligibility is based on, and governed by, a rolling 10-year process. The vehicle must have an American Model year date of 10 years or older at the time entries for the event closes to be eligible to enter this class.
  3. Modified Class - 1964 ½ to 20th June 2014 is open to any year model modified Mustang powered by a Ford engine.
  4. Resto Mod - A resto-mod is a classic car that has been restored but modified with modern parts and technology. Aesthetically, the vehicle looks the same until you look under the hood. Open to 1964 ½ to 20th June 2014 is open to any year model modified Mustang powered by a Ford engine.
  5. S550 Class – 01/07/2014 to Current.

Further details on judging criteria can be found on the Mustang Owners Club of Australia (MOCA) website – Look for the tab Nationals/Concours Guidelines and rules.

Now if vehicle entry is not for you, then you can continue to enjoy the fun, as the host state committee has arranged a lunch run, or you can stop in and look at the judging process, which will be held at Maughan Thiem Ford, Port Road Cheltenham.

- Saturday Evening is a fantastic night, a themed – come dressed in the theme for a sit down dinner with music and dancing, auction items, silent auction items and more.
- Easter Sunday 9<sup>th</sup> April 2023 – The day starts off with our Display Day at West Torrens Birkalla Soccer Ground Cnr Saratoga Drive and Morphett Road, Novar Gardens SA 5040

The day is to celebrate the Mustang Marque, now if you were not keen to put your vehicle into any of the judging categories, then you can still enter display judged, or just park your car on the pitch for a fun day. with like minded people. The display day will be supported with food / drink / Merchandise Vendors.
- Sunday evening is the formal dinner and award presentation night a sit down 3 course dinner is arranged.
- Monday 10<sup>th</sup> April 2023 – The National organising committee has arranged a cruise and farewell lunch, this will be the final function for the weekend, attendees will start to make their way home and look forward to the next Nationals event hosted by the Mustang Owners Club of Queensland.

You might say the Nationals seems quite a way off. However, the huge amount of work that goes into organising and hosting an event of this size is enormous; that being said the committee is seeking interest from members that would like to nominate and be part of the 2023 Nationals organising committee. If you would like to find out more or would like to nominate for a role, please see Tony Kilvington.

## Committee Nominations

As discussed at the last club meeting on 18<sup>th</sup> May 2022, and to reiterate as this will be the last magazine before the Annual General Meeting, where all committee positions will be up for re-election. In my view it is important to get new enthusiastic members to join the committee, who can bring some new fresh ideas. If you would like nominate for a role, please see Tony Kilvington or myself for a nomination form, let me assure you, you will be made very welcome.

'Till next time Giddy Up.



# New Members Since the Last Edition

## M/Ship No.

1269	Vito Mitolo & Elena Pisailina	1969 Candyapple Red MACH 1 S/Roof 428 LHD
1274	Paul & Monika Dobek	1968 Orange/Black Stripes Fastback GT 390 LHD
1293	John & Joyce Sullivan	2017 Ruby Red Coupe GT 5.0L
1294	Steve Graham & Mel Malig	1966 Dark Moss Green/White Convertible 289 LHD
1295	John Douflias	2021 Antimatter Blue Metallic Coupe GT 5.0L
1296	Mike Fouyaxis	2021 Antimatter Blue/White Stripes Coupe GT 5.0L
1297	Maurice Leo & Sarah De Palma	1966 Candy Blue Hardtop 289 LHD
1298	Thomas & Annie Brug	2017 Race Red Coupe GT 5.0L
1299	Richard & Simone Marshall	2017 Lightning Blue Coupe GT 5.0L 2020 Rapid Red Coupe 2.3L EcoBoost
1300	Heath & Margaret Raymond	1973 Green MACH 1 Sportsroof 351
1301	Seth Tonkin & Chelsea Hopper	1971 Wimbledon White MACH 1 Sportsroof 351 LHD

We extend a warm welcome to the new members who have recently joined the Club. Happy Mustanging and we look forward to seeing you at a club meeting or run where possible.

## Maughan Thiem Ford Sponsorship:

We have had and will continue to have more late model Mustangs join the Club through our partnership/sponsorship membership arrangement with Maughan Thiem Ford (MTF) 1013 Port Rd Cheltenham. The arrangement means that every purchaser of a new Mustang sold through MTF will have their membership paid by MTF for the first year. The MOCSA membership form is completed by MTF and forwarded to the Club for follow-up and contact with the new owner. We thank MTF for their generosity and encourage all members to first contact Mike Perry (8300 1200) or Aaron Pignotti if you have any *NEW* Mustang enquiries or are keen on other Ford merchandise.



## Are you a current member who has added a MUSTANG to your stable?

Congratulations and if this is you and you haven't notified the Secretary, please do so at your earliest convenience so that the Club Registry can be kept up to date.

## Editor

... Robyn Bird

rbird2@bigpond.net.au

0418 745 553

### Looking for Inspiration.

"Nothing is impossible. The word itself says 'I'm possible!'"— [Audrey Hepburn](#)

"There is nothing impossible to them who will try."— [Alexander the Great](#)

"The bad news is time flies. The good news is you're the pilot."— [Michael Altschuler](#)

"Keep your face always toward the sunshine, and shadows will fall behind you."— [Walt Whitman](#)

"Be courageous. Challenge orthodoxy. Stand up for what you believe in. When you are in your rocking chair talking to your grandchildren many years from now, be sure you have a good story to tell."— [Amal Clooney](#)

"Success is not final, failure is not fatal: it is the courage to continue that counts."— [Winston Churchill](#)

"You define your own life. Don't let other people write your script."— [Oprah Winfrey](#)

"You are never too old to set another goal or to dream a new dream."— [Malala Yousafzai](#)

"At the end of the day, whether or not those people are comfortable with how you're living your life doesn't matter. What matters is whether you're comfortable with it."— [Dr. Phil](#)

"People tell you the world looks a certain way. Parents tell you how to think. Schools tell you how to think. TV. Religion. And then at a certain point, if you're lucky, you realise you can make up your own mind. Nobody sets the rules but you. You can design your own life."— [Carrie Ann Moss](#)

"For me, becoming isn't about arriving somewhere or achieving a certain aim. I see it instead as forward motion, a means of evolving, a way to reach continuously toward a better self. The journey doesn't end."— [Michelle Obama](#)

"You don't always need a plan. Sometimes you just need to breathe, trust, let go and see what happens."— [Mandy Hale](#)

"No matter what people tell you, words and ideas can change the world."— [Robin Williams](#) as John Keating in *Dead Poets Society*

Keep Safe



# Word from the Secretary

... Tony Kilvington

**Membership Update** - The Club's membership has hit a record mark of 450 members as at 20 May 2022, surpassing the previous record of 433 members as at 30 June 2021, and we still have another 1 month to 30 June to increase this number. We have over 530 Mustangs in stables across the State and I'm sure there are other Mustangs that are not listed on the Club Registry. If you do have more than one Mustang in the stable and haven't notified me of the model, please contact me via email [tony.kilvington@gmail.com](mailto:tony.kilvington@gmail.com) with the details of your model including the VIN and Data Plate/Label details and I will add the Mustang to the Club Registry.

**Members experiencing ill health** – A big hello from the Club to members experiencing ill health who we haven't seen for a while. We are thinking of you and we hope you continue to improve with each day. It's not the strength of the body that counts, but the strength of the spirit and knowing that your Mustang family is always here to help with any issues you may have.

**Committee** - It has been raised at the recent Club meetings that a few members of the Committee are planning to travel over the next 12-18 months and will not be seeking re-election, opening up some vacancies in the following roles – President, Vice President, Stock Controllers.

The strength of any Club is based on the performance of the Committee and the process of communication of information, decision-making, leadership, promoting and engendering activities, fostering friendships, providing members with information on maintaining their Mustangs to a high level of efficiency, providing an atmosphere of social engagement where members have the opportunity to exchange ideas and assistance in the betterment of the Club.

The personal qualities of Committee members are integral to your Club's successful operation. Integrity, competence, insight, dedication and effectiveness are vital. The key qualities of a good Committee member can be summarised as: Passion – deep interest and care in the mission of your Club.

The Committee meets on a quarterly basis at a local Hotel for an evening meal, to plan activities and address matters of relevance to the Club. If you are interested in offering your services on the Committee over the next 12 months, by all means talk to anybody on the Committee or contact me on 0401 123 931 if you would like to discuss further your interest.

... Happy Mustanging

## 2023 Mustang Nationals Glenelg SA Easter Weekend 7-10 April (Hosted by MOCSA)

It's with much excitement that the Committee announces we have been confirmed to kick start the 5-year roster of the Mustang Nationals here in Adelaide Easter 2023 by the Mustang Owners Club Australia (MOCA) National Body.

With the last 3 Mustang Nationals scheduled for 2020, 2021 and 2022 being cancelled due to the pandemic, and with Federal and State Governments now making the call that life needs to restart again without the issue of lockdowns, it provides some certainty that SA can plan for the event with a level of confidence to welcome our interstate Mustang family to Adelaide in 2023.

Stay tuned for further updates as the Committee is investigating accommodation and banquet venues for the Easter weekend, will prepare the Registration form and seek members involvement to be a part of the organising Committees leading up to the event.



Tony Kilvington and Kym Turner  
National Delegates

*What do you get from sitting on the ice too long?  
Polaroids!*

*What's an ig?  
A snow house without a loo!*

*Why did Frosty the snowman want a divorce?  
Because he thought his wife was a flake*

*Getting a job in the Arctic in the winter is*



*great! Why?*

*When the days get short, you only have to work  
a 30 minute work week.*

*Why do seals swim in salt water?  
Because pepper water makes them sneeze!*

*Where can you find an ocean without any water?  
On a map!*



# .... how about having a go on the Committee!!!

The AGM is conducted as part of the July meeting and all Committee positions are renewed by either a new nomination or the current person continuing in the role.

The success of our Club is based on the enthusiasm and dedication of its membership and the efforts of the Committee to ensure we continue to maintain a fun filled family environment for everyone to enjoy.

**So, we want you, yes you!**

Every year members have the opportunity to be a part of the Club Committee and experience the engine room at work, discussing and organising Club events and functions and appreciating what goes on behind the scenes.

We have a few vacant positions that need to be filled by the AGM in July and we're hoping as a passionate club member you may be keen to join the committee in one of the vacant positions. Whilst it is preferable to attend the monthly meetings and 4 Executive Meetings each year, in these unpredictable times there may be circumstances where you are unable to attend which is acceptable.

## **PRESIDENT: Vacant position from July 2022 AGM**

(Must meet requirements of MOCSA Constitution 3 (a)):

- Responsible for the overall administration of the Club;
- Oversees the activities of the Committee and ensures that the aims and objectives of the Club are considered in all decision making;
- Chairperson for all meetings;
- Monitors the contents and format of the newsletter;
- Ensures cohesion within the Committee and sub-committee(s) as required;
- Represents the Club in public forum.

## **VICE-PRESIDENT: Vacant position from July 2022 AGM**

(Must meet requirements of MOCSA Constitution 3 (a)):

- Deputises for President;
- Chairperson for all meetings in the absence of the President;
- Assists the President in overseeing the activities of the Club;
- Assists sub-committee(s) as required.

## **STOCK CONTROLLER - MERCHANDISE: Vacant position from July 2022 AGM**

- Responsible for the purchase, selling and inventory of Club merchandise.
- Purchase of stock is to be approved by the Committee.
- Attend monthly meetings to display and sell the merchandise. (Committee support available if you are not able to attend a meeting)

Or you may be keen to join as a committee member to assist in the running of the Club.

## **COMMITTEE MEMBER:**

- Assists the Events Coordinator and in other Committee roles as required.



If you have any questions on seeking nomination for one of the above roles, please chat to Tony Kilvington at the meeting or give him a call on 0401 123 931 to discuss or feel free to contact any of the current Committee.

### **My experiences with working on the committee. (Michael Schluter)**

*I purchased my first mustang back in May 2018 from Sydney and excitedly drove it back to Adelaide over a weekend. In July that year, Tania and I joined the club. We wanted to meet some new people, build our friendships, gain some new experiences, and break up the day-to-day routine. Of course, drive our car with fellow mustang owners. (how good is our group of brilliant classics and current model mustangs going together).*

*As with all new things, I was a bit anxious about what the club's culture would be like. I can only say that joining the club was very welcoming for us. We have met some terrific new friends, and I was so impressed with the culture and leadership of the club that I wanted to participate in working with the committee.*

*I have been fortunate to work on the Facebook page and the club's web page. I have personally found it such a gratifying experience. I'm communicating with the public and members' area, and the webpage. I have been so pleased to put a massive smile on many faces who have managed to get close up to a mustang and get a ride in one.*

*When I put a request to help someone, I have many people wanting to help, which reinforces what a great club we are, and I am lucky to be on the leadership team that helps grow and build this club.*

*Our club caters to all Mustangs, includes all people, and has a strong family and safe environment. Our club is fortunate to have many passionate people, lots of long term members and lots of new members joining our club. I can only say being around awesome people keeps you positive, energised, and motivated. If you are thinking about joining the committee, I can only highly recommend it.*



Other positions that form part of the running of our Club are as follows.

The current Club Member in these following positions will be happily re-nominating again, so no nominations required at this point. However, if this is an area that interests you, please chat to a member of the Committee, as we are more than happy to receive member input.

**Secretary/Treasurer: Current Club Member re-nominating – Tony Kilvington**

(Must meet requirements of MOCSA Constitution 3 (a)):

- Prepares Agenda and records minutes of all meetings;
- Distributes minutes to Committee prior to next meeting;
- Arranges time and venue for Committee meetings;
- Addresses correspondence received by Club and presents to Committee;
- Responds to correspondence as agreed to by the Committee;
- Monitors the contents and format of the newsletter;
- Provides new members, on receipt of fees and endorsement by Committee, with a welcome pack;
- Maintains appropriate financial records of the Club in accordance with Audit advice;
- Financial controller of all receipts and payments;
- Arranges audit of financial records at year-end and presents Profit and Loss statement to Committee prior to AGM.
- Is the custodian of historical and current records of membership (i.e. Club membership and vehicle registry);  
*Note: Registry details of membership and vehicles are kept confidential.*



**Events Coordinator: Current Club Member re-nominating – Kathy Cochinos**

- Co-ordinates all social activities of the Club under direction of the Committee;
- Co-ordinates the Monthly Club Meeting raffles;
- Provides details of social activities to the Editor as required and agreed to by the Committee.

**Magazine Editor: Current Club Member re-nominating – Robyn Bird**

- Provides an informative publication on activities of the Club to all members;
- Contents, format and distribution date of Bulletin and /or other forms of notification to be agreed upon by the Committee;
- Publication is to be distributed periodically according to agreed timeframes and/or at the discretion of the Committee.

**Website Editor: Current Club Member re-nominating – Michael Schluter**

- Provides up to date information to all members and the general public via the internet and webpage administered by the Club and MOCA;
- Contents and format of the webpage to be agreed upon by the Committee.

**National Delegate: Current Club Members re-nominating – Tony Kilvington and Kym Turner**

(Must meet requirements of MOCSA Constitution 3 (a)):

- Represents the Club at the National Delegates Annual General Meeting of the Mustang Owners Club Australia (MOCA) Inc. held annually (Easter in Concours host State) and the mid-year meeting October in Victoria (or nominated State) each year.
- Promotes the views of the Club as it pertains to issues under discussion at National Delegates meetings.
- Delegates are elected for a 2-year term.

**Being on the Committee**

*My name is Jo Carroll and for those that don't know me here's a little background for you. Justin and I moved to Adelaide from New Zealand in early 2009. We owned a 1969 Mach 1 in NZ and bought the car with us when we relocated. Justin and I were active members of the Manawatu Mustang Owners Club in NZ.*

*We immediately joined the club and after a little while both Justin and I joined the Committee to help and be part of the general decision making. We found at this time being on the Committee allowed us to get to know how our club runs and make some close friends.*

*We were still on the Committee when the 2015 annual Nationals was held in SA and at that time I was managing our Merchandise, so my main focus was in this area in the months leading up to the Nationals and then over the long weekend of Easter when it is held. Working together to make the long weekend the success it was, was very rewarding and being the organised person that I am I was keen to do it again.*

*So, after a small break from the Committee I returned in 2019 to assist in the planning and executing of a wonderful fun filled Nationals that was going to be in 2020, but unfortunately as we know that Nationals was not to be due to COVID.*

*I have stayed on the Committee because like any organisation with members, it is important to have a varied group of individuals that work together to provide the club's members with relevant information pertaining to the Mustang, club events to keep members getting out in the car and enjoying time with friends and overall keeping our club the open family friendly environment that it has always been.*

*Personally, for me it allows first-hand knowledge of what is happening in our club, but most of all I get to share ideas and use my skills to keep information sharing a focus and events like the Nationals the best experience that they can be whether they are locally hosted by us or co-ordinating our travel interstate to other Nationals.*

*With a Nationals event on our horizon, I would like to take this opportunity to invite you to join the committee and be an important part of make the event to best we can achieve.*

## ELECTION OF OFFICE BEARERS 2022/23

I hereby propose \_\_\_\_\_ to fulfil the office of:-

President

Vice-President

Secretary/Treasurer

Events Coordinator

Committee

Magazine Editor

Website Editor

Stock Controller

National Delegate  
(2-year term)

Signed \_\_\_\_\_ Name \_\_\_\_\_  
(Proposed by)

Signed \_\_\_\_\_ Name \_\_\_\_\_  
(Seconded by)

I am willing to undertake the duties of the above mentioned office(s) for the year 2022/23 if elected to that office.

Signed \_\_\_\_\_ Date \_\_\_\_\_  
(Nominee)

**NOTES:**

- i) Proposer, seconder and nominee must be a financial member of the Mustang Owners Club of SA Inc.
- ii) If nominating a member for **more** than one position, place numbers in boxes in order of preference (eg. 1,2,3 etc) - otherwise tick box.
- iii) When all particulars have been completed, the form must be returned to the Secretary PO Box 210, North Adelaide 5006 no later than the last mail on Friday 1 July 2022.





# Subscription Renewal for 2022/23

## Attention Club Members

Your \$60 subscriptions for the 2022/23 financial year are due from 1 August 2022 and can be paid direct to the Club Account:

BSB	805050
ACCT	2321346
NAME	Mustang Owners Club of SA
DETAILS	<i>Your surname</i> Fees 22/23
AMT	\$60.00

OR

You can attend the Club Meetings on Wed 15 June or Wed 20 July at the West Torrens Birkalla Soccer Club Novar Gardens and make your payment

OR

You can attend any of the CLUB REGISTRATION days on

**Sunday 03/07/2022**      **Where:**      **Flight Extruded Plastics**  
**53-73 Churchill Rd North, Dry Creek**  
**Time:**      **9.00am - 1.00pm.**

**Saturday 09/07/2022**      **Where:**      **Flight Extruded Plastics**  
**53-73 Churchill Rd North, Dry Creek**  
**Time:**      **9.00am - 1.00pm.**



**Saturday 16/07/2022**      **Where:**      **Autocraft Collision Repairs**  
**1/24 Aldershot Rd Lonsdale**  
**Time:**      **9.00am – 12.00noon**

... to make your payment, stay and enjoy the sausage sizzle and see the Club cars.

Please note, if your membership card displays a date of 23/7/23 and/or you have a receipt displaying 23/7/23, then you are a financial member for the coming year.

If you are unsure whether you have paid your subscriptions for the 2022/23 Club year, contact Tony Kilvington (Sec/Treasurer) on 0401123931 or [tony.kilvington@gmail.com](mailto:tony.kilvington@gmail.com)

*What eight letters can you find in water from the Arctic Ocean?  
H to O! (H<sub>2</sub>O)*

*What do you call a gangsta snowman?  
Froze-T*

*Which side of an Arctic Tern has the most feathers?  
The outside!*

*What vegetable was forbidden on the ships of Arctic explorers?  
Leeks!*



*What do women use to stay young looking in the Arctic?  
Cold cream.*

*Why was the snowman sad?  
Cause he had a meltdown.*

*Why was the Saami herder given an umbrella?  
Because of the rain, dear.*

*What do you call a reindeer with no eyes?  
I have no eye deer.*

*What did one Arctic murre say to the other?  
"What? We flew 2,000 miles for THIS?!"*



*What did the detective in the Arctic say to the suspect?  
"Where were you on the night of September to March?"*



**Muskox**

*Why didn't the tourist in the Arctic get any sleep?  
He plugged his electric blanket into the toaster by mistake - and kept popping out of bed all night!*

*What happened when all the muskox wool that was collected was stolen?  
The police combed the area.*

*What did the seal say when it swam into a concrete wall? "Dam!"*

*What noise wakes you up at the North Pole around March 18?  
The crack of dawn!*

*If you live in an igloo, what's the worst thing about global warming?  
No privacy!*

# Greyhounds SA – 50<sup>th</sup> Anniversary Night at Angle Park

The Club was invited to display Mustangs at the Greyhounds SA Angle Park night on Friday 29<sup>th</sup> April to celebrate their 50<sup>th</sup> Anniversary. Greyhound racing shifted from Bolivar in April 1972 to Angle Park and the two feature races included the SA Distance Championship and the 50<sup>th</sup> Anniversary Cup with \$50,000 first prize up for grabs. Races on the night were named after some of SA's greyhound pioneers and industry legends who have been inducted into the Australian Greyhound Hall of Fame.

It was a fun night out for the whole family, there were plenty of activities for the kids, greyhound as pets were on course, food trucks and live music all undercover in the pavilion, along with great racing. Chaser's Restaurant was at full capacity and the 3-course meal was enjoyable and we also had some winning bets during the night.

A special milestone recognised on the night was the release of a book authored by Ray Fewings called "Chasing A Dream" along with recognition on the night for super star chaser "Brett Lee" which helped enhance Angle Park's status with his 28.88 track record in the 2001 Group 1 Adelaide Cup, the fastest dog ever to grace the track at Angle Park and they unveiled a sculpture of the dog.

The evening had a real nostalgic feel about it with the Chairman of Greyhounds SA Grantley Stevens (Mustang member) hosting the night and MC for the presentations where he did a fantastic job.

We had 10 Mustangs parked at the entrance to the pavilion which attracted many interested people to take photos of the cars and ask about what makes them special. The Mustangs added to the nostalgia of the night and the program booklet was coloured Red, White and Blue to match our Club colours.

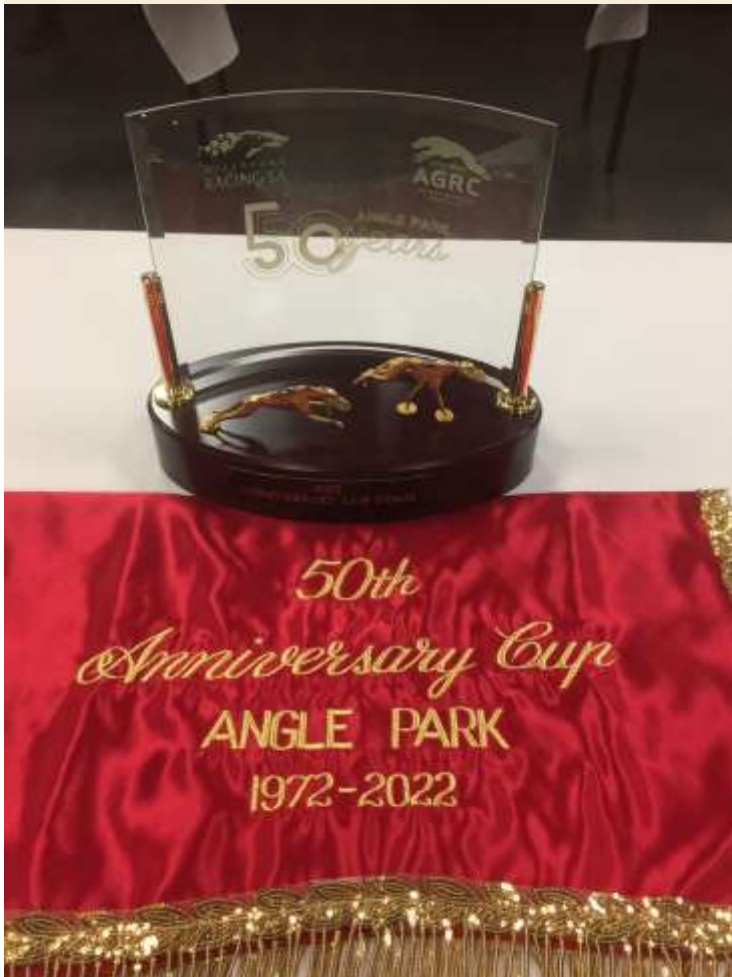
Many thanks to the following members who made the night special for the organisers and patrons on the night:

Robyn Bird  
Merv and Marg Davies  
Dave Mace  
John and Kerry Greco  
Warren and Ros Whenan  
Colin Lock  
Jim and Lyn Brooks  
Glenys Searle  
Mike Nolan and Kayne Lenox  
Tony and Trish Kilvington

1966 Emberglo Hardtop  
1966 White Hardtop  
1964½ Prairie Bronze Hardtop  
1966 Candyapple Red Hardtop  
1967 Springtime Yellow Hardtop  
1970 Grabber Blue Sportsroof  
2016 Triple Yellow Coupe  
2016 Competition Orange Coupe  
2017 Lightning Blue Coupe  
1970 Medium Blue Boss 302 Sportsroof









# We got to Finniss(h)

... Dean Gambarotto

On a dismal looking early morning we gathered at Harvey Norman Mitchell Park to await our leader's instructions for our run and lunch at Finniss which is not far from Goolwa.

Those that gathered early chatted amongst themselves and discussed badly fitted rear windows, hail storm repairs and some self inflicted dents and scratches on the latest model Mustangs. There were some interesting conversations.

When our leader called us together she, as always, had maps and instructions to get us to our destination without any hassles. With all info given we headed off out of the car-park heading towards our first stop at Wistow bakery for a coffee break and also meet our hillside members. We travelled through the back way via Blackwood ... Stirling ... Mt Barker stopping at Wistow for a half hour ... long enough for the bakery/cafe to cater for those who snacked and had a refreshment along with a necessary pit stop, chatting once again.

Called upon to start our engines we headed off following our leader towards Langhorne Creek and Milang, with a final turn to Finniss. The roads we travelled were some of the best we have done recently and allowed us to give our cars a good run and I'm sure all enjoyed

Reaching Milang and "close" to our destination for lunch we did a U-turn as we took an incorrect turn taking us to Clayton Bay where we paraded a side street with twenty plus cars surprising people and heading back on a stretch of road that we had travelled only to get to where we had done the upturn where a sign said

Finniss General Store 1 kilometre ... turn right



Arriving at the destination with some cars already there a chuckle was had by all about how close we got before the U-turn but we all just let it ride like we did with our cars on a very nice car run where our cars had the road to themselves.

Our lunch arrangements were that you ordered in advance ... went to the counter and identified yourself and what you had ordered ... purchased a beverage and for some meals (depending on choice and preparation) were presented placed at our tables quite quickly. All appeared to enjoy their meals and the fellowship of our members spending a couple of hours together

Michael Schluter did his camera/video work at all the venues with Barbara and Marty Krahge doing some awesome drone shots in the car park at Finniss.

Some thirty cars and sixty people came along for the day and lunch which shows the strength of our club with events like this and support given to Kathy Cochinos who always endeavours to give us value for money ... great day Kathy.

Thanks to all who came









# Mini Golf at Shanx, Regency Park March 26.

It had been quite a while since the last time the Club did a mini golf day, and I received a message from Jo Carroll suggesting Shanx at Regency Park, which I had been looking at the night before. So Jo and I had a chat and decided to do the golf day on Saturday instead of our usual Sunday Runs.

I tried a few venues for lunch and was unsuccessful, as the idea was to have lunch then do a bit of a run and then go and play mini golf. That didn't work either, so we ended up at the Regency Park Tavern for lunch, which is part of the complex which includes a full size golf course as well as mini golf and the Tavern.

After a bit of toing and froing we ended up with about 24 for lunch, which made it pretty easy on the venue to get meals out quickly. As soon as each couple or group had finished their meal they headed out to Shanx. There were 2 or 4 per group and things moved along nicely. You could tell those that had played golf as a sport and those who hadn't! We had Tony, John and Kerry ahead of myself and Glenys and they were doing quite well although Kerry did have some issues on one particular hole. I had issues on pretty much all of them. We had Jack and Lindsay and Rosita behind us and Jack was having a great time.

Glenys Searle was doing pretty well and managed to get 2 hole in ones. Tony also got a hole in one as did John Greco.

In most sports the highest score wins so I think that might be me with a score of eighty ☺ but of course the opposite is the case in golf ☹ so I guess I didn't win after all.

Thanks to all who came along, I hoped you enjoyed your golfing experience and I will just have to try harder next time. ☺

... Kathy Cochinos









# Club Run to Sevenhill Hotel May 29, 2022

The few days leading up to the run to Sevenhill Hotel were a bit hectic. My phone seemed to be going off 4 or 5 times a day with Members wanting to be added and others wanting to be deleted. It would seem that COVID and obviously lots of others bugs had made their way into Members' lives and consequently I had a huge drop off in numbers. I booked for 80 then revised down to 70 then again down to 60 and I think in the end there were just under 40 of us that made the drive.

We met at The Churchill Centre for a 10 am departure and with nasty weather due late in the day, there was not a cloud in the sky and I was wondering if it would be as nice a drive home. We took a left out on to Churchill Road and then a left on to Grand Junction Road and as we got to the top of the hill/bridge there was a carpark, the police had decided to set up a drug and alcohol testing site and had closed 2 of the 3 lanes which was causing mayhem. It was one way to get all the cars together then totally spread us apart. Gary and Tania Brough left The Churchill Centre first and they were the first to get pulled over for testing, as he said a bit later in the day he should have let Kathy go first ☺.

Once clear of the testing station we headed right at the lights on to South Road and took the ramp on to the North-South Motorway making our way to Port Wakefield. Most of us took the ramp on the left to Virginia and Port Wakefield but I believe there were some who continued along towards Gawler. Not sure exactly who they were but they know ...

On arrival in Port Wakefield it was kind of tough to find a park with all the road works in place there. We managed to spread ourselves around the various service stations and wandered back towards Kiplings Bakery among others. We stayed about 40 minutes at which time it was off towards Balaklava. The entrance to the Balaklava Road has been moved due to the roadworks so we had to go up past the BP and go right, then right again and then a little further down we took a left turn on to the Balaklava Road. We made our way through to Balaklava and then on to Auburn. At the T-junction in Auburn we turned left passing through Leasingham, Watervale and Penwortham before arriving at Sevenhill and ultimately The Sevenhill Hotel.

We were seated in the undercover area to the side of the hotel which was quite comfortable and certainly plenty of room. The hotel staff came and took our orders and it wasn't too long before the food started to arrive for the hungry diners.

We had several members along for their first run on the day and they were Rich and Simone Marshall and Merilyn and David Bradbrook. It was nice also to see Briar and Jack Herlihen along for lunch for the first time in a long time.

There were 20 Mustangs and it turns out my '99 was the oldest car present on the day. Looking forward to summer to see some of the oldies out there.

Thanks for coming, I hope you had a great day out and I hope to see you along for The Meadows run on June 19<sup>th</sup>.

... Kathy Cochinos









# Coming Events 2022

... Kathy Cochinos

**\*\* Denotes official club run**

**Sunday 29/05/2022\*\***

**Lunch at Sevenhill Hotel**

Meet at Churchill Centre at 9.30 for a 10 am departure.

I have booked for 80 peeps so come along for a nice drive and good day out.



**Monday 13/06/2022**

**Rotor-Sport**

**You fly experience**

214 Pallamana Road, Monarto.

\$110 for 15 minute flight

BYO meat, etc for a BBQ lunch, drinks, chair etc.

**NO ALCOHOL** for anyone intending to fly.

**Wednesday 15/06/2022**

**Monthly Meeting #548**

West Torrens Birkalla at 8pm.

**Sunday 19/06/2022\*\***

**Club Run to Meadows**

Meet at Harvey Norman Clearance Centre, Marion Road, Mitchell Park for a 9.45 am departure.

Come for a cruise to Meadows with lunch at the Meadows Hotel

I have booked for 60.

Lunch is a shortened menu at \$22 per head.



**Sunday 3/07/2022 and Saturday 9/07/2022**

**Club Registration days**

To be held at Flight Extruded Plastics 53-73 Churchill Rd., North from 9am to 1 pm

**And**

**Saturday 16/07/2022**

**Club Registration morning**

Auto Collision Repairs, Aldershot Road Lonsdale from 9 am to 12 noon.

**Wednesday 20/07/2022**

**Monthly Meeting #549 and AGM**

West Torrens Birkalla at 8pm.

**Wednesday 17/08/2022**

**Monthly Meeting #550**

West Torrens Birkalla at 8pm.

**Saturday 20/08/2022\*\***

**Quiz Night at West Torrens Birkalla at 7pm for a 7.30pm start.**

**Theme is Spring Time Party.**

Tables of 8 @ \$10 per person.

BYO supper to be shared amongst your table.

Organisers, Tony and Trish Kilvington.



**Wednesday 21/09/2022**

**Monthly Meeting #551**

West Torrens Birkalla at 8pm.

June 2022							July 2022							August 2022						
Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun
		1	2	3	4	5					1	2	3	1	2	3	4	5	6	7
6	7	8	9	10	11	12	4	5	6	7	8	9	10	8	9	10	11	12	13	14
13	14	15	16	17	18	19	11	12	13	14	15	16	17	15	16	17	18	19	20	21
20	21	22	23	24	25	26	18	19	20	21	22	23	24	22	23	24	25	26	27	28
27	28	29	30				25	26	27	28	29	30	31	29	30	31				

**Sunday 25/09/2022\*\***

**Club Run along Coastal Route 31**

Christies Beach to O'Sullivan's Beach and lunch back at the old Noarlunga hotel.

More details to come.

**Saturday 1/10/2022 to 3/10/2022\*\***

Club weekend to Mount Gambier, Staying at The Commodore.

Please book online at The Commodore website and use the promo code MUSTANG 2022 for your booking.

More details as available.

**Sunday 16/10/2022\*\***

**Cruise The Bend.**

Meeting Frewville Shopping Centre at 9.30am for a 9.45am departure to Tailem Bend

One lap of the International Circuit and one lap of the GT Circuit and lunch in the Apex Bar Restaurant at \$40 per person.

Please check our Facebook page for the link to our booking Don't delay as there is a limit on the numbers that can attend.

Let me know when you have registered online with The Bend.

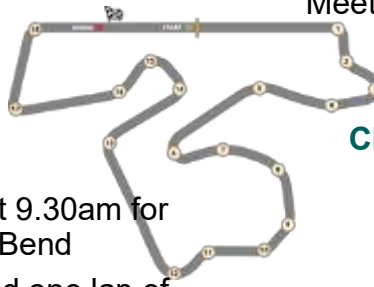
If you don't have Facebook then contact me for the link. No registration online with The Bend equals no attendance for you.

**Make sure you book for the right date.**

**Wednesday 19/10/2022**

**Monthly Meeting #552**

West Torrens Birkalla at 8pm



**Sunday 23/10/2022\*\***

**Observation Run organised by Brenton and Julie.**

More details as available.

**Wednesday 16/11/2022**

**Monthly Meeting # 553**

West Torrens Birkalla at 8pm

**Sunday 20/11/2022\*\***

**2022 Yankalilla Classic Motor Show**

Meet Castle Plaza at for departure.

**Sunday 11/12/2022\*\***

**Christmas Picnic, Lobethal**

More details to come.

**Wednesday 21/12/2022**

**Monthly Meeting # 554**

West Torrens Birkalla at 8pm

Please bring a plate of supper to share.

If you are unable to add your name to the run sheet at Monthly Meetings and are intending to come along on **any** run please contact me, Kathy, on 0402254761 or [kathy@cmkfurnishings.com](mailto:kathy@cmkfurnishings.com) and let me know you are coming.

Some venues have a limit on numbers and it makes it difficult to book properly if I don't know you want to come along.

If you are unable to attend an event that has had to be prepaid and your name is on the run sheet then you will be required to pay for non attendance.



September 2022							October 2022							November 2022						
Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun
			1	2	3	4						1	2		1	2	3	4	5	6
5	6	7	8	9	10	11	3	4	5	6	7	8	9	7	8	9	10	11	12	13
12	13	14	15	16	17	18	10	11	12	13	14	15	16	14	15	16	17	18	19	20
19	20	21	22	23	24	25	17	18	19	20	21	22	23	21	22	23	24	25	26	27
26	27	28	29	30			24	25	26	27	28	29	30	28	29	30				
							31													



# CLUB REGISTRATION

## This means that if you are a holder of a LOG BOOK authorised by the Club then this notification relates to YOU

Club members and holders of a Log Book authorised by the Club for Prescribed Left Hand Drive and Historic (i.e. Right Hand Drive) Vehicles are notified that an inspection of your vehicle and/or the stamping/signing of Log Books in addition to renewal of membership for the 2022/23 year is arranged for the following days:

Sunday 03/07/2022

Where:

Flight Extruded Plastics

53-73 Churchill Rd North, Dry Creek

Time:

9.00am - 1.00pm.

Saturday 09/07/2022

Where:

Flight Extruded Plastics

53-73 Churchill Rd North, Dry Creek

Time:

9.00am - 1.00pm.

Saturday 16/07/2022

Where:

Autocraft Collision Repairs

1/24 Aldershot Rd Lonsdale

Time:

9.00am – 12.00noon



What do YOU need to bring to the Inspection day?

- Your vehicle for inspection IF a new Log Book is required (i.e. every 3 years).
- Your Log Book for each vehicle on Club Registration.
- A copy of the Left-Hand Drive Exemption OR a copy of the Statement of Requirements for a RHD/Historic Vehicle **must** be presented for ALL vehicles on Club Registration listed by the Club **UNLESS** the Club already has a copy.
- A copy of the registration for each vehicle on Club Registration.
- Your Driver's Licence.
- If this is your first Inspection Day, you will need to bring 100 points of identification (i.e. Passport, Driver's Licence, Medicare Card, Credit Card etc.) before a Log Book is issued.

The Log Book renewal fee for 2022/23 remains at \$30/book/vehicle.

However, if you have a second or subsequent vehicle on Club Registration, the Log Book renewal fee for 2022/23 will be \$20/book/vehicle. Card facilities are available on the day.

**NOTE:** If your Log Book has already been stamped to **23/7/2023**, then your renewal has been recorded and there is no need for your attendance.

If you are unable to attend, you must notify either the Club's Vehicle Dating Registrar Kym Turner (0408 088 470) or the Secretary Tony Kilvington (0401 123 931) of your absence.

**Failure to renew your membership and have your Log Book stamped by 31 August 2022 may incur a late payment fee of \$30 per vehicle.**

**The Club has obligations to Transport SA and the Federation of Historic Motoring Clubs SA in providing a Club Registration return and we have been advised by the above authorities that this responsibility rests with the owner not the Club.**

*What did the walrus say when it was late?  
"I would have been here sooner, but my iceberg hit a ship."*

*When are your eyes not eyes?  
When the cold Arctic wind makes them water!*

*What did the icy Arctic road say to the truck?  
"Want to go for a spin?"*



*What did the snowman eat?  
Icebergs with chilli sauce.*

*What do you use to catch an Arctic hare?  
A hare net!*

*What did the tree say after a long winter?  
What a re-leaf.*

# Mustang on Top of the World

AN AMERICAN ICON ON THE TOP OF THE WORLD'S TALLEST SKYSCRAPER, THE EMPIRE STATE BUILDING, IN 1965.

The Ford Mustang has been on top of the Empire State building twice in its fifty-six-year run of continuous production. In 1965, the Ford Mustang was the hottest selling car in the United States, in the throes of its record setting first-year run of around 420,000 units after an extensive advertising campaign. In October 1965, Robert L. Leury, general manager of what was then the world's tallest building hatched the idea of displaying the iconic sports car on top of the iconic Manhattan landmark on its 86<sup>th</sup> floor observation deck. If successful, this would be the first car and also the largest and heaviest object ever displayed there.



While the Mustang had undergone extensive engineering to get it road ready, it was not designed to travel within the Empire State Building. Officials at Ford agreed and dispatched a crew to take careful measurements of the skyscraper's doors, hallways, and elevators. The crew determined that a convertible fifteen-foot long Mustang could be disassembled into four main sections along with other necessary parts, thereby enabling it to take the seven-foot tall elevators to the observation deck. Once unloaded from the elevator, the crew would reassemble the car to overlook the New York City skyline from the 86<sup>th</sup> floor. This was no simple task, so three "dry" runs were conducted at Ford facilities in Dearborn, MI.

At 10:30 p.m. on October 20, 1965, eight Ford crewmembers in crisp white overalls began disassembling a white Mustang convertible outside the Empire State Building on 33<sup>rd</sup> Street. Everything was going according to plan, until the crew realised that the steering column was a quarter-inch too tall for the elevator despite the planning. After the crew was able to improvise and manoeuvre the steering column to fit, all parts of the Mustang were



transported to the 86<sup>th</sup> floor. The Mustang was completely reassembled outdoors on the outdoor observation by 4:30 a.m. and ready to be photographed by a helicopter. Not yet finished, once the photograph was taken, the crew took the car apart again and reassembled it for the second time inside the glass-enclosed observation area surrounded by the outdoor deck.



Visitors to the Empire State Building were pleasantly surprised as well as delighted to find the Mustang taking in the scenic view with them. Many assumed that the car had been lifted there by helicopter rather than transported through the elevator. The Mustang stayed there for five months until March 16, 1966, when it was disassembled for the final time and removed from the building. The feat was so popular and such a part of Mustang lore, that it was recreated for the Mustang's 50<sup>th</sup> anniversary using a 2015 Mustang GT. The Mustang has been the most popular sports car in the United States since its debut in 1964, successfully using its storied history to keep it relevant for contemporary audiences.

[Mustang Empire State \(ford.com\)](http://MustangEmpireState(ford.com))



*What do you call ten Arctic hares hopping backwards through the snow together?  
A receding hare line.*

*Why are bad school grades like a shipwreck in the Arctic Ocean?  
They're both below C level!*

*What are caribou calves given to wear?  
Hoof-me-downs.*

*Q: What did the big furry hat say to the warm woolly scarf?  
"You hang around while I go on ahead."*



*What's the difference between an iceberg and a clothes brush?  
One crushes boats and the other brushes coats!*

*What do Saami reindeer herders say to reindeer who complain?  
"Venison!"*

*What do you call fifty penguins in the Arctic?  
Lost! REALLY lost! (Penguins live in Antarctica.)*

*Q: Why aren't penguins as lucky as Arctic murrets?  
The poor old penguins can't go south for the winter.*





# A New Frontier: How Ford is Engaging Silicon Valley Startups to Transform Transportation

BY DRAGOS MACIUCA, GREENFIELD LABS TECHNICAL DIRECTOR, FORD MOTOR COMPANY

Ford Motor Company was one of the first tech startups 118 years ago to put the world on wheels. Today, we are seeking out like-minded innovators as Ford once again looks to transform the way people move through electrified, connected and autonomous vehicles.

This means we have to again compete like a challenger, including collaborating with future-focused innovators that are disrupting many parts of how we live, work and play. That is why we helped lead a new way of connecting Detroit with Silicon Valley with the creation of Ford Greenfield Labs in Palo Alto, Calif.. Established in 2016, our Greenfield Labs team already has engaged with 2,000 startups to understand their ideas and visions — and already has collaborated with dozens to bring their ideas closer to production while helping us disrupt the transportation and tech industries.

It sounds like an oversimplification, but a huge part of what we do is really just a matter of getting to know people. We have become obsessed with fostering frank and open conversations to determine if a company's ideas could be a fit for our vehicles or services, and what kind of support they might need to keep moving forward.

It's easy to think that startups are most interested in cash support, but many times that's simply not the case. While Ford certainly makes its share of investments, oftentimes our most important contribution is our vast amount of expertise in engineering, manufacturing, advanced research and product development. This can take on multiple forms, including reaching out to our own experts for feedback on certain technologies, providing guidance on how a startup can incorporate its ideas into a supply chain, and even connecting them with existing suppliers to help make their next move.

This kind of collaboration takes time, dedication and a sincere desire to work together to make life better for millions. It also helps Ford, as a whole, understand exactly what it needs to do in order to create great customer experiences or improve its manufacturing processes. Establishing great relationships, in turn, exposes us to even more exciting work through the network effect we help create. We're already starting to see some success, too — here are a few examples:

**Symbio Robotics:** A robotics company utilising artificial intelligence and machine learning, Symbio has been working with Ford on a software platform that allows industrial robots

to adapt to uncertain environments. Using AI, force feedback and computer vision, Symbio enables robots to perform complex assembly tasks and improve manufacturing efficiency. After developing proof of concepts with Symbio and successfully completing pilots with the Ford Advanced Manufacturing Centre, this technology has been deployed in our Livonia Electric Powertrain Centre.

**Cruz Foam:** You may not have heard of it, but chitin — found in the shells, scales, skin, and bones of crustaceans, insects, and even in mushrooms — is the second most abundant biopolymer on the planet. Cruz Foam takes that material and turns it into a sustainable structural foam that can be used for a variety of applications, including vehicle interiors, soundproofing, and packaging for shipping parts. And, since it's fully compostable, it does not pose a negative impact on the environment like traditional plastics do. Ford is working with Cruz Foam on a proof of concept to explore how this material could be used in the auto industry.

**Cepton:** An intelligent 3D-sensing solutions provider, Cepton develops LiDAR sensors for automotive and smart infrastructure markets using a unique imaging approach called MMT that enables scanning of environments without any mirrors, or rotating or friction components, creating a low-cost, high-resolution perception device. Ford has been engaged with Cepton almost since their inception in 2016, both for R&D collaboration and small-scale deployments. Cepton LiDAR are deployed in some of our smart city projects. Based on Ford's guidance, Cepton delivered a custom version of their LiDAR to enable R&D on advanced ADAS features.

It's not easy to get to the point where you're developing proofs of concept — we only reach this stage with a select number of the startups we engage. Beyond that, there's even more scrutiny to determine the true value of a project. Yet this is indispensable work that helps Ford filter ideas that can ultimately make a positive impact on customers, whether that's through all-electric vehicles, more enjoyable connectivity experiences or introduction of self-driving vehicles.

It's not easy to get to the point where you're developing proofs of concept — we only reach this stage with a select number of the startups we engage. Beyond that, there's even more scrutiny to determine the true value of a project. Yet this is indispensable work that helps Ford filter ideas that can ultimately make a positive impact on customers, whether that's through all-electric vehicles, more enjoyable connectivity experiences or introduction of self-driving vehicles.

*How do you keep from getting cold feet?  
Don't go around BRRfooted!*

*What do you call a snowman party?  
A snowball*

*What does a cyclist ride in the winter?  
An icicle.*

*Where do seals go to see movies?  
The dive-in!*

*What kind of math do Snowy Owls like?  
Owlgebra.*



*What sits on the bottom of the cold  
Arctic Ocean and shakes?  
A nervous wreck.*

*How do you know if there's a  
snowman in your bed?  
You wake up wet!*

*What did Frosty the Snowman and  
Elvira name their baby?  
Frost-bite.*

*What's the difference between a walrus and a banana?  
You'd better find out, because if you ever try to peel a  
walrus...*



# Shelby GT500 Long Lost Prototype Was Found in a Field and Fully Restored

By Braden Carlson April 8, 2022 [https://www.motorbiscuit.com/Shelby GT500 Long Lost Prototype Was Found in a Field and Fully Restored](https://www.motorbiscuit.com/Shelby-GT500-Long-Lost-Prototype-Was-Found-in-a-Field-and-Fully-Restored)

There's a lot of crazy history behind the Ford Mustang. Seemingly, the stories never end. However, those stories start getting crazier when you throw racing legend Carroll Shelby into the mix. Shelby was responsible for the most powerful and fastest Mustangs to come out of the 1960s. He was also a significant player in Ford's domination of Ferrari with the GT40 program. However, one of the most iconic vehicles tied to Carroll Shelby's name is undoubtedly the Ford GT500. Though a regular GT500 is rare in its own right, few are rarer than "Little Red," the GT500 prototype that went missing for 50 years.

## Little Red was left to rot in a Texas field



According to Ford, Little Red is one of only two notchback Mustang models that ever wore the Shelby name. The other one is known as "The Green Hornet." Both of these cars belong to Craig Jackson, the chairman and CEO of Barrett-Jackson Auctions.

Little Red and The Green Hornet served as prototypes for the production GT500. These vehicles were put through the wringer and had all kinds of testing done with them. According to the Shelby Prototype Coupes website, these experimental testbeds had independent rear suspension, four-wheel disk brakes, superchargers, and even early electronic fuel injection systems.

However, like many prototype and pre-production cars, they got forgotten after serving their purpose. Though The Green Hornet stuck around, Little Red somehow managed to make its way into a field in North Texas. Fortunately, even though it took about 50 years, that wasn't the end of old Little Red.

Craig Jackson took ownership of The Green Hornet and enlisted the help of Jason Billups of Billups Classic Cars in Colcord, Oklahoma, for a complete restoration. During the process, Jackson and Billups began discussing the possibility of finding Little Red. After all, only one thing could be better than owning an extremely rare GT500 prototype; having two of them!

In a documentary about Little Red found on Barrett-Jackson's YouTube channel, the Barrett-Jackson team outlines how they found it. They hired a private investigator and gave him all the information they had on the car. They had no idea if the car even still existed at the time. Fortunately, they found Terry Seal, who'd had the legendary prototype since 1994 and still had it in 2018.

Jackson promptly purchased the car, and Billups began restoring it.

## What makes Little Red so special?



Aside from the obvious answer of it being a GT500 prototype, Little Red has a few more special attributes going for it.

Little Red is the only GT500 hardtop coupe (not Fastback) ever built by Shelby American. All other coupes had small blocks for SCCA racing. Instead of a small block, though, Little Red has a 428 cubic-inch V8. It's also the only Mustang coupe ever to get a 428, too.

Additionally, it was the second Mustang ever built with a 428 cubic-inch V8 (across all body styles) and the third 428 Mustang to be serialised by Ford.

Most notably, though, Little Red was fitted from the factory with "dual-quad carburetors," making it the only Mustang ever to leave the factory with more than one carburettor on it.

Sure, some of these details seem to get a little lost in nit-picking and semantics. But, come on, it's a prototype GT500. Every little detail is a cool little detail.

This story is pretty bonkers from end to end. For one, hiring a private investigator with only a VIN in hopes that the car still exists is borderline insane. For that to pay off, though, and this one-of-one piece of Ford and Shelby history to get brought back to life is, without doubt, insanity. Blending the staffing, financial backing, and a whole lot of luck made for one wild ride of a story.



Now, Little Red sits beside its 1967 partner in crime, The Green Hornet, in Jackson's personal collection. Additionally, it's joined by The Green Hornet edition 2020 GT500 that Jackson paid \$1.1 million for at his own auction for a charity benefit. Frankly, it's hard to imagine a better-suited home for this iconic Mustang.

*Suggested by Kathy Cochinos*



# Shelby American's one-time promotional GT350R is looking for a home

Cameron Neveu 14 April 2022 <https://www.hagerty.com/media/auctions/shelby-americans-one-time-promotional-gt350r-is-looking-for-a-home>

... Suggested by Kathy Cochinos



*"Carroll Shelby is a lot like those GT350s and 500s he builds out at Shelby American. And that's plenty rugged. So why the hair stylist? Simple. Shelby's got a head of hair that's as tough and wiry as he is. And no time to fool around, trying to make it look neat...All Shelby must do to keep looking like a million is use a little Dep for Men each morning."* -Dep for Men hair gel advertisement, 1967

Airdrop Carroll Shelby into 2022, and there's no doubt he would find success as what we today call an influencer. Back in the day, the Texan knew how to keep his name in headlines and households across America. So, when Shelby American, a ragtag group of American hot-rodders, won the 1965 FIA World Manufacturers Championship of Makes for GT cars—the first group of Yankees to ever do so—and the accomplishment fell to the back pages, Shelby knew he had to awaken the world to their excellence.



Shelby commissioned a cross-country promotional tour to showcase his winning rides. Utilising a two-level, 42-foot enclosed trailer, members of the team toured 12 cities in four weeks, with several race cars—427 Cobra, Ford GT40, Daytona Coupe, and 1965 Shelby GT350R—in tow. Each

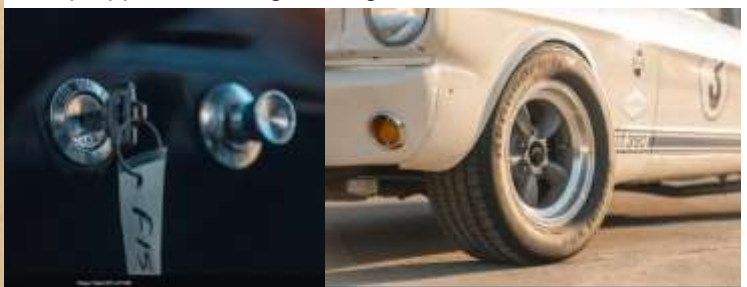
stop was a designated Shelby dealership, where the road-goers were parked next to the track stars. Crowds flocked.

Now, the very same GT350R that travelled across America in this so-called "Cobra Caravan" is for sale on Bring a Trailer. Riding on chassis 5R213, the SCCA B Production GT350R is one of 36 turn-key race cars (including two prototypes) built by Shelby American complement to the production Shelby Mustang coupe.



Like the best bands often do, the group of cars broke up after the tour was over. Each went their separate ways. According to Mecum, the GT350R was displayed at Tasca Ford in Rhode Island throughout the 1965 holiday season. After shuffling around a couple subsequent dealerships over the next six months, 5R213 was eventually shipped to Peru, where it was imported by Benito Lores. The Lima-based importer sold the race car to a group of sportsmen who would use the coupe in rally and endurance competition.

Over the next two decades, 5R213 remained relatively intact despite its foreign romps, and in 1984 two collectors brought it back to the United States. A couple owners later, the car was prepped for vintage racing.



After a return to track duty, the car underwent a full concours-quality restoration. It then changed hands again, before arriving on the doorstep of Thoroughbred Restorations in Oklahoma, where it underwent an extensive refresh replete with heads rebuilt by ex-Shelby American employee Larry Ofria. The three-year overhaul was so extensive, in fact, that the car eventually achieved a Triple Crown on the Shelby show circuit in 2017. A year later, the car was purchase by the current seller, who promptly shelved the racing engine in favour of a street-spec HiPo 289.

The new block was equipped with the previous engine's Holley four-barrel, a Cobra high-rise intake, and valve covers, and air cleaner. Shuffling cogs is left to a close-ratio

BorgWarner T10 four-speed manual, and transferring the power to the rear wheels is a Ford nine-inch with a Detroit Locker. The racing engine, another HiPo 289, is offered with the listing.



Bringing the whole show to a stop are vented front discs and 10-inch rear drums. As with the engine swap, the seller selected a more street-friendly radial tyre for 5R213 and is including in the sale the original mag wheels wrapped in racing rubber.

These R models, like the one for sale here, were built with a fibreglass valence with integrated brake-cooling hoses, flared fenders, a vented Plexiglas rear window, pull-up Plexiglas side windows, and riveted aluminium sail panels. Inside, as well, the car is true to curb-hopping form, featuring a bolstered driver's seat, roll bar, and a smattering of gauges.



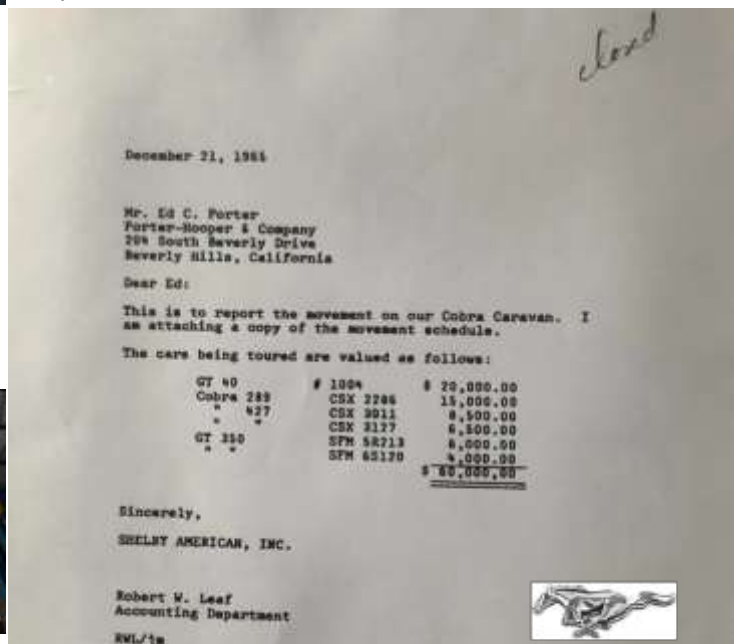
“Obviously, any one of the 36 R models is valuable, but within that small group there is a well-known hierarchy,” says Colin Comer, Hagerty marketplace expert and author of *The Complete Book of Shelby Automobiles: Cobras, Mustangs, and Super Snakes*. “For example, the Ken Miles R model that sold at Mecum twice, recently, is the upper echelon. Second-most desirable are models with factory team history. Following the steps down the ladder, it goes: cars with significant U.S. wins, cars with European wins, privateer cars with lesser wins but good history, and then—likely—the group of Peruvian R models like this that came back to the U.S. in various stages of battle-scarred condition.”

Just because the Peruvian GT350R is at the bottom of the R model hierarchy doesn't mean it will go for cheap. It's still one of 36. “*Hagerty Price Guide* values for GT350Rs range from \$685,000 for #4 (Fair) condition to \$1,050,000 for #1 (Concours) condition,” says Hagerty Senior Auction Editor Andrew Newton. At the top of the heap is the so-called “Flying Mustang” GT350R, driven by Ken Miles, that sold for \$3.85M in 2020.

Like Comer, Newton agrees that the car's history makes a big difference. “For 5R213, the big draw is its part in the Cobra Caravan. Although it doesn't have the race record of some of its peers, the tour was a neat part of Shelby history. That counts for something.”



A letter from the Shelby American Automobile Club confirms that the car's Shelby and Ford serial numbers correspond with Shelby's factory records, and a 1965 letter corroborates the presence of 5R213 on the Cobra Caravan.



Since it was bolted together, this GT350R has been a wayfarer, so it seems only fitting that it has already made a few trips across the auction block over the last 15 years. It was reported sold for \$660,000 at Russo and Steele's Monterey auction back in 2007. More recently, though, the car sold with Barrett-Jackson in 2016 before falling to back-to-back no sales at RM Sotheby's Arizona in 2018 (bid to \$850,000) and at Mecum Indy last year (bid to \$800,000).

Is this the auction that once more lands this consummate traveller with a new caretaker?





## WEB OF MYSTERY: MIKE BUTLER'S 2009 'BLACK WIDOW' MUSTANG GT



Have you ever heard of the Black Widow edition Mustang? Neither had we, until we met up with Mike Butler during the Southern Illinois Mustang Association's 42nd Annual Mustang and All Ford Round-up car show last summer at Roberts Motors in Alton, Illinois. It was there when Butler, of Godfrey, IL, told us about his black 2009 Mustang GT which featured a rare appearance package called the "Black Widow." We knew of a 2014 "Black Widow Edition" Mustang GT that had crossed the block at the Barrett-Jackson Las Vegas Auction back in 2018. The auction listing had noted the Black Widow Package done by Southern Comfort Conversions added a complete custom body kit, two-tone paint, 20-inch wheels, coil-over adjustable suspension, upgraded brakes and custom badging. But that 9,500-mile car featured a custom-supercharged methanol-injected 645-hp 5.0-litre V-8 and upgraded transmission, with headers, X-Pipe, catalytic converters and custom cat-back exhaust, along with a cold-air intake and a custom dyno-tune. Internet forum chat does mention a 2009 Black Widow Mustang GT conversion like Butler's done by the company, but we could find little else. If you know details about these cars, shoot us an email to [ClubHub@Ford.com](mailto:ClubHub@Ford.com). And even if you don't, check out what Mike Butler found out about his for this week's Fan Spotlight, and see the "Black Widow" photos below:

*"Hello again, Ford Performance! Mike Butler here. I wanted to see if you had discovered anything new on the history of the "Black Widow" Mustangs by Southern Comfort Conversions in Alabama.*

*"From what I have been able to find out, there were 15 of these Mustangs done for 2009. Three were White and the other 12 were Black. But get this: Of the 12, two of them*

*were right-hand-drive cars -- 1 White and 1 Black. I understand that most of the 12 were automatics but I don't know the exact numbers. So far it looks like I have a fairly unique Mustang. From what info I was able to get, it seems I have 1 of 11 of the Black left-drive ones, and the fact that mine is a manual would indicate it's even more rare.*





# The 2020 Ford Mustang GT500 is a True Track Weapon at Last

The last GT500 was a cartoon. Good for turning the quarter-mile inside out and little else. This is not that.

BY ZACH BOWMAN AUG 28, 2020

[The 2020 Ford Mustang GT500 Is a True Track Weapon at Last \(roadandtrack.com\)](https://www.roadandtrack.com)



It's early summer, the air thick enough to hold, and there are better than 200 miles of go-nowhere two-lane ahead, all tangled up in the Appalachian foothills. The route unravels to an empty track that's mine for the day, and there's nothing between here and there but a few deer, a line of thunderstorms, and the kind of asphalt that demands a little courage. The fastest, most advanced production Mustang in history is beneath my heels, its supercharged V-8 firing out 760 hp. Its massive Michelins reek of fresh rubber. The tank is full.

This 2020 Ford Shelby GT500 is only the ninth to roll off the line. The plaque on the dash says so. This may glide across an auction block somewhere decades from now, massive engine silent, a vulgar curiosity from the gilded age of petroleum. But why linger on that dark future when there are miles to eat?

The road uncoils into a rare straight. I press the throttle to the floor. The acceleration is violent, the car trying to shove the universe through my eyeballs. There is a gear change. Another. They register somewhere past my consciousness: important, but less so than keeping the car between the lines. The rear goes loose as the tach smacks redline with each shift. Officially, 60 mph falls in 3.6 seconds. But that figure doesn't tell you what it's like to grab this car by its hide and hold on.



*Seven hundred and sixty horsepower.* The most powerful production Ford engine in history. A full 100 horsepower more than the twin-turbocharged V-6 in the Ford GT supercar. The V-8 uses the same block, bore, and stroke as the engine powering the fantastic GT350 but replaces that car's flat-plane crank with a cross-plane design. Workers hand-build each powerplant, bolting a 2.65-litre Eaton supercharger on top, complete with an air-to-liquid intercooler.



Johnny Cash warbles in my ear as the bark and snap of the exhaust rings through the trees. *I've fought tougher men/but I really can't remember when.* The last GT500 was a cartoon. Clutch like a leg press. A slow, crude Tremec six-speed gearbox. A fantastic wallop of an engine. A stick axle from King David's own ox cart. Good for turning the quarter mile inside out, vaporising rear tyres, and little else.



This is not that. Everyone will want to know what's under the hood, but what's bolted behind that monstrous V-8 is what sets this machine apart. The 2020 GT500 wears the first dual-clutch gearbox in any Mustang, a seven-speed Tremec unit that clicks off hammer-blow shifts in slivers of a second. It's strange to sit behind the wheel of a rippling muscle car with a rotary dial in place of a shift lever, but you get over it as soon as the car's in motion. Whether you command your gears via the wheel-mounted paddles or let Ford's programming lead the dance, you get crisp, precise shifts. More often than not, it's faster to leave the gear work to the car. The transmission's logic is brilliant, grabbing each gear half a moment before you think you need it. Porsche's been doing this for years with its PDK, routinely lauded as the only automatic-style gearbox we can stand, but this GT500's is easily as good.

I wound up with the car's massive snout pointed down U.S. 129, the Tail of the Dragon. Summer turns the road into Disney World, the gnarled two-lane a slow parade of loping Harley-Davidsons and double-yellow-crossing tourists who come for the photos. Usually, it's best avoided, but there's no faster way to get to Robbinsville, North Carolina, gateway to the Cherohala Skyway and all roads south.





I've been running this road since before I was born. Dad lived in Knoxville, mum in Murphy, and they spent their courtship driving back and forth across the mountains on 129, Dad slinging his Fox body notch through banked hairpins on Polyglas tyres or pushing snow with the front air dam, chains on the rears. I grew up listening to him recount dark nights with the throttle welded open and some braggart's headlights vanishing in his rear-view. Or the flashing lights of a Tennessee state trooper falling ever behind. Scarce moments of triumph plucked from hard and terrifying days as a teenage father, poor and far from home. Those earliest lessons were clear: A willing engine in a good car can put everything else behind you.

I couldn't help but grin at the symmetry of it as I charged the GT500 into the first bend. The two of us chasing the same apexes, split by 35 years and few hundred horsepower, Mustangs beneath us both. A gift of his merciless pursuit of a better life for us. By some miracle, 129 was as empty as it would have been for him back then, before the cameras and the marketing. Mine for the sprinting. I wound up tiptoeing into the first turn, expecting a nose full of understeer. Instead, turn-in was precise, the big Shelby unimpressed with my cowardice.



That's fine. We had time to get to know each other. In minutes, all thoughts of this car being a death wish were left in the ditch. There is so much grip, and it yields big confidence. This tester came with the optional Carbon Fibre Track Pack, an \$18,500 add-on, including the massive, adjustable rear spoiler, spectacular Recaro buckets, and 20-inch carbon-fibre wheels. Don't expect a back seat. The wheels wear Michelin Pilot Sport Cup 2 tyres, 305/30 up front and 315/30 in the rear, and the expansive rubber helps stitch the car to the

pavement. Treat the throttle with respect, and the GT500 digs in, happy to sling your innards from bolster to bolster. MagneRide magnetorheological shocks help, too.

U.S. 129 plays hell on brakes. A stack of straights just long enough to click into fourth, followed by first- or second-gear turns, the road doubling back on itself again and again. For all the composite on the GT500, engineers skipped carbon-ceramic rotors; you get 16.53-inch two-



piece cast iron discs up front pressed by six-piston Brembo callipers. The rear gets 14.56-inch two-piece rotors. Ford says the combination is good for 20 percent more swept area compared to the GT350. They didn't so much as blush as we wound out 129 and tumbled into North Carolina.

We were in the mist at the higher elevations by the time we reached the Skyway. The pavement turned wet and slick, those thunderstorms booming their way overhead. The GT500 did not care, gathering up the road with flashes of throttle. The rain drove off whatever crowds would be in the mountains, and the Skyway was ours. We splashed from one cloud bank to the next, everything soaked and somehow better for it. The road runs from peak to peak, the Cherokee and Nantahala National Forests spilling out on either side. Nothing but uninterrupted tree cover as far as you can see, the sky brooding in greys, blues, and blacks.

It was like that all the way to Atlanta Motorsports Park. A moment of sunlight and dry pavement followed by 40 minutes of rain, the GT500 confident and fast through the lot of it. The track was still soaked, weather radar a blossom of thunder cells working their way towards the Atlantic. The course was penned by F1 designer Hermann Tilke. Its two miles splay over Georgia hills, climbing and dipping into bowls. There are places where the walls are close, and with so much power under my right toe, the prudent thing would have been to sit on my hands until the sun came out. But June in Georgia means afternoon storms, and AMP dries faster than any course I've seen. The track was empty, and I was going to run it.



I left the car in Sport mode. Better to have the nannies step on my toes than back the car into a wall. Even in the wet, there's more grip than you'd guess. Less wrestling, too. At more than 4,000 pounds, the car feels big, but it builds massive speed and holds it, miracle Michelins stuck to the ground. With so much water on the course, there was only one place to go full throttle, coming out of Turn 16. When I did, the car snapped forward, making short work of the front straight and running down the brake markers into Turn 1 before I knew what was happening. The brakes were infallible, the pedal never going long or soft, even after half an hour of hammering around the course. Just massive amounts of metal soaking up massive amounts of heat, lap after lap. And on track, the transmission is a wonder. In Auto mode, it's not quite better than human, but close enough, the shifts fast and appropriately predictive. Sure, I lament the loss of the manual on this car, but not the clunky inaccuracy of the old

Tremec six-speed, all those milliseconds squandered to clutch and lever. For the first time in GT500 history, shift speeds matter. It's not just a straight-line mallet. You don't find yourself so concerned with throttle application that you can't dissect each corner to find out where you're leaving seconds behind. No, this car is an actual track weapon, and it showed its talents as the course dried.



The laps got quicker as I trusted the car more, basked in the grip. But there was standing water at the end of Turn 15, a long, open left-hander. The tach sat at 7,000 rpm for what felt like a year, the car's weight shoved to the outside as I transitioned from 13 through 14 and into 15. When I crossed that water, the whole machine wiggled its hips in a long heartbeat. Back off, and I'd lose my momentum. Keep the throttle steady, and the speedometer would lick past 125 mph before I clipped the first brake marker for Turn 1. The radio crackled.

"Race Control to Mustang. Gonna need you to short shift, you were at 103.5 decibels on that last pass."

AMP works to be a good neighbour, and Race Control will black flag anything over 101 decibels. This street car had no problem exceeding that limit in Sport mode.

"I'll do my best to quiet it down."

"Sounds good from up here."



*Winters are fierce in Minnesota where he lives, so the owner of a construction project felt he was doing a good deed when he bought earmuffs for his foreman. Noticing, however, that the foreman wasn't wearing the earmuffs even on the bitterest day, the project manager asked, "Didn't you like the muffs?" The Foreman said, "They're a thing of beauty." "Why don't you wear them?" The Project*

After a quick break in the pits to let the car cool, I headed back out, this time in Track mode, the most permissive of settings, combined with the exhaust's quiet mode to keep from rattling windows half a mile off. Again, I expected unruliness, but the GT500 is easier to drive with the nannies off. Climbing through the long left-hand carousel of Turn 4, the rear pivoted nicely, aiming the nose straight through Turn 5 and into 6. Rewarding. The kind of machine you want to keep lapping until they close the gates and shake their fists at you.

AMP is a playground, and with no one else around it was mine to flit through, again and again. One of those surreal days when the dreams of your 17-year-old self manifest themselves in metal, *Gran Turismo* made real. Proof of how far a willing engine in a good car can take you. I tried not to think of how close those walls were as I whittled down my laps. Reminded myself that I had to drive that car home, even as the Cro-Magnon part of my brain shouted for more throttle, more angle. Insisted those big pistons flail faster while the rest of me, the bits with a mortgage and a spouse and a tidy desk, sat shrieking in the corner.



Through all of it, even at 85 degrees and near 100 percent humidity, the car stayed cool, swallowing lap after lap without trouble. Well, almost no trouble: We drained the 16-gallon tank in less than two 30-minute sessions. Ford, if you're listening, we demand a 32-gallon endurance tank as an option. Put it where the rear seats were. All the power in the universe is flat useless when it's parked at the pump.

There were more laps. Then photos. And like that, the day was over, the Georgia sky painting itself purple, red, and orange as the sun made for the trees. I looked at the GT500 as it waited to take me home through the long summer dusk. It's a car that makes you wonder where limits lie—900 hp? 1,000? If anything, this machine is proof that there may not be a ceiling. That as long as they're willing to pump oil from the ground, there will always be loftier automotive heights to pursue, all in increasingly usable packages. Machines that are so much more than the tally of their digits.



*Manager said. The Foreman explained, "I was wearing them the first day, and somebody offered to buy me lunch, but I didn't hear him! Never again, never again!"*

**It Was So Cold that:**

*We had to stop eating with metal cutlery. Some people walked around for days with spoons or forks stuck to their tongues!*



# History of the Ford Mustang

The Ford Mustang has been popular with consumers since its introduction in 1964. It started out as an affordable sports car and quickly evolved into a powerful muscle car. The Ford Mustang has an incredibly long history and is one of Ford's greatest legends.

As of 2021, there are six generations of the Ford Mustang, the earliest being the first generation from 1965-1973, and the sixth generation from 2015 to the present. During this time a variety of models and trims have been produced.

Here are the 5 Best Mustangs of all time and ones you should keep an eye out for.

- #1. 1964 1/2 Ford Mustang
- #2. 1965 Shelby GT350
- #3. 1967 Shelby GT500 "Eleanor"
- #4. 1969 Boss 429
- #5. 2012 Mustang BOSS 302 Laguna Seca



## #1 1964½ Ford Mustang



The 1964½ Mustang usually refers to models built between March '64 and August '64, but their VIN codes are still designated by Ford as 1965 models. The primordial Mustang deserves a place on the "Best Mustangs" list, they started all the Mustang lines and created a great foundation for Mustang success!

The "1964½ Mustang" is one of the most prolific automobile landmarks of the 20th century and considered world class!

## #2 1965 Shelby GT350



To this day, the Shelby GT350 remains an iconic performance machine, easily distinguishable from other Mustangs in terms of performance and valuation. In July of 2020, a rare 1965 Shelby GT350R sold at auction for \$3.85 million, making it the world's most expensive Mustang.

*Hitchhikers were holding up pictures of thumbs!*

*Roosters were rushing into Kentucky Fried Chicken and begging to use the pressure cooker!*

*When I dialled 000, a recorded message said to phone back in the spring!*

*The optician was giving away free ice scrapers with every new pair of eyeglasses!*



*Kids were using a new excuse to stay up late: "But Mum, my pyjamas haven't thawed out yet!"*

*A stalker froze in mid-streak! The town council just stuck a plaque on him and pretended he was a Greek statue until spring.*

*UN weapons inspectors suddenly decided that chemical weapons might be hidden in Hawaii!*

*Pickpockets were sticking their hands in strangers' pockets just to keep them warm!*

#3

## 1967 Shelby GT500 “Eleanor”

“Eleanor” is a Mustang that was custom built for a movie shoot and was featured in the movie *Gone in 60 Seconds*. It is one of the most memorable muscle cars on the screen, and is highly sought after by car enthusiasts and collectors alike. It has been auctioned off at two known auctions for \$852,500 and \$1 million respectively.



#4

## 1969 Boss 429

The Boss 429 is considered to be one of the rarest and most valuable muscle cars ever made. A total of 1,359 were produced between 1969 and 1970. Today the average value of a Boss 429 is \$200,000-\$500,000 according to Hagerty's valuation. And prices are still rising, so collectors should act fast!



#5

## 2012 Mustang BOSS 302 Laguna Seca

Ford produced a total of 750 Boss 302 Laguna Seca versions from 2012 to 2013, and it was a further upgrade to the Boss 302. The limited edition Laguna Seca was designed to maintain street legality while closing the gap between the Boss 302 and the track-ready Boss 302R and 302S. The Mustang boasted better braking performance than the Porsche 991 and was faster than the Aston Martin DBS, Audi R8, Ferrari California and BMW M3, according to a performance test report by *Sports Car Magazine*.





# Worst of the Worst

... Suggested by Kathy Cochinos

## [The 5 Worst Mustangs \(mustangspecs.com\)](http://mustangspecs.com)

Like most any model of vehicle, the Ford Mustang has experienced its fair share of ups and downs. With more than five decades of production in the rear-view mirror, there has been no shortage of memorable Mustangs that have entered service. Unfortunately, several less-than-stellar examples of Ford's pony car have also been allowed to see the light of day.

### Ford Mustang II



For simplicity's sake, we are going to make quite the generalisation here. Rather than picking a single model of second-generation Mustang to chastise, we will simply award all versions of the Mustang II with our worst of the worst honours. Essentially, the Mustang II served as a somewhat rehashed version of the often ridiculed Ford Pinto, without a single ounce of performance acuity.

Upon the Mustang II's 1974 release, no available V8 was offered. In fact, the base engine for this particular model was an uninspired four-cylinder producing only 84 horsepower. However, floating a little extra cash would land you an optional inline-six powerplant—which, as it turned out, was equally unimpressive.

### 1969 Ford Mustang E



Today, consumers jockey for supremacy in regards to fuel economy and overall practicality. However, this simply was not the case in the 1960s, during a period in which horsepower reigned supreme. Therefore, it is quite

reasonable to assume that Ford was off-target with its decision to produce a gas-sipping, eco-friendly version of the Mustang in 1969.

As one might expect, Ford's Mustang E flopped, as the bulk of consumers were unimpressed with the car's 4.1L inline-six powerplant and the 155 horsepower that it produced. In fact, Ford only conjured up the Mustang E to compete in the MobilGas Economy Run, which measured various production vehicles' fuel economy during a 1,900-mile dash between Los Angeles and Kansas City. Luckily, only 50 examples of the Mustang E were ever produced.

### 1999 Ford Mustang SVT Cobra



The 1999 Ford Mustang SVT Cobra has served as a point of embarrassment for the Ford Motor Company, ultimately leaving the manufacturing giant with a black eye of sorts. Problems arose almost immediately for Ford upon the release of the Mustang SVT Cobra, which had been billed as producing 320 horsepower. However, independent dyno-testing proved this to be an outright lie, as the car's true output was gauged at approximately 280 horsepower.

In an apparent bid to save face, Ford eventually recalled all 1999 Ford SVT Cobras for further modification. The most significant of these modifications involved the installation of new free-flowing exhaust and intake manifolds. Ultimately, the SVT Cobra was able to produce its initial rated output, thereby fulfilling Ford's lawful obligation.

### 1974 Ford Mustang Mach 1



Few travesties within the automotive world are quite as

disheartening to observe as that of a once-legendary vehicle sinking into obscurity at the hands of fate. Unfortunately, this was the ultimate destiny of Ford's iconic Mach 1 Mustang line-up. By the early 1970s, newly implemented emissions standards had left manufacturers reeling and had gutted many of the era's true muscle cars.

The Mach 1 was largely a victim of the times, as Ford sought to reach compliance with new governmental oversight by significantly detuning the Mustang. By 1974, the Mach 1 was left sporting a 2.8L V6, which produced only 105 horsepower. As sales of the Mach 1 faltered, Ford was forced to pull the plug on the program as a whole in 1978.

Any V6 Mustang



In the eyes of many Mustang purists, the Mustang was never intended to sport less than eight cylinders beneath its hood. After all, what fun is a Mustang that proves incapable of roasting tyres or leaving all takers behind when taking off at each traffic light? For this reason, all V6-equipped Mustangs have earned a spot on our worst of the worst list—no insult intended, of course.

Though a V6-equipped Mustang is certainly still a Mustang at heart, most are far less valuable in the eyes of collectors, nor do they retain their value in the same manner as their V8-powered equivalents. At the end of the day, we simply wish for all to experience the joys associated with cruising behind the wheel of a V8-equipped version of Ford's iconic performance car.



## Ford Announces Mustang Black Accent Package With A Name Contest

The Blue Oval implored to keep the name family-friendly “or else we'll tell your mum.”

Those who would like to showcase their talent in naming things can submit their suggestions on a dedicated website for the contest.



The contest is open to all legal residents of the 50 United States or the District of Columbia, 18 years old and above. The entries should be received by 8:00 p.m. EDT on June 7, 2022. Winners of the contest will be notified via email.

The entries should be in English and original work, while Ford warned about offensive or inappropriate names. The company implored to keep the name family-friendly “or else we'll tell your mum.”

As for the car itself, Ford hasn't shared any details yet, except for the black pony badge paired with a set of black-painted aluminium wheels. This isn't the first time that a black accent package was introduced but Ford has been calling the previous versions as-is or in the most recent version, the 2022 Mustang Stealth Edition. The Blue Oval deemed it necessary to pair the package with a signature name, hence the contest.

Jun 01, 2022 By: Jacob Oliva  
<https://www.motor1.com/news/589579/ford-mustang-black-accent-name/>

A new Ford Mustang is on the horizon but it appears that the Blue Oval isn't just done with the sixth-generation S550 yet. In a tweet, Ford has officially announced an upcoming black accent package for the outgoing generation Mustang. The announcement came with an engaging request, though – fans can submit their name suggestions for the upcoming special edition.

Meanwhile, the new Mustang has already been spotted while testing on public roads. It has been spied on various occasions but reports say that the next-generation Mustang won't debut until April 2023, specifically on April 17 – the date when the original Mustang was introduced at the 1964 New York World's Fair.



*The squirrels in the park were throwing themselves at an electric fence!*

*I chipped a tooth on my soup!*

*My Dad was wearing golfing gloves on both hands!*

*The dogs were wearing cats!*



*Starbucks was serving coffee on a stick!*

*People with traffic tickets would plead guilty and beg for the electric chair!*

*Terrorists started to stockpile weapons-grade hot chocolate!*

*Levi Strauss started manufacturing electric jeans!*

*The rats were bribing the alley cats for a snuggle.*











At last things are starting to happen, these pictures are from the Gnoo Blas event in Orange. Gnoo Blas was the original racing circuit before Bathurst Mount Panorama was built and the oval that it is held on is "Jack Brabham oval" and is part of the original circuit. This event is not just cars but for all vintage types, tractors, trucks buses motor bikes stationary engines etc and a lot of clubs book space for the event.

The burgundy Mazda MX5 (SA plates) was mine but sadly due to health I have had to part with it along with my 68 Pontiac Firebird convertible, 63 Wolsely 6/110, Datsun king cab as well as down size from our property with a shed

that the house we are moving in suburbia would fit inside to a garden shed consequently the culling of all my good quality sh#t and flash trash has been very hard. It has been quite a while since I have sent any pictures of events, just like everyone else covid and the weather had put a stop to a lot of them up here but things seem to be getting back to normal at last. (The ford mainline camper was not at Gnoo Blas but camped near us just thought it was something different)



Take care, travel safe. "Hi" to the gang

*We had to chop up the piano for firewood - but we only got two chords.*

*We had to carry around hammers and chisels so we could get out of our parkas!*

*When we milked the cows, we got ice cream!*

*When we milked the brown cows - we got chocolate ice cream!*



*Words froze in the air. If you wanted to hear what someone said, you had to grab a handful of sentences and take them in by the fire!*

*The dogs had to put jumper cables on the rabbits - just to get them running!*

*Playboy magazine stopped publishing because no women would take their clothes off.*

*We pulled everything out of the freezer and huddled inside it to warm up!*

# SHANNONS QMT

## 2022 YANKALILLA *Classic* MOTOR SHOW

SAVE THE DATE

# SUNDAY NOVEMBER 20<sup>th</sup>





FOLLOW US ON  
FACEBOOK





# Mustang Merchandise

The following items are now on sale and can be purchased at monthly Club Meetings.

Enquiries can also be made via email at [peterrusso52@bigpond.com](mailto:peterrusso52@bigpond.com)

Most clothing items are offered in a variety of sizes.



MOCSA Club Shirt  
Women's and Men's Sizes

**\$50**

MOCSA Club Polo  
Women's and Men's Sizes

**\$45**

MOCSA Club Cap

**\$25**



**RODNEY PLOWMAN  
RESTORATIONS**  
www.rodneyplowmanrestorations.com

Complete or Partial Restorations  
Classic Car Parts Restorations  
Custom Fabrication & Panel Shop  
State of the Art Paint Booth  
In-House Dyno Tuning  
Full Mechanical Workshop  
Servicing & Full Mechanical Builds  
GT Falcon & Mustang Specialists  
Stocking over 6000 Muscle Parts



www.themusclecarpartsgarage.com.au

**(08) 8326 0351**



What is the best kind of cereal to eat in winter?  
Frosted Flakes!

What can you catch with your eyes closed?  
A cold!

What do you call a penguin in the Sahara Desert?  
Lost!

Where do arctic seals go to see movies?  
The dive-in!

What do you get when you cross a snowman and a  
vampire?  
Frostbite!



Why did the man put his money in the freezer?  
He wanted cold hard cash!

What is the Ice Queen's favourite cake?  
She doesn't mind the flavour as long as it has  
lots of frosting!

What do you call a cat on ice?  
One cool cat!

How do mountains stay warm in winter?  
They wear snowcaps!

Why did the girl put her record player in the snow?  
She only listens to cool music!