

Mustang Owners Club of SA Inc



PO Box 210
North Adelaide SA 5006



Rick Staehr
President



Ben Heron
Vice President



Tony Kilvington
Secretary /
Treasurer



Kathy Cochinos
Events
Coordinator



Michael
Schluter
Facebook Editor
Website Editor



Maree Stare



Bianca Heron



Trish Kilvington
Facebook
Administrator



Jo Carroll



Tania Victor



Glenys Searle



Dwayne
Edwards



Robyn Bird
Magazine Editor



Kevin Box



Ruth Box
Trainee Stock
Controller



Linda Bonnet

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.

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Hello, this is my first President's Report as the Club's new President.

I'd like to firstly thank the previous President, Brett Lonnee, Vice President Kym Turner, committee members Angie Lonnee, Kathy and Peter Russo for all their work and dedication to the Club over the past years.

Welcome to the new Committee members for 2022, Linda Bonnet and Maree Staehr and to Ben Heron for stepping up to the role as Vice President. I would also like to acknowledge Ruth Box for volunteering her time and energy to coordinate the Merchandise sales for the Club.

This edition of the magazine will be the last full print version as we move into the electronic age. However, there will be an option for those members who would still prefer a hard copy. Further details can be found inside the magazine.

A further change will see the magazine move from 4 editions per year to 3. Various types of electronic communication are now providing everyone with more up to date notifications and for this reason it is felt that 3 editions of the magazine will be a better fit moving forward.

I thank Robyn Bird for her continued hard work, dedication, and time to produce such a high-quality magazine and to her husband Robert for arranging the postage.

Registrations are now open for the 2023 Mustang Nationals hosted by your Club in Glenelg. Keen interest has been shown from our fellow interstate Mustangers for this great event. An event that will showcase our Club and State to all our visitors. I encourage everyone to register early for the Nationals to assist the organising committee.

Speaking of organising we are planning a Mustang Nationals overview of the work that has been undertaken so far and we will be seeking members involvement in joining our organising Committee to follow up on activities that need to be addressed over the coming months leading up to the Nationals next Easter. If you would like to volunteer to join the organising Committee please speak to Tony K, Jo Carroll, or myself if you are able to assist.

Until next time, 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 in 2020, 2021 and 2022 being cancelled due to COVID-19, and with life in Australia beginning to return to some normality, the SA team has been working hard to plan for the event and welcome our interstate Mustang family to Adelaide in 2023.

Accommodation has been booked at the Haven Marina and Buffalo Motor Inn Glenelg with the Stamford Grand and Morphettville Racecourse the venues for our banquet nights on Friday 7 April, Saturday 8 April and Sunday 9 April.

Accordingly, the 2023 Mustang Nationals Registration form has been published on the MOCA Home page with links to registering online for the event. The Form is included in this edition.

A meeting will be held shortly seeking members to be a part of the organising committees leading up to the event.

Event Sponsors/Partners:

With any event of this magnitude and notoriety, we will be preparing goodie bags for all registrations, sourcing products for raffles, auctions and award recipients, so if you or a business/company you know of would like to be involved as a partner for the event, contact Tony Kilvington (0401 123 931) who will gladly provide details on what the packages entail.

Volunteers Wanted:

If you would like to help with tasks to get Adelaide ready to host the Nationals, then contact Tony Kilvington (0401 123 931) who will gladly add your name to the list.



Tony Kilvington and Kym Turner
National Delegates



What washes up on very small beaches?

Micro-waves

President's Report

... Brett Lonnee

As I present the 2022 President's report, it marks my 5th anniversary in the role. Over this period, we have faced a number of difficult challenges, most notably the Covid 19 pandemic and the cancellation of the 2020 Nationals only 3 weeks out from the event. I am however pleased to report that a lot of the framework / meals / accommodation have been booked for the 2023 Nationals to be hosted by MOCSA and held at Glenelg over the Easter Long weekend. Details will be available via our Facebook and Web pages shortly.

The Clubs membership continues to grow with membership reaching an all-time high in 2022 to 485+ and growing each quarter. The growing membership has provided the club with a bright future and stands us in good stead financially for the future which Tony will cover in his Treasurer's Report.

There are a number of Key functions the committee provides, and I would like to note now.

Secretary / Treasurer - Tony Kilvington has been the corner stone of the club for as long as many of us can remember, his dedication and detail to ensuring we remain vibrant, strong and one of the premier car clubs in SA is exemplary - Thank you Tony.

Events Co-Ordinator - When I talk to members that participate in the runs, these are members who do not always come to meetings, but enjoy the social aspects the club provides, in line with our increased membership we have experienced a significant increase in members taking part in our social events. I would like to take this opportunity to thank Kathy Cochinos for her tireless work in putting together a diverse social calendar that is being enjoyed by so many.

Conditional Registration - As part of the club's support to members is the 90-day conditional registration scheme. This service provides members with the opportunity to enjoy their cars by way of reduced-price in registration and insurance fees.

As per 2021, the club held 3 off registration days the 3rd & 9th July at Flight Plastics, Cavan to facilitate our Northern Members (courtesy of Jo & Justin Carroll) and 16th July at Autocraft Collision Repairs in Lonsdale (courtesy of Denis & Karen Munden).

It is important to note that if your car is on conditional registration and that you have paid for 3 years of registration you are **NOT** legally registered or insured, you **MUST** have paid your club membership and had your **LOGBOOK STAMPED and RENEWED** for the next 12 months to be compliant.

I would like to thank, Kym Turner, who continues to provide guidance to members, and ensuring the club remains compliant with the scheme and to those members who, took their time out to renew your membership and logbooks.

Magazine - Our quarterly club magazine is the means of how we capture the fun, pictures and share stories of the Social Events / News / Updates and other general information with members who could not attend. The quality (now all in colour) and content of the club magazine continues to grow and develop, in each edition an enormous amount of work is done behind the scenes, editing all material for the magazine and arranging printing compilation, addressing and mailing out each publication to which, I would like to acknowledge the hard work by Robyn Bird. The magazine is an integral part of the club, but the cost of printing and circulating the club magazine comes at a significant cost approx. 50% of the club's annual revenue, at the recent committee meeting it was agreed that the August 2022 edition onward will go online and accessible from our website member's section.

Website / Facebook - I have received positive feedback from members on our website and Facebook pages. This is the prime way we stay in touch with members and provide information, club news, social activities and upcoming club runs to members. I would like to acknowledge Michael Schluter for the work he continues to provide on our social media platforms.

Merchandising - Stock Controllers, Peter & Kathy Russo, have been in this role for the last 7 years, during this time they have bought us new products which have been well supported by the members. Peter & Kathy will be standing down from this position at the end of the AGM, however I would like to acknowledge all the work they have done over this period of time.

Maughan Thiem Ford - Over the last 5 years the club has been well supported by Maughan Thiem Ford, the partnership has provided a unique opportunity for both parties and continues to develop, largely driven by the behind-the-scenes work done by Mike Perry.

I would like to take this opportunity to recognise the hard-working general committee of Jo Carroll / Glenys Searle / Tanya Victor / Dwayne Edwards / Ben & Bianca Herron / Kevin & Ruth Box and Angie Lonnee for the work they do to support the club in all aspects.

Finally, as I mentioned earlier, I have had the privilege of being President of the Mustang Owners Club of SA for the past 5 years at the end of this AGM I will be stepping down from the position and the committee to pursue some travel and other activities. Both Angie and I will remain active members of the club and support the club in any way we can. I would like to thank the committee and members for your support over this time and wish the incoming committee all the success in the future.

Till next time Giddy Up.



2022/23 SUBSCRIPTIONS ARE DUE

The Annual General Meeting on Wednesday 20th July 2022 passed the following motions:

- Retaining the Joining fee at \$60 (once-off payment);
- Retaining the annual Subscription fee at \$60;
- Retaining the administration fee for issuing and stamping of a Log book and the inspection of the vehicle at \$30/vehicle.
- In addition, if the member has a second or more vehicles on Club Registration, a \$20 fee will apply for the Stamping of the Log Book for each of these additional vehicles.

... for the 2022/23 financial year ending 23 July 2023.

For those members yet to renew their membership, the annual Subscription fee is due by **30 September 2022**. If not paid by the due date your membership will lapse.

Payment methods below.

2022/23 LOG BOOK STAMPING REQUIRED

For those members who missed the Club Registration days in July and as yet **have not had their Log Books stamped** for the next year ending 23/7/23, it is imperative that you arrange stamping before the vehicle is driven otherwise you are **unregistered and uninsured**.

Notifications to members via email, Website and Facebook posts have provided members with updates on Log Book stamping and renewal of Membership for the 22/23 Club Year. If you have missed these notifications, then you can renew membership via direct deposit to the Club account (refer below) and post your Log Book to PO Box 210 North Adelaide SA 5006 for stamping.

Other options for renewal and Log Book stamping are as follows:

- Attend the Club Meeting at WTB Clubrooms on Wednesday 21 Sept; or
- Contact Kym Turner (0408 088 470) or visit his worksite at Image Robes 87 Research Rd Pooraka; or
- Contact Denis Munden (0417 842 904) or visit his workshop at Unit 1/24 Aldershot Rd Lonsdale; or
- Contact Tony Kilvington (0401 123 931).

Payment options are:

Direct deposit to:

People's Choice Credit Union
BSB: 805 050
Account #: 2321346
Name: Mustang Owners Club
Details: (your surname & member number) 2023



OR

Cheque or Money Order in favour of:

**Mustang Owners Club of SA,
PO Box 210 North Adelaide SA 5006**

Magazine Publication Update * * * * *

Hi Members,

Due to the rising cost of the magazine publication, it has been decided by the Committee to publish the edition on the MOCSA website under the menu item 'Document Centre'.

It has also been agreed that the magazine editions will now occur in September, January and May – 3 editions per year, instead of the 4 editions per year (August, November, February, May) which has been the norm for many years.

When the magazine is published, members will be advised via an email from Paul Robinson advising the MOCSA logon and password for the edition to be viewed online.

The Committee has also agreed that for those members wishing to continue to have the magazine printed in hardcopy format and posted to them, this process will

continue but you need to advise either -

Secretary Tony Kilvington via email to secretary@sa.mustang.org.au

or ... SMS to 0401123931

or ... notify Tony at a Club Run or Monthly meeting by the 31st Dec 2022.

or ... Notify Paul Robinson via a return email acknowledging your preference to have the magazine printed and posted in hardcopy.

The September edition of the magazine will be the last hardcopy publication circulated to all members.

MOCSA Committee

Word from the Secretary

Tony Kilvington tabled the following report at 30/6/2022 on the AGM night Wed 20/7/2022.

The last 12 months has seen 58 new members welcomed into the Club. Membership at 30/6/2022 was 453 compared to 433 at 30/6/2021. This increase in membership can be accredited to the website and Facebook pages and our partnership arrangement with Maughan Thiem Ford at Cheltenham. Our association with MTF is stronger than ever and the person responsible for building and maintaining this relationship is Mike Perry - a man with a heart of gold and we are so happy to have Mike as part of our Mustang family.

We have 357 cars (135 Historic/RHD, 217 LHD, 5 Street Rods) on Club Registration as compared to 352 for the previous year.

Tony acknowledged the following for coordinating a number of very important activities the past year in particular on the financial scene and for their role on the Committee:

- Brett Lonnee - for his leadership as President over the past 5 years and ensuring the decisions made by Committee were always in the best interest of members and growth of the Club.
- Kym Turner – for his role as Vice President and sharing his knowledge of the Mustang and the Club with the Committee over the past 5 years, his support of members and advice on how to keep their Mustang on the road running at the optimum level of performance, for his administration of the Club Registration scheme, and his team of VDO's Paul Robinson, Brett Lonnee, Justin Carroll, Denis Munden and Ben Heron;
- Kathy Cochinos for her tireless effort in coordinating and planning Club Outings and running the monthly raffles;
- Kathie and Peter Russo for their coordination and design of Club merchandise over the past 7 years which has been rewarded with record sales over that period, and their positive input to the growth of the Club;
- Dwayne Edwards for his assistance to me in managing the Club's finances and also his assistance with merchandise sales at Club meetings;
- Karen Robinson for arranging the purchase of the Entertainment Book for members;
- Paul Robinson for the circulation of Club Events and information of interest to members via email every month;
- Jo Carroll, Trish Kilvington, Angie Lonnee, Glenys Searle, Tania Victor, Ben and Bianca Heron, Kevin and Ruth Box for their assistance and organisational support on Club nights and events;
- Robyn Bird for her design, energy and preparation of the Club magazine which has members waiting every quarter for the next edition so that they can learn more about the Club, the history of the Mustang and how the members are sharing the passion of the Mustang in their daily lives.
- Michael Schluter for his efforts in keeping the website and Facebook pages up to date. He does a great job.
- And finally a big thank you to the Committee, to Jo and Justin Carroll for allowing us to use their premises at Dry Creek, to Denis and Karen Munden for allowing us to use their premises at Lonsdale, and to Paul and Karen Robinson and Bob Bird, for their efforts in coordinating the 3 Club Registration days during the 3 weekends in July.



Members of the Year Award

Over the past 12 months, the Committee has made every effort to provide members with a varied Events Calendar to cater for a wide range of interests across the membership.

This "Member of the Year" acknowledgement recognises the involvement and efforts of members during the past 12 months with points being gained on the following basis:

- Attendance at monthly meetings;
- Attendance at Club outings/activities;
- Organising of Club outings/activities;
- Attendance at the Mustang Nationals;
- Entry of a vehicle into the Mustang Nationals; well not this year 😊
- Donations for the raffle;
- Introduction of new members to the Club
- Articles for the Magazine.

All members are eligible for the award and I must emphasise the Committee members do not receive any extra points for their elected positions or tasks carried out during the year.

In surname order, the top 10 members who have accumulated the most points for the past Club year (2021/22) are:

Bob/Robyn Bird	Kathy/Peter Cochinos	Merv/Marg Davies
Dean/Andrea Gambarotto	John/Kerry Greco	Brett/Angie Lonnee
Mike Nolan/Kayne Lenox	Peter/Kathie Russo	Michael Schluter/Tania Victor
Glenys Searle		



Congratulations Michael and Tania on your acknowledgement and thank you for your friendship and support over the past year.

MEMBERS OF THE YEAR

The points system is as follows:

Participation in Club run	5	points
If Mustang is brought on run	(add) 6	points
Social Outings (where Mustang is not required)	5	points
Attendance at Monthly Meeting	5	points
Articles for the Club Magazine	5	points
Donation of Merchandise (raffles, auctions etc)	5	points
Organising Club Outings (Committee excluded)	8	points
Attendance at Mustang Nationals	8	points
Mustang driven Interstate to Mustang Nationals	10	points
Mustang displayed/judged at Mustang Nationals	6	points



What did one elevator say to the other?
I think I'm coming down with something.

What did the grape do when it got stepped on?
It let out a little wine.

Service Badge

Each year at the AGM, we have the opportunity to acknowledge the service and contribution of members of the Mustang Owners Club of SA with a Service Badge.

The criteria for such acknowledgement is based on:

- Continuous service as a member for a minimum of 20 years; and
- Is currently a financial member of the Club.

The Committee agreed that this acknowledgement commence at the 20-year mark and then at 25, 30, 35, 40 and 45 years and every 5 years thereafter for members meeting the criteria. The date on which the criteria is determined is the 30 June each year. Those members acknowledged at the AGM for their service and contribution to the Mustang Owners Club of SA were:

20 Year badge

- (622) Tara DeVroome
- (625) Chris/Judy Fidock
- (631) Larry/Bonnie Cothren
- (633) Dave/Glenda Mace (Presented Wed 20 July 2022)
- (636) Geoff/Mandy Rose

25 Year badge

- (405) John/Kerry Greco (Presented Wed 20 July 2022)
- (406) Mark Field
- (410) Dino/Nelsie Talladira
- (412) Jeff/Coralie Nation
- (449) Ian Williams



40 Year badge

- (166) Fred/Marina Pascale
- (191) Nigel/Jane Eate
- (194) Barry/Ruth Brown
- (198) Jeff Illman (Presented Wed 20 July 2022)

45 Year badge

- (75) Peter Smith
- (86) Alex/Maria Carrabs (Presented Wed 20 July 2022)
- (96) Bruce/Sue Armstrong
- (111) Jette Poulsen



Why won't skeletons fight each other?

They just don't have the guts.

COMMITTEE FOR 2022/2023

Election of Office Bearers for the new financial year took place on Wednesday 20th July 2022 and your Committee members are:

President	Rick Staehr
Vice President	Ben Heron
Secretary/Treasurer	Tony Kilvington
Events Coordinator	Kathy Cochinos
Committee	Robyn Bird Linda Bonnet Kevin & Ruth Box Jo Carroll Dwayne Edwards Bianca Heron Trish Kilvington Michael Schluter Glenys Searle Maree Staehr Tania Victor
Magazine Editor	Robyn Bird
Website Editor	Michael Schluter
Stock Controllers	No nomination received
National Delegates	Kym Turner & Tony Kilvington (2-year term expires July 24)
Facebook Administrator	Trish Kilvington
Facebook Editor	Michael Schluter
Authorised Officers for Club Registration	Kym Turner (Registrar) Justin Carroll (VDO) Ben Heron (VDO) Brett Lonnee (VDO) Denis Munden (VDO) Paul Robinson (VDO)



Editor

rbird2@bigpond.net.au

... Robyn Bird

0418 745 553

Robert Burns once said in the poem "To a Mouse" "The best laid schemes o' mice an' men / Gang aft agley" (The best laid schemes of mice and men / Often go awry.) and so it was with me this month, causing a delay in getting this magazine finalised. My apologies to all that I was unable to get this to you earlier.

This magazine is a milestone in the Mustang club as we are changing the frequency and method of future delivery. It will be the last one in printed form that most of our members will receive. Please keep on sending me stories and ideas and even consider doing a member's profile for us.

See you at a meeting or a club run soon.



Keep Safe

New Members Since the Last Edition

M/Ship No.	Name	Year	Model
1302	Simon & Lauren Morelli	2017	White Platinum Coupe 2.3L EcoBoost
1303	Joey Juraja	1967	Wimbledon White Hardtop 200 LHD
1304	Paul Drever & Valerie Dellow	2016	Triple Yellow Convertible GT 5.0L
1305	Craig & Lynda Farrow	1970	Bright Yellow BOSS 302 LHD
1306	Brenton & Heather Smith	1966	Red Hardtop 289 LHD
1307	Graeme Johns & Adrienne Raymond	1966	Wimbledon White Hardtop 302 LHD
		2017	White Platinum Coupe GT 5.0L
1308	Mark Walker & Nelita Allen	2000	Laser Red Convertible 4.6L
1309	Terry Pinner & Ethie Giameos	2021	Grabber Yellow Coupe GT 5.0L
		2017	Triple Yellow Coupe GT 5.0L
1310	Dave & Carmen Bennett	2021	Oxford White MACH 1 5.0L
1311	Harvey & Beryl Cheatle	2017	Ruby Red Convertible GT 5.0L
1312	John & Jenny Wilson	1992	Vibrant Red Convertible LX 5.0L
1313	Lester & Sandra Williamson	1966	Springtime Yellow Hardtop 289 LHD
		2016	Magnetic Convertible GT 5.0L
1314	Steve & Esther Butterworth	2019	Dark Highland Green Bullitt 5.0L
1315	Mikel & Tricia Williams	1967	Wimbledon White Hardtop 289
1316	Shane Barnes & Jo Landrigan	1970	Yellow Sportsroof 302
1317	Wayne & Heidi Mutton	2021	Velocity Blue Coupe GT 5.0L
1318	George & Caterina Hassouros	2022	Oxford White Coupe GT 5.0L
1319	Quentin Marshall	2022	Grabber Blue Coupe GT 5.0L
1320	Gabriel & Betty Douflias	2022	Cyber Orange Coupe GT/California Special 5.0L
1321	Nick Sutton	2017	Grabber Blue Coupe GT 5.0L



We extend a warm welcome to the new members mentioned above, 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 of membership arrangement with Maughan Thiem Ford (MTF) 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 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.



Wings and Gyros

... Dean Gambarotto

Not just for the Birds

A small group of us gathered on a Saturday (late morning) due to the destination being a little wet. Six cars and ten people met on Glen Osmond road ... destination Rollo's Airfield at Pallamana outside Monarto township.

It's a huge area owned by Rollo which has been used for some years by him personally for flying in his early years but now used by recreational flyers using fixed wing aircraft and gyro planes/copters as we knew them.

Gyro planes are a capsule set up to fly like a plane but have two "blades" that get them flying. Behind the capsule is an engine which generates the power to get mobile down the runway and as it accelerates the big "blade", above the capsule and pilot, begins to rotate as the wind blows through it ... that's its power plant ... wind.

Once airborne the gyro flies like a plane and if the engine was to stop the wind flowing through the top blade will keep it in the air to a safe landing much like a glider.

We arrived via the freeway at the field just before 11am and were shown around the complex ... a dirt airstrip and multiple aircraft hangars with aircraft on display and ready for flight ... costing \$115 for fifteen minutes that included you taking control of the craft at approximately 500 feet above the surrounding farmlands.

We met in a hangar with an increasing attendance of people where those who wanted to fly registered to do so but the

whole purpose of the day was the official opening of RotorSport Australia ... a fully licenced training centre for aircraft hangared at the field. The opening was performed with the attendance of Chris Sperou ... (13 time Australian Aerobatic champion) who keeps his Super Stinker biplane at the field. A guy who flies with no fear at pulling 6G gravitational forces on his body at the ripe old age of eighty four ... yes 84.

Before attendees flew Chris gave us a ten minute display of manoeuvres right in front of us ... a rehearsal for his coming display at Jamestown Airshow.

People flying were given numbered tickets and we awaited the pilot's instructions with one of our Birds being the first to fly ... Robyn followed by "biggles" Bob.

The remainder of the group waited for their turn to fly but something went wrong with the sequential numbering of the tickets because those that got in the first few of registrations got "lost in the raffle" as Graham Stewart ... Michael and Brett Schluter found out ... in the first six to sign up and in the last three to fly with several people getting in before them ... Michael and Brett were last to fly at 3pm having waited more than three hours, but it was worth it they said.

The complex supplied bbq snags with onions how you wanted on bread ... lol ... soft drinks and coffee at a minimal price and the weather turned out perfect for a nice day out. Thanks to Graham for organising it with Kathy and those that came along ... Robyn, Bob, Lana, Colin, Michael, Brett, Dean and Andy.





Registration Form Mustang Nationals Glenelg SA 7-10 April 2023 Hosted by MOCSA



ENTRANT'S Surname: First Name:
 Name of spouse/partner:
 Address:
 State: Post Code:
 Phone: Mob: State Membership No:
 Email:
 Children's Name/Age: / /

Accommodation rates have been secured for a **minimum of 4 nights** for the period **Wednesday 5th April - Tuesday 11th April 2023 inclusive**
(Please tick nights required)

Accommodation	\$/night	Wed 5/4	Thu 6/4	Fri 7/4	Sat 8/4	Sun 9/4	Mon 10/4	Total \$
Haven Marina: Queen Bedroom (2 people)	\$159	Sold Out						
Haven Marina: Queen & Single Bedroom (2-3 people)	\$189							
Haven Marina: Family Room (Queen/2 Singles) (3-4 people)	\$209							
Buffalo Motor Inn: Queen & Single Bedroom (2-3 people)	\$145							
Buffet Breakfast: Watermark Hotel (50 metres from Motel venues) is the location between Thu 6/4 - Mon 10/4 daily	\$27/ person	N/A		N/A				

Accommodation Enquiries: Trish Kilvington 0438 123 952 or email: pkilving@bigpond.net.au for other room/day configurations and advise if childcare is required

Functions and Cruises		Adult / Child 10-16 U/10 No Charge	No. Adult	No. Child	Total \$
Friday 7 April	Meet and Greet Dinner: Club Shirt theme @Stamford Grand Glenelg (Seafood Deluxe/Carvery Buffet and selected drinks package)	\$98 / \$40			
Saturday 8 April	Dinner & Auction: Roaring 20's theme @Morphettville Racecourse (Gourmet Buffet and selected drinks package)	\$98 / \$40			
Sunday 9 April	Presentation Dinner: Semi-formal theme @Stamford Grand Glenelg (3-course meal – alternate drop and selected drinks package)	\$98 / \$40			
Monday 10 April	Cruise and luncheon to be advised	TBA			

FOR ENQUIRIES OR DIETARY REQUIREMENTS PLEASE Contact Trish Kilvington 0438 123 952 or email: pkilving@bigpond.net.au

Car Details	*Class	Year	Body Style	Colour	Rego	Total \$
Car 1						
Car 2						
Car 3						

Entry to Concours Class and Display Judged categories is only OPEN to Financial Members of the Mustang Owners Club Australia (MOCA)
***Mustang Entry Classes:** Thoroughbred \$60, Original \$50, Modified \$50, Resto Mod \$50, Display Judged \$35, Show 'n Shine \$10
 Further details on your entry will be requested once registration form is received

<p>PLEASE RETURN YOUR COMPLETED REGISTRATION FORM WITH A DEPOSIT of \$100 by 30/10/2022 To secure your booking full payment required by 31/01/2023. Completed forms and payment to: Trish Kilvington Email: Scanned Registration Form to pkilving@bigpond.net.au EFT MOCSA Nationals BSB: 805050 ACC: 100100716 Details: (Surname & Initials) 2023 Nats PO Box 210 North Adelaide SA 5006 OR Post: Cheques made payable to "MOCSA"</p>	GRAND TOTAL	
	LESS DEPOSIT \$	
	BALANCE PAYABLE \$	
	FINAL PAYMENT MADE -	/ /
	DD EFT CASH CHQ	

REGISTRATION SUPPLEMENT

ACCOMMODATION

The Haven Marina Motel and the Buffalo Motor Inn are ideally located in Adelaide's historic beachside suburb of Glenelg, overlooking the Glenelg Marina and within 200 metres of each other. Both are a 5-minute walk to Jetty Road and the entertainment precinct where you can find a range of shopping, dining and nightlife experiences. The Motels are a short drive to the airport and a 20-minute drive or Tram ride to the Adelaide City Centre.

- **Haven Marina Motel 6-10 Adelphi Terrace Glenelg North - 58 rooms reserved.**
 - 15 Queen Bedrooms; 31 Queen/Single Bedrooms; 12 Family Rooms. Early bookings essential. Free site parking
NOTE: The Watermark Hotel 50 metres from Motel) will serve a full buffet breakfast each day at \$27/person.
- **Buffalo Motor Inn, 766 Anzac Highway, Glenelg - 24 rooms reserved.**
 - Situated 200 metres south of the Haven Marina Motel. 17 Queen Bedrooms; 3 Queen Bed/Spa Rooms; Limited Family Rooms on request. Early bookings essential. Free on-site parking.
NOTE: The Watermark Hotel (50 metres from Motel) will serve a full buffet breakfast each day at \$27/person.
For accommodation bookings contact Trish Kilvington: pkilving@bigpond.net.au
- **West Beach Caravan Park – BIG4 Holiday Park Military Rd West Beach.**
 - Situated 3 kilometres north of the Haven Marina Motel. For bookings please phone the Park direct on 08 8355 7320.

FUNCTIONS

Friday night "Meet and Greet" dinner is at the Stamford Grand Glenelg. Attire for the evening is **State Club shirt**.

Saturday night dinner/dance/auction is at the Morphettville Racecourse. The evening itinerary will include an "Open" & "Silent" auction and a DJ. Buses will transport everyone to the venue. The theme for the evening is **Roaring 20's**.

Sunday night presentation dinner is at the Stamford Grand Glenelg. Attire for the evening is **Semi-formal**.

The Stamford Grand is only a 10-minute walk from the Motels and the evenings will commence from 6.00pm.

MERCHANDISE

Merchandise is being sourced for the event and when the Nationals clothing has been finalised, it will be advertised on www.mustang.org.au and information emailed to you as soon as it becomes available.

CAR PARKING/TRAILERS

Both Motels provide complimentary carparking per room. If you require trailer parking please advise Trish Kilvington.

CONCOURS JUDGING - SATURDAY

The venue for judging of Mustangs in the Concours Thoroughbred, Original, Modified and Resto Mod Classes will be at **Maughan Thiem Ford, 1013 Port Road, Port Adelaide**. This venue is 14kms from the Haven Marina. The venue provides full workshop facilities with **Maughan Thiem Ford** being one of our major sponsors for the weekend. The Concours Thoroughbred, Original, Modified and Resto Mod Classes are only OPEN to Financial Members of MOCA.

- Thoroughbred Class - Open to MOCA Original Class Gold Award and highest points recipient in Class since 1996.
- Original Class - Open to Mustangs with a manufactured date of 10 years or older at the entry close date.
- Modified and Resto Mod Class - Open to any year modified Mustang powered by a Ford engine.



Last day for entries to be received into Concours Classes - 6 February 2023.

DISPLAY DAY / SHOW 'N SHINE - SUNDAY

The **West Torrens Birkalla Soccer Club, Novar Gardens** on the corner of Anzac Highway and Morphett Road, is the venue for the Sunday Nationals Display Judged Classes/Show 'n Shine Day. Full catering facilities and merchandise stands will be available. The Display Judged Classes are only OPEN to Financial Members of MOCA.

- Display Judged Class Early Model (Open to Mustangs with a build date 1964½ - 30/6/2004) – Originality and Modifications are not a consideration in this class only "Condition and Presentation" of the car at the time of judging. There is no under car judging in this Class only judging of exterior/body, engine, interior, boot and wheels.
- Display Judged Class Late Model (Open to Mustangs with a build date 1/7/2004 - 30/6/2014) – Originality and Modifications are not a consideration in this class only "Condition and Presentation" of the car at the time of judging. There is no under car judging in this Class only judging of exterior/body, engine, interior, boot and wheels.
- Display Judged Class S550 Model (Open to Mustangs with a build date 1/7/2014 to present) – Originality and Modifications are not a consideration in this class only "Presentation" of the car at the time of judging. There is no under car judging in this Class only judging of exterior/body, engine, interior, boot and wheels.

Last day for entries to be received into Display Early/Late/S550 Classes - 7 March 2023.

Minibuses will provide transport for people enroute to the Nationals venue, Glenelg precinct, Motels and Harbour Town Shopping precinct at regular intervals throughout Sunday.

REGISTRATION

Registration for the event can be completed online or you can choose to fill out the Registration form and send to Trish Kilvington via email pkilving@bigpond.net.au or post to PO Box 210 North Adelaide SA 5006. The Waterfront Room at the Haven Marina will be the Registration, Goodie Bags, Merchandise hub and socialising venue from Thursday 6/4/23 through to Saturday 8/4/23.

CONTACTS

Registration:
TRISH KILVINGTON
Mob: 0438 123 952
E: pkilving@bigpond.net.au

Nationals Director
TONY KILVINGTON
M: 0401 123 931
E: tony.kilvington@gmail.com

Concours/Judging Director
KYM TURNER
M: 0408 088 470
E: kyturner.mustang@gmail.com

2023 Mustang Nationals Partnership Packages & Event Supporter Donations

Without you a Nationals event doesn't have the same flair for making this one of the most memorable weekends to attend for entrants and spectators alike. There are a number of Sponsorship options available and we welcome any person or company wishing to assist the club in making this a spectacular event.

Sponsor Packages

- The packages are listed below and a more detailed description of benefits are available on request.
- Platinum Sponsorship - Total investment: minimum \$5,000 (cash and or product value)
- Gold Sponsorship - Total investment: minimum \$4,000 up to \$4,999 (cash and or product value)
- Silver Sponsorship - Total investment: minimum \$2,000 up to \$3,999 (cash and or product value)
- Bronze Sponsorship - Total investment: minimum \$1,000 up to \$1,999 (cash and or product value)



- Event Supporter - Total investment: \$100 up to \$999 (cash and or product value)

There are a range of event supporter benefits available for businesses and or members wishing to contribute and these benefits will be negotiated individually with each business or member.

If you wish to support the 2023 MOCSA Nationals as a Sponsor or Event Supporter, please complete the form below and submit to Trish Kilvington or Jo Carroll. To discuss this further or gain more information please phone Trish on 0438123952 or Jo on 0420848260.

Cut me out or copy me

Name: _____

Phone No.: _____

I wish to become a Sponsor/Event Supporter of the MOCSA Nationals by way of the following:

CASH donation: \$ _____

Place this slip with cash or cheque in an envelope & hand to Trish
OR post to Trish Kilvington PO BOX 120 North Adelaide SA 5006
Direct deposit BSB: 805 050 NATIONALS ACC: 100100716
Cheques made out to MOCSA

Donation of products/services: _____

Please detail the products or services you are wishing to donate & Trish or Jo will be in touch to arrange.

Many thanks in advance for your valued contribution

There's a fine line between a numerator and a denominator.

What do dentists call their x-rays?
Tooth pics!

Did you hear about the first restaurant to open on the moon?
It had great food, but no atmosphere.

What did one ocean say to the other ocean?
Nothing, it just waved.

Do you want to hear a construction joke?
Sorry, I'm still working on it.

Did you hear about the fire at the circus?
It was in tents!

Why do ducks have feathers?
To cover their butt quacks!



MOCSA

Christmas Picnic



Sunday 11 December 2022 from 11.00am
Lobethal Sports Park, Lobethal

Please BYO salad and sweets for yourself and/or to share with your table only
Indoor airconditioned comfort for lunch seating provided
Bar facilities available (BYO alcohol not permitted)
BYO chairs, hats and sunscreen for outdoor activities
MOCSA supplying a cold meats selection and bread rolls for lunch
Plus cutlery, plates, tea and coffee
Plus soft drinks and lollies for kids

Santa will pay us a visit at about 2.00pm after games

Present - \$10/child with MOCSA providing subsidy towards presents for every child of \$10-20

Contact Kathy Cochinos on 0402 254 761 or email kathy@cmkfurnishings.com to add your name to the run sheet or if you have any enquiries

Please return form and payment (BSB 805050 A/C 2321346) by November 25th to:
Secretary MOCSA PO Box 210 North Adelaide SA 5006 or email pkilving@bigpond.net.au

Member's Name:				
Childs Name (14yrs & under)	Age	Boy/Girl	Wish List E.g. doll, car, book, game	\$

For catering purposes, how many adults are attending:

Members Lunch (free)

Non-Members Lunch (Charge is \$5/person)



Meadows for lunch

... Dean Gambarotto

On a dismal looking start to a day we gathered once again at Harvey Norman for our cruise to Meadows and at the time I arrived car numbers looked down but within fifteen minutes of departure time an extra dozen cars arrived to boost the numbers

As per norm maps and instructions were handed out by Glenys and Kathy as to our cruise heading to our destination

Leaving the car park we headed on to the freeway towards Reynella where we turned off at Seaford Road where the big Bunnings store is and headed for Seaford where we turned left going towards Aldinga. Negotiating the roundabouts there we turned towards Sellicks Hill and beyond to Reservoir Road which took us to the Myponga Reservoir where we negotiated the crossing of the wall to the backside of the Myponga township. We arrived to the Yankallila road via an "unsealed" road which I thought was acceptable as it had recently been graded and our leader, along with all the other mustangers, took serious concern about care on cars by travelling well below the allowed speed with oncoming traffic who "didn't give a rats" as they didn't have cars like ours.

A bit of a cruise from the turn off on to the main road took us into Myponga where we stopped for some thirty minutes where we caught up with some returned interstate travellers ... the Robinsons. After coffees, snacks and a look around we got back into our cars heading out on to Hindmarsh Tiers Road arriving at the Victor Harbor Road, turning left for another cruise towards Mt Compass where we passed the site of the burnt out bakery and butcher shop from the night before.

Passing the strawberry farm we headed for Willunga Hill where we turned off prior to the downhill run back to the big smoke and turned right on to the Brookman Road stretch towards Meadows and the pub for lunch.

On parking cars we went into the dining room set aside for our group and looked at our \$22 menu selection which had a sufficient choice for our members ... roast ... calamari ... Schnitzels ... laksa ... fish and desserts.

We were attended to promptly for the numbers we had arriving all at once, we ordered promptly and sat down awaiting food to be served. I noticed who had ordered what and when being one of the first in the dining room and ordering quickly. As we sat, drank and chatted the food started being served for the early orders. I watched what came out of the kitchen ... to whom it went and remembering where they were in the queue when orders were placed respective to mine. As it turned out my meals were served second to last meal considering it a simple fish and chips compared to others when we had ordered in the first dozen people ... luck of the draw I guess.

The meals that came to us looked of good servings and tasted very nice as did my fish which was worth waiting for

Overall it was a great day out with some regular familiar faces and some whom we haven't seen for a while ... twenty seven nice cars ... fifty five people ... 130 kilometre cruise that saw some nice scenery and roads some of us have never executed and once again Kathy has done a great job for us to have a nice day out with the weather being kind to us by staying dry for the day.

Thanks to all that came and made the day ... see you again on the next one



COME AND JOIN THE FUN - EASTER 2023

Friday night 7th April – Meet and Greet night (wearing our Club Shirt)

A night of fun and laughter with Club friends local and interstate whilst enjoying a buffet dinner and a few drinks at the Stamford Grand Glenelg.



Saturday night 8th April – Roaring 20's night (theme for the evening)

A night to dress up with a DJ to get a jig happening including a buffet dinner and drinks, auction items and raffles prizes at the Morphetville Racecourse.



Sunday night 9th April – Presentation night (semi-formal dress)

A more formal night, dinner and drinks to wrap up the weekend whilst supporting fellow Club members and those who have travelled from interstate and to celebrate the recipients of Concours and Display Class Awards.



To register for any of the nights please complete the Registration form and come join us making new fun memories for the 2023 Mustang Nationals in Adelaide. We look forward to seeing you.



Coming Events 2022

... Kathy Cochinos

**** Denotes official club run**

Saturday 10/09/2022
Rotor-Sport
You fly experience
 Pallamana Road, Monarto
 \$110 for 15 minute flight.

Wednesday 21/09/2022
Monthly Meeting #551
 West Torrens Birkalla at 8pm.

Sunday 25/09/2022**
Club Run along Coastal Route 31
 O'Sullivan's Beach along Coastal Route 31 to
 Christies Beach Hotel for lunch.
 Meet at Harvey Norman Clearance centre on
 Marion Road at 9.45 am for a 10am departure.

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
 MUSTANG2022 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.

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
At Yankalilla Showgrounds from 9am to 2.30 pm.
 Meet Castle Plaza for drive to Yankalilla.
 You are required to register online, tickets are \$5 to \$15

Saturday 26/11/2022**
Private Screening of Top Gun Maverick
 at Palace Nova Cinemas, Prospect Road,
 Prospect.
 Movie at 4.30pm and Dinner after the movie at
 Spargos on Prospect Road—a short walk from the
 Cinema.
 \$20 per head, movie only.

Sunday 11/12/2022**
Christmas Picnic,
Lobethal
 Meet rear car park of
 Kmart on Anzac
 highway at Kurrulta
 Park for a 9.45am
 departure to Lobethal.



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													

Wednesday 21/12/2022

Monthly Meeting # 554

West Torrens Birkalla at 8pm
Please bring a plate of supper to share.



Wednesday 18/01/2023

Monthly Meeting #555

West Torrens Birkalla
Ponies on the Pitch from 6.30pm,
Meeting from 8pm.

There is a sausage sizzle for members and you are asked to bring your Mustang along to display on the pitch.

Last year we had about 80 cars so let's try and up the numbers next year.

Sunday 29/01/2023**

Visit to Revolution Motor Museum at Mypolonga.

BBQ lunch and a visit to the Motor Museum that this family has compiled.



Wednesday 15/02/2023

Monthly Meeting #556

West Torrens Birkalla at 8pm.

Sunday 19/02/2023**

All American Day at Gleneagles Reserve, Seaton.

Wednesday 15/03/2023

Monthly Meeting #557

West Torrens Birkalla at 8pm.

Sunday 26/03/2023**

Visit and lunch at Caudo Vineyard,
Hogwash Bend Conservation Park, Cadell.



Friday 07/04/2023 to Monday 10/04/2023 inclusive**

Mustang Nationals in Glenelg.

Make sure you get your forms in for any accommodation you might require and also for the dinners so as to help with bookings and planning.

Wednesday 19/04/2023**

Monthly Meeting #558

West Torrens Birkalla at 8 pm.

Sunday 23/04/2023**

McLaren Vintage and Classic in McLaren Vale.

Nice day out with heaps of other marques of cars. Muster at Serafino before doing a cruise down the main street and then going to a pre assigned winery for lunch and whiling away the afternoon. This event has to be pre paid and booked but as the previous organiser is stepping back I am waiting for new details on registrations.

Wednesday 17/05/2023

Monthly meeting #559

West Torrens Birkalla at 8pm.

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 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.

December 2022							January 2023							February 2023						
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			1	2	3	4	5
5	6	7	8	9	10	11	2	3	4	5	6	7	8	6	7	8	9	10	11	12
12	13	14	15	16	17	18	9	10	11	12	13	14	15	13	14	15	16	17	18	19
19	20	21	22	23	24	25	16	17	18	19	20	21	22	20	21	22	23	24	25	26
26	27	28	29	30	31		23	24	25	26	27	28	29	27	28					
							30	31												

Quiz Night 2022 Springtime Party

... Quizmasters Tony and Trish Kilvington



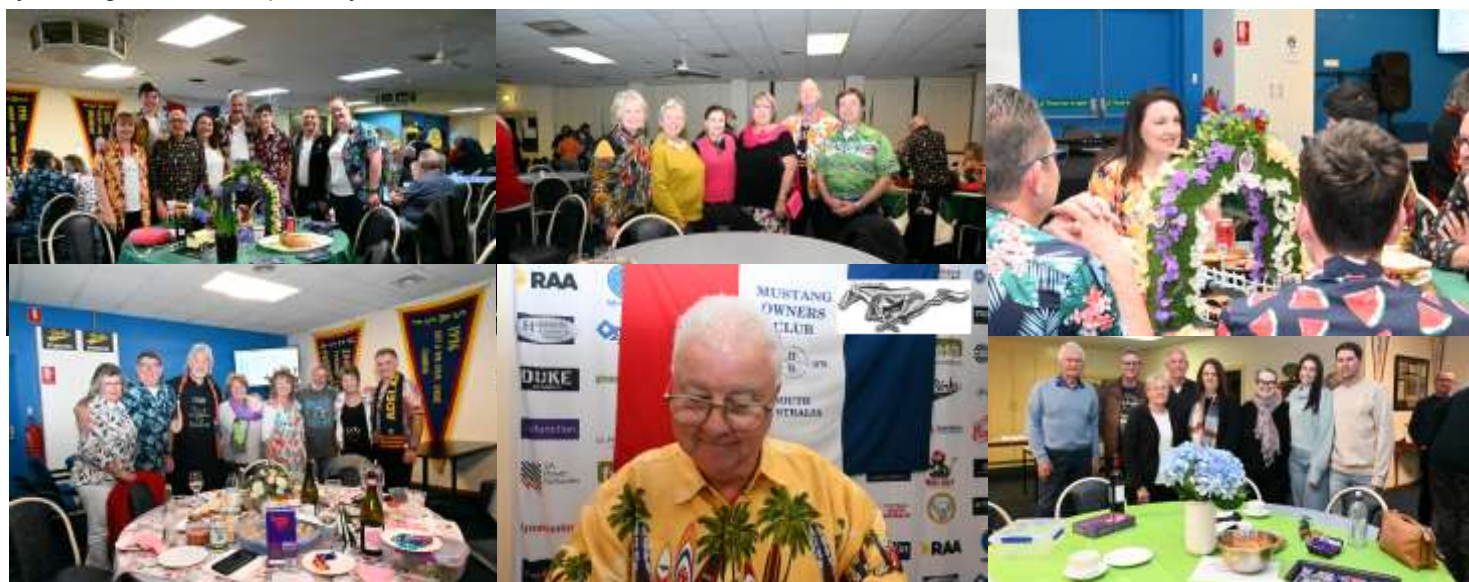
The 83 strong SPRINGLOADED event went off with a SPRING FLING in amongst the CARNIVAL ARCHES with all the FLOWER POWER OF A 68. The PANSIES shone once again with the GARDEN GURUS coming in for an attempt at a fresh spring run. The HAYFEVER was not to be seen due to the MISFITS and CHEWIES keeping the WEEDS at bay ... well THAT'S WHAT CHEESE SAID anyway. 🍷

It was amazing the knowledge of the guests in attendance given the questions were a mix of easy and hard and the answers were sensational and at times surprising. The individual "Name the Place" and "Who am I" rounds were won after only 3 clues and the guests picking the correct names were special. Every table had a 100% success rate on picking the correct reference to the list of Aussie Slang terms.



Table	Placing	Springtime Team	Members	Guests
7	81	Pansies	Trevor & Cathy Jarrett & Friends	8
11	79	Garden Gurus	John & Kerry Greco Brian & Dawn Wildman & Friends	8
10	77	Springloaded	Glenys Searle Lindsay Beasley Kevin & Ruth Box Gavin Thrum & Amanda Roberts	7
2	75	Misfits	Grant & Rose Stuart & Friends	10
6	75	Hayfever	Angelo & Julie Salvatore & Friends	8
8	71	Flower Power 68	Clive Harrington & Friends	5
5	71	Chewies	Brenton Chellew & Julie Edge & Friends	8
9	69	Spring Fling	Dave & Glenda Mace Warren & Ros Whenan Julie Seifert Belinda & Chris Mosby	7
3	66	The Arches	Rick & Maree Staehr & Friends	8
4	66	Weeds	Robyn & Robert Bird Jim & Lyn Brooks Merv & Marg Davies Kathy Cochinos	7
1	63	That's What Cheese Said	Ben & Bianca Heron & Friends	5

A big thanks to everyone that came along and contributed to a fun packed night, even the Quiz Crashers who saved the day with the blue-tooth speaker so the music round could be heard loud and clear were a great help. There was not only spring in the air with wonderful colour everywhere there was also a sense of a long awaited magic we have all been yearning for over the past 2 years.



The 2024 Ford Mustang Is a Tribute to Internal Combustion

The seventh generation of Ford's pony car introduces new looks, new tech, a new EcoBoost four-cylinder, and a revised V-8.

By Chris Perkins SEP 15, 2022 [2024 Ford Mustang Officially Arrives: Everything You Need to Know \(roadandtrack.com\)](https://www.roadandtrack.com)



This is something that doesn't happen often. At an event in Detroit Wednesday, Ford unveiled the 2024 Mustang, the seventh generation of its defining Pony Car, the best-selling sports coupe on the planet, and perhaps, America's most beloved car.

Wearing the chassis code S650, this new Mustang isn't entirely new, using the platform that debuted with the S550 Mustang in 2014. So, the hard points and the greenhouse are the same as before, but there are a lot of tweaks that add up to make the S650 look and feel different than its predecessor. "We're starting from a really strong place with the current generation car," Mustang lead engineer Ed Krenz tells *Road & Track*. "Specifically, the platform is really fit for what we're trying to do. Let's upgrade everything a little bit where we can, but do it smartly."

The base 2.3-litre EcoBoost is all new and benefits from a dual-fuel system that uses both port and direct injection and a new twin-scroll turbocharger with an electronically controlled wastegate. The 5.0-litre V-8 is the fourth-generation version of Ford's beloved Coyote engine, now sporting a dual-throttle-body intake system fed by openings on either side of the larger front grille. Ford isn't providing numbers for either engine yet, but the EcoBoost will offer an improvement over the 330 hp and 350 lb-ft of torque of the previous model, and the V-8 should offer at least 480 hp.

Transmissions are carryover, a standard six-speed manual with auto rev-match functionality from Getrag, and Ford's

own 10-speed automatic. With automatic cars, the Mustang is fit with a new feature called "Remote Rev," whereby the engine can be started and revved by pressing a button on the key fob. (It's not available on manual Mustangs for obvious reasons.)



While the strut front and integral-link rear suspension are largely the same—save for new links on cars with 19-inch wheels—Ford promises that this is the most "athletic" Mustang yet. Eddie Kahn, the vehicle engineering manager for this new Mustang says weight should be right around the same as the S550. A new steering rack with a faster ratio



(15.5:1 vs 16:1) and stiffer mounting points is said to improve on the S550's (already excellent) steering feel. "It only takes 15 seconds to feel the difference in the steering between this generation and the prior generation," remarks Krenz. "In a blind taste test, it's a massive difference. There's nothing subtle."

The Performance Pack also makes a return for both the EcoBoost and GT and brings with it a strut-tower brace, a Torsen Limited-Slip Differential, staggered tires, and bigger Brembo brakes and optional MagneRide dampers. Notably, the GT Performance Pack uses six-piston Brembo calipers up front with massive four-piston calipers in the rear.



Like a lot of modern cars, the Mustang has ditched its mechanical parking brake for an electronic switch. But, some S650 models come equipped with an "Electronic Drift Brake," which progressively locks up the rear wheels alone depending on how far the driver pulls the handle. Co-developed with drift star Vaughn Gittin Jr., the EDB looks like a small traditional parking brake, though the bolts on the side can be removed for customers to fit a vertical handle.

Shared hard points make for a design that feels familiar, though Ford went for an "edgier" overall look. The biggest changes are at the extremes, with new and unique front fascias for both EcoBoost and GT models, and at the rear, with a sharp, angular taillight design and a deletion of the black plastic panel that connected the two. Expected Mustang hallmarks are present and accounted for, including the triple-segment front and rear lights, and U-shaped grille.

Inside, the S650 Mustang is dominated by its large screens for gauge cluster and infotainment system. Base models have separate screens for each, while higher-trim versions have both integrated into a shared housing. As you'd expect, there are all sorts of configurations for the gauge cluster, even including a Fox-body display. The infotainment system is a version of Ford's Sync4, though there's a



Mustang-specific drive-mode menu powered by Unreal Engine used by many video games.

Pricing won't arrive until closer to the 2024 Mustang's on-sale date sometime next year. We're also eagerly anticipating performance figures.

This new Mustang comes at an interesting time for American performance cars. Just last month, Dodge showed off the Charger Daytona SRT Concept, a preview of an upcoming electric muscle car while announcing the end of the line for the current Charger and Challenger. The Mustang's oldest rival, the Chevrolet Camaro, likely won't survive beyond this current generation. Soon enough, the Mustang could be America's only internal-combustion sports coupe. Given the typically long lifecycle for Mustang models—this is only the seventh generation in nearly 60 years—and the fact that Ford, and the world, is headed towards an electric future, this could also be the last internal-combustion Mustang.

"Are we going to be able to do it forever? I doubt it," says Krenz. "But we're going to do it for now."



Ford Mustang: A Brief History in Zero-to-60-MPH Acceleration

Flip through more than five decades of Mustang acceleration numbers from *C/D* test equipment.

SEP 9, 2022 *Ford Mustang: A Brief History in Zero to 60 MPH* (caranddriver.com)



Over the years, we've tested a plethora of American muscle cars and have been there for each drastic refinement since the 1960s. Straight-line speed is one obvious improvement. And it's unfair to describe muscle cars as one-trick ponies, as they've started carving up corners at speeds unthought of even 10 years ago. Especially because some of today's Mustangs are fully-electric. But, if you're looking at a benchmark that accurately reflects how much a single model, such as the Ford Mustang, has improved over the past few years, you can't go wrong with the old-fashioned zero-to-60-mph time*. It's easily relatable and comparable, unlike a skid pad number or a Nürburgring lap time.

Thanks to our extensive history of gathering our own performance data, we have decades of revealing numbers captured by our editorial staff that not only offer a unique look into a vehicle's evolution but also serve as a performance barometer of sorts for any given era. Jump in and flip through more than five decades of Mustang acceleration numbers pulled from some of the hottest (and not so hot) performance ponies ever strapped with *C/D* test equipment.

*Acceleration times using 3-mph rollout, not our current rollout standard of 1 foot with the exception 2020 Ford Mustang Shelby GT500 and newer.

1964.5 Ford Mustang Convertible: 8.2 seconds



It's easily the best thing to come out of Dearborn since the 1932 V-8 Model B roadster. But for all Ford's talk of Total Performance, it's still clear that the Mustang has been designed and built to a price. The necessity of meeting cost goals meant that it had to share a maximum number of

components with other models in the Ford line. Out of this situation sprang the advantage of an extremely wide availability of options for the Mustang, selected from the Falcon, Fairlane, and Galaxie series.

1967 Ford Mustang GT : 7.3 seconds



You'd think that dropping an anchor like the 390 engine into the Mustang would overload the front end and make it handle like a real dog, wouldn't you? The *purist* will glance at the specs and hoot derisively at the 60.3/39.7 percent weight distribution and tell you the rig will never fly, right? In truth, even we expected the Mustang 390 GT to plow like an Ohio farmer. It doesn't. The car we tested had over 400 pounds more weight on the front wheels than the last Mustang we tested—a 271-hp 289. There have been no basic changes in the Falcon-inherited suspension, yet the Mustang 390 GT has balance and handling.

1968 Ford Mustang Coupe: 5.4 seconds



The Mustang engine was all business. No chrome air cleaner or valve covers. Just plain old blue paint. Even the headers were kind of pale blue. Right on top was a super-tall aluminium, two 4-barrel inline intake manifold with a pair of 540-cfm Holleys and a paper-element air cleaner. There it was, tunnel-port fans, right in front of our very eyes. The real thing. "Well, yes, this is your regular 12.5 to 1 compression ratio, dry-deck, tunnel-port 302," allowed Ford Man, still a bit defensive from the tyre discussion. "How many do ya want?"

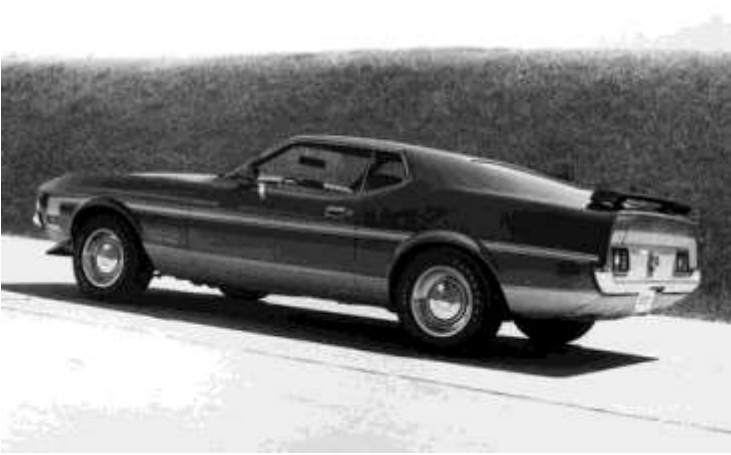


1969 Ford Mustang Mach I: 5.7 seconds



It may just be that this time the stylists have done too good a job. Look at the Mustang Mach I, and you expect miracles—drive it, and they are not forthcoming. The pieces are there—most of them anyway—but the sum is far short of its parts.

1971 Ford Mustang Boss 351: 5.8 seconds



To race or not to race? Ford has finally decided. Not to. With all the pressure from ecologists and auto-safety advocates, Ford was finding it impossible to justify dropping four or five million at the tracks every year where people could see it. So no more racing. That sort of leaves the Boss 351 dangling from the end of the limb that has been cut off. The main purpose of its existence has been to fulfill the SCCA production requirement so that the factory racers would have something from which to build a juggernaut for the Trans-Am. But if the factory isn't going to race them, who will?

1974 Ford Mustang II Mach I: 12.2 seconds



While the Mustang II shares some standard components with the Pinto, it is not just another version of that economy sedan—no more than the original Mustang was simply a Falcon. It has been built with the specific intention of coming into the market as a Super Coupe and, in terms of “feel,” it’s a success. As opposed to the sterile practicality and cost-trimming measures so dispassionately evident in American-made economy cars up to this time, the Mustang II in no way seems to be a cheap car.

1976 Ford Mustang II Cobra II: 8.9 seconds



You can't deny its initial appeal—a glorious sobriquet from the past, Carroll Shelby paint job, scoops, spoilers, white-letter tyres, V-8 motor, and four on the floor. Sounds neat, but what you get is a mini Mark IV all dressed up in performance gear with nothing to make it go. Your mother-in-law deserves more than 105.7 mph. To strangle a 302-cubic-inch motor down to a sickly 134 horsepower is an amazing—but embarrassing—feat of modern technology.

1980 Ford Mustang Cobra: 10.8 seconds



First the bad news: The big motor's gone. We say “big” with tongue firmly planted in cheek, because 1979's 302-cubic-inch V-8 sucking life through a two-barrel straw was hardly what you'd call muscle-bound. Nevertheless, this year's plan is a smaller cylinder bore and less displacement to wring one more mile out of every precious gallon of gas. The new, 255-cubic-inch (4810 cc) V-8 also trims 25 pounds off front-end weight. What this costs you is roughly 10 horsepower compared with the 302 V-8's 140 net horsepower output. Ford claims the change brings a fuel-economy improvement of 1.2 mpg.



1982 Ford Mustang GT: 8.1 seconds



Press on the Mustang's gas pedal, and great things happen. An authoritative growl from under the hood is accompanied by screeches of rubber at the back of the car. This Mustang is at the moment the quickest machine made in America, and our internal sources at the Ford Motor Company suggest that efforts are afoot to keep Mustangs and Capris that way.

1983 Ford Mustang GT: 7.0 seconds



The third-gen Mustang GT marked the start of a long climb out of the Dark Ages for American carmakers. Two oil shortages in the previous 10 years and the ratcheting up of emission's standards had diverted engineering resources into building smaller, more efficient cars. By 1983, though, the Camaro/Mustang performance race was on again. That rivalry was, like now, about more than just straight-line speed, so Ford also retuned the '83 GT's suspension for better handling and widened its Michelin TRX rubber for more grip.

1996 Ford Mustang GT: 6.6 seconds



Now that the year-old redesign of the Ford Mustang has some miles on it, both Ford and the Mustang's obsessed clientele are ready for a few important changes. A Mustang Cobra making more than 300 horsepower is certainly welcome. And finally banished from the '96 Mustang GT is the ancient overhead-valve 4.9-litre V-8, which—in various guises—has powered Mustangs since their inception. Certain purists may wail and gnash their teeth over this one, but it's a transition we like.

1999 Ford Mustang SVT Cobra: 5.5 seconds



Who ever thought a factory Mustang would command a price of \$28,000? More surprising, who could have imagined that a Mustang would have an independent rear suspension? Well, the 1999 SVT Mustang Cobra lays claim to both those surprises and makes a strong case that the latter (abetted by a new 320-horsepower version of the four-cam, aluminium-block 4.6-litre V-8) justifies the former.

2003 Ford Mustang Mach 1: 5.2 seconds



The Mach 1 earns its silver medal because it is brute fun. Drop the hammer, and with no especially refined technique, 60 mph is yours in a scalding 5.2 seconds, just 0.7 second behind a \$34,750 SVT Cobra and the fastest time in this test by a full half-second. The first two shifts of the notchy box leave skid marks, and the fourth shift puts paid to 151 mph.

2005 Ford Mustang GT: 5.2 seconds



It doesn't happen often, but the hens in the henhouse

sometimes kill the fox. That's apparently what happened over at Henry's glass henhouse in Dearborn. The GT's 4.6-litre SOHC modular V-8 now features 24 valves rather than 16. The three-valve heads permit an increase of 40 horses and 18 pound-feet of torque, although both improvements are realised at loftier revolutions.

2010 Ford Mustang Shelby GT500: 4.6 seconds



Remember when 540 horses were enough to win Indy or set a Bonneville record? The Shelby lunges forward with a fearsome roar when you mash it, the acceleration making you startlingly heavy in the seat. Even so, Ford thought our 12.9-second quarter-mile was slow by a half-second, but after two test sessions in imperfect conditions—and after letting Ford's own hot shoe take the wheel—we were unable to better the times. Ford figures the car should run 12.5-second quarters, maybe quicker. Maybe so—we await the proof. Meanwhile, it's no quicker than a Chevy Camaro SS, which is about \$17,000 cheaper.

2011 Ford Mustang GT: 4.6 seconds



The 412 horsepower and 390 lb-ft of torque, the latter on a gloriously flat curve that peaks at 4,250 rpm, are achievements. It's enough to knock out a 60-mph sprint in 4.6 seconds, and the quarter-mile in 13.2 seconds at 109 mph, which are more or less Camaro SS times. Finally, a Mustang engine that doesn't have to eat dust from a small-block.

2013 Ford Mustang Boss 302 Laguna Seca: 4.2 seconds



Two. That's how many times this author looked underneath the 2013 Boss 302 Laguna Seca to make sure some crafty Ford employee hadn't replaced the solid axle with a fancy-pants independent-rear-suspension setup. It's not as if the Boss were suddenly devoid of axle hop or radically more skilled at navigating off-camber curves and uneven pavement than are other current Mustangs, but Ford has finessed the stick axle to the point where it no longer spoils an otherwise good time. Still, we wanted to be 100 percent sure the company hadn't slipped us a ringer.

2013 Ford Mustang Shelby GT500: 3.5 seconds



With a car like this, you inevitably focus on the numbers. The \$54,995 GT500 coupe turns in a zero-to-60-mph sprint of 3.5 seconds. Ferociously tall gearing means third gear is good for 140 mph and first gear is long enough to reach highway speeds. Even so, the quarter-mile passes in 11.8 seconds. Slam a redline shift from second to third, and you'll hear the rear tyres chirp. We also saw an even 1.00 g on the skidpad.



What's the difference between a hippo and a zippo?
One is really heavy and the other's a little lighter.

What does a nosey pepper do?
It gets jalapeño business.

Why should you never trust stairs?
They're always up to something.

When does a joke become a 'dad' joke?
When it becomes apparent.

Why did the bullet end up losing his job?
He got fired.

What kind of shorts do clouds wear?
Thunderpants

2015 Ford Mustang GT: 4.5 seconds



With a six-speed manual sprouting up between the seats, the V-8 makes very short work of the first three gears. The accelerative rush is such that the somewhat cheesy Ground Speed label on the speedometer makes some sense, and the needle swings into triple digits very quickly. Zero to 60 mph is accomplished in 4.5 seconds, and the quarter-mile lights tripped in 13 flat; our Mustang also hit 150 mph in well under 30 seconds. Also, there's no Muzak version of the Daytona 500 played through the speakers in the Mustang. The GT's V-8 soundtrack, although more subdued than we expected, is generated solely by combustion events and not electrons. We came away from this hushed GT thinking about refinement, not tinnitus.

2016 Ford Mustang Shelby GT350 / GT350R: 4.3 / 3.9 seconds



Not that the new Shelby isn't quick, but it's not a dedicated quarter-mile eater, either. The base GT350 reaches 60 mph in 4.3 seconds after a somewhat difficult launch and does the quarter-mile in 12.5 seconds at 117 mph. Perhaps not stunning numbers these days, but the test car did weigh 3,796 pounds. With its 18-pound carbon-fibre wheels and stickier Michelin Pilot Sport Cup 2 tyres, the R (at 3,710 pounds) makes it to 60 in 3.9 seconds and through the quarter-mile in 12.2 seconds at 119 mph. Guess what? Porsche 911 GT3 drivers don't jump up and down about

drag-strip times. Stats that matter to them more are skidpad grip and braking distances. There, the 350 and 350R pull 0.98 g and a startling 1.10 g, while stopping from 70 mph in 152 feet and 146 feet. Ford's priorities become clear when you check the track-sheet data.

2018 Ford Mustang EcoBoost: 5.0 seconds



The Ford Mustang's punchy turbocharged 2.3-litre inline-four EcoBoost engine was available with its own Performance Pack for the 2018 model year, and like today, comes with a 10-speed automatic. If you recall, the last EcoBoost we tested was a 2015 example that had four fewer gears to mess around with. The extra speeds help in a straight line, as the 2018 EcoBoost goes from zero to 60 mph in 5.0 seconds flat. That's an improvement of 0.2 seconds over the 2015 model.

2019 Ford Mustang Bullitt: 4.4 seconds



We've been in love with the Ford Mustang Bullitt since we first saw it on screen with Steve McQueen. Instead of making us pine for our own, Ford sent one for a 40,000-mile long term test, and we recently got our car out to the test track. It makes good use of its 480 horsepower on the way to 60 mph in 4.4 seconds. It's slower than the less powerful GT to 60 mph because the Bullitt comes with a sweet manual transmission with a cue-ball shifter, a concession that's worth the half-second loss.



I entered ten puns in a contest to see which would win.
No pun in ten did.

How do you measure a snake?
In inches—they don't have feet.

Where does a waitress with only one leg work?
IHOP.

What does a house wear?
Address!

Why are toilets always so good at poker?
They always get a flush

Why is Peter Pan always flying?
Because he Neverlands.

2020 Ford Mustang Shelby GT500: 3.4 seconds



2021 Ford Mustang Mach-E: 5.1 seconds



Muscle cars are at that age where the need to add fibre to every meal is very important. Carbon fibre that is. The new Ford Mustang GT500 is the quickest yet, but even with a horsepower advantage, its zero-to-60 time of 3.4 seconds is still slower than the Chevy Camaro ZL1. However, quarter-mile time comparisons show the GT500 beating both the ZL1 and the Dodge Challenger Hellcat Redeye.

2021 Ford Mustang Mach 1: 4.3 seconds



A 480-hp all-motor throwback, the Ford Mustang Mach 1 is what's left over now that the Bullitt and Shelby GT350 have been discontinued. The Mach 1 has 20-hp more than the standard Mustang GT, uses the six-speed manual transmission from the GT350, but will also offer a 10-speed automatic. Our test car used the proper six-speed, and sticky Michelin Pilot Sport Cup 2 tyres for a 4.3-second acceleration run to 60 mph. Although not as quick as the GT Performance Package 2 or GT350, the Mach 1 trailed behind by only a couple of tenths of a second.

Ford's use of the Mustang name for its all-electric crossover was controversial. The dual-motor Mach-E we tested has 346-hp, but unlike previous Mustangs, you can't hear any of it. It tipped the scales at 4,856 pounds; the second-heaviest Mustang ever behind the Mach-E GT Performance. It's 5.1-seconds to 60 mph beats the 300-hp fifth-gen Mustang GT and went from 50–70 mph in just 2.8 seconds. We managed 350 miles of highway range in this all-wheel-drive Mustang, and whether you agree with the name or not, saddle up because the Mach-E won our EV of the Year award for 2021.

2021 Ford Mustang Mach-E GT Performance: 3.7 seconds



Believe it or not, the electric Mach-E GT Performance is the third quickest Mustang we've ever tested, behind only the 2013 and 2020 Shelby GT500s. This is also despite it being the heaviest Mustang ever at 5,001 pounds. Its mind-bending acceleration comes from a pair of electric motors that instantly send 480 horses and 634 pound-feet of torque to all four wheels. The catch is that the Mach-E GT Performance's acceleration times are less impressive after about 80 mph, with it edging the 346-hp Mach-E by only 0.9 second through the quarter-mile. Still, the mightiest electric Mustang will beat most V-8 models to 60 mph, which is worth bragging about, right?

Where do snowmen keep their savings?
In the snowbank.

What do you call a religious person who sleepwalks?
A roamin' Catholic.

You heard the rumour going around about butter?
Never mind, I shouldn't spread it.

Two windmills are standing on a wind farm. One asks, 'What's your favourite kind of music?'
The other replies, 'I'm a big metal fan.'

The first rule of the Alzheimer's club is...
Wait, where are we again?

I took the shell off of my racing snail, thinking it would make him faster.
But if anything, it made him more sluggish.

Is This The Strangest 1968 Ford Mustang Story Ever?



Of all the early Mustangs, the one that everyone seems to want is the fastback. Which is the most desirable year is a subject of debate amongst Mustang fans, but we have always been partial to the larger 1967 and 1968 Mustang fastbacks around here. Sometimes the story of buying a car gets strange, particularly when buying a car from eccentric people who were close to the person who owned the car before.

This might be one of the strangest stories of the purchase of a vintage 1968 Ford Mustang ever told. As the story goes, a guy from Georgia called Zach Taylor went to check out a 1968 Ford Mustang GT that had set in a barn for decades. When Taylor turned up one of the questions he asked of the man, who had inherited the car from a deceased friend, was what the mason jar on the front seat filled with white powder was. The answer was, "That's James!"

The ashes of the original owner were inside a mason jar, inside his downtrodden 1968 Ford Mustang GT, inside a barn. Apparently, the car was rough, and Taylor initially walked away from the deal. The seller apparently felt some connection to Taylor as he is said to have called him and

repeatedly texted over the next year just talking about James.



Eventually, the pair settled on a price of \$7,000 for the very rough condition Mustang and Taylor took it home. It was discovered that while the car was a rare 1968 Mustang GT complete with S-Code 390 cubic inch engine and special paint, it was so rusted out from years of neglect that the body was unusable. Taylor decided to sell the car rather than fix it and came out very good on his \$7,000 investment. He sold the car to a man from England who paid over \$23,300 for the derelict Mustang and plans to cut the body off and do a full restoration with a new body shell.

[Is This The Strangest 1968 Ford Mustang Story Ever? \(fordauthority.com\)](http://fordauthority.com)



What do you get from a pampered cow?
Spoiled milk.

How does NASA organise a party?
They planet.

What's the best thing about Switzerland?
I don't know, but the flag is a big plus.

You know, it was so cold in D.C. the other day, I saw a politician with his hands in his *own* pockets.

How many tickles does it take to get an octopus to laugh?
Ten tickles

Why doesn't Dracula have any friends?
Well, honestly, he's a real pain in the neck.

My teachers told me I'd never amount to much since I procrastinate so much.
I told them, "Just you wait!"

Why were they called the "dark ages?"
Because there were a lot of knights.

What gets wetter the more it dries?
A towel.

Why aren't koalas considered bears?
They don't have the right koala-fications.

You: What cartoon mouse walks on two feet?
Them: Mickey Mouse
You: What duck walks on two feet?
Them: Donald Duck
You: No, all ducks do!



Want to hear a joke about a roof?
The first one's on the house.

What's a pirate's favourite letter?
You probably think it's "R" but it be the "C".

How much teddy bears never want to eat anything?
Because they're always stuffed.

Did you hear about the cheese factory that exploded in France?
There was nothing left but de Brie.

Where should you go in the room if you're feeling cold?
The corner—they're usually 90 degrees.

I can never take my dog to the park because the ducks keep trying to bite him.
I guess that's what I get for buying a pure bread dog.

Hidden Valley racetrack in Darwin was always a bucket list prerequisite and this was achieved in June 2021 with my mate Ray Kinlay (Mustang member) and his brother-in-law Mike. We loved everything about it so much that we went again this June and it will be an annual event in the future.

It is fantastic to leave our miserable winter in Adelaide and fly into comfortable 32 degree balmy days. Hidden Valley is unique in the fact you can see the majority of the track from any one viewing point, but even more so if you've paid for a hospitality package above pit straight and it is easy to move around with medium crowd density.

Darwin is very much a laid back city, the track is 15 minutes away. We use Ubers exclusively and it is cheap and prompt compared with Taxi's. We arrived on Wednesday afternoon and had our first Darwin beers at the Cavenagh hotel and then dinner nearby at the renowned seafood restaurant of Tim's Turf and Surf.

Thursday we arose early and went on a Fishing Charter out of Cullen Bay. A few of us were lucky enough to catch dinner for the next two nights which we prepared and cooked in our apartment.

Friday was a practice track day for Supercars, S5000, Porsche Carrera Cup, Superbikes and Combined Sedans. From 5pm there was Drag racing which the locals heavily support and is family friendly. I believe the Superbike inclusion and the Drags set this venue apart from any other Supercar event in Australia.

The racing was fantastic over the 3 days and the beers flowed freely. I highly recommend you try this venue at least once - you'll be hooked! Besides the Supercar event there is so much to see and do in your spare time such as visit the Crocodile farm, aircraft museum, harbour cruises and take a trip to Kakadu. We've done a few but still more to see and do!



A few tips we've learnt:

1. Download the Supercar App and keep an eye out for next year's racing schedule. This is usually released in December for the next year. The Darwin event is usually scheduled for the coming June.
2. Immediately book your direct flights (we use Jetstar) and are so much cheaper 6 months in advance. This year's return flights cost around \$450 pp compared with \$1,100 pp if booked in May just prior to the event (this is not an indication of next year's airfares - who knows?). We stayed from Wednesday and flew out on the next Monday.
3. Allow for an extra day up your sleeve i.e. Depart Darwin Tuesday in case of flight problems. We experienced this in 2021 at the height of COVID with States closing borders and attempts to redirect us from Darwin to Canberra to Adelaide or even worse Darwin to Sydney to Adelaide. The Extra day allowed us to travel home direct. This year's flights ran about an hour behind schedule in Adelaide and Darwin. We understood why on leaving Darwin as our flight had to wait for Military jet fighters to land and take off as there was a joint exercise with USA and Aussie forces happening right then!
4. Once flights are organised book your preferred accommodation. Check prices through your booking agents and call your accommodation direct. You will be surprised at the savings.
5. Book your general admission or Hospitality package through Supercar App. The packages fill up quickly.
6. Book your tourist adventure if required.

It was also great to see the Mustangs at the front of the field on all 3 races with Anton De Pasquale (Mustang GT – Dick Johnson Racing) winning the weekend on points from his team mate Will Davison (Mustang GT – Dick Johnson Racing) with Cam Waters (Mustang GT) in third place.

Hope to see some Club members in Darwin next year.



Last of the Last

... suggested by Ron Hoffman

Ed Data's Late-Production '73 Convertible Represents the Final Year of the Vintage Mustang Era

... text by Miles Cook ... Photography by Bill Erdman Mustang Monthly June 2003



The '65-'70 Mustangs will forever have a place in the hearts and minds of all enthusiasts who are a part of our hobby. Arguably the most popular collectible cars of any make or model. They are modern classics in the truest sense of the word.

While those six years of Mustang production are some of the best of times for any American nameplate, the '71-'73 cars are also an important part of the picture. Some might dismiss these "big" cars as not part of the classic Mustang landscape, but the majority do

include them in some form or another. And when the discussion turns to the Boss 351 and 429 Cobra Jet/Super Cobra Jet cars built in 1971, these big mustangs are clearly worth enough to be part of this esteemed group. Of course, convertibles are also easily grouped into this realm of truly collectible Mustangs.

Owned by ED Data of Lincoln Park, New Jersey, this 30-year-old convertible has less than 70,000 miles on its odometer. Of course, the '73s are unique in that they're the last year of the first generation of cars before the Mustang II was introduced. Also worth noting is the 1973 was the last year for the factory-built convertible, with no Mustang ragtops offered again until 1983.

Although the '73s were slightly restyled in the front to distinguish them from the '72s, they were, in most key areas, unchanged. The most notable alteration was the redesigned front grille. The eggcrate mesh was larger, and the turn signals were relocated to within the grille opening. The front bumper was also colour-keyed to the car's paint colour.

Gone were the days of up to 10 optional engines, as were available in the '71. By 1973, the lineup was down to four with a 250-cube straight-six leading the way, rated at 99 hp and a pair of 351 Cleavelands, including the top-of-the-line four-barrel Cobra Jet version with 266 hp.

Ed's car - one of 11,853 convertibles made in 1973 - is equipped with the two-barrel 302, C4 automatic trans, and a 9-inch rearend.. Refinished in its original Medium Brown Metallic, Ed brought the car back from the brink by buying it from an insurance company in 1977 for \$950. "I restored the car with original Mustang parts, and my daughter drove it every day in high school he tells us.

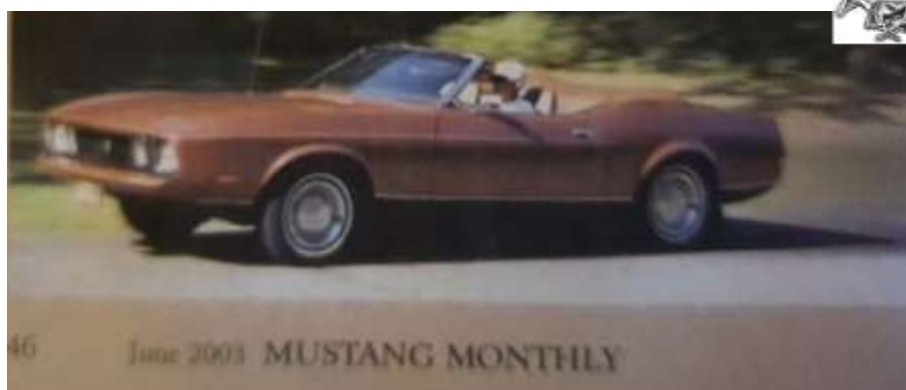
One of the unusual things about this car is that not only is it the last year of the classics, it is also among the "last of the last", so to speak,

It's possible that with its high serial number, 3F03F243740, it might be one of the last convertibles made in 1973," Ed explains. He also says the car was built in July of 1973, the final month of '73 production.

Whatever the case, Ed has a true survivor on his hands that looks great next to the two other Mustang in his stable—a '67 coupe and a '90 LX 5.0 convertible.



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2022 Adelaide Model Railway Exhibition

... Tony and Trish Kilvington

The Adelaide Model Railway show is held on the June Queen's Birthday long weekend each year at Greyhound Racing SA's Greyhound Park in Angle Park.

The Adelaide Model Railway Exhibition (AMRE) is a yearly model railway show which is put together by six clubs based in South Australia. These are South Australian Railway Modellers Association; South Australian N Gauge Society; Adelaide Railway Modellers; Marklin; P4 group and Classic Train Collectors.

The exhibition has been conducted since 1983 and is well attended each year. The aim of the exhibition is to promote the hobby of Model Railways. Part proceeds from the exhibition are donated to charity.

Trish, our Grandchildren Charlotte (6) and Nicolas (4) and I went to the exhibition to share in the experience and it was truly fantastic. All the displays were personally built and the trains in operation covered Australian, American and European locations and the colours, buildings, layout, trains, vehicles and characters used in the displays were truly incredible. We loved the displays and the kids enjoyed their time there.

We caught up with Club member Gavin Thrum who had built a London Midland and Scottish Railway layout – 12 feet by 8 feet – comprising a double track main line with the main station, Wellingford having a small goods yard and locomotive depot.

The bay platform at Wellingford feeds a branch line



to Bakewell Bridge which is based on Bakewell in the Peak District of England.

A recent addition at Wellingford was the dairy factory adjacent to where the branch leaves for Bakewell Bridge.

The layout depicted a period from the late 1920s to the mid 1930s.

The locomotives and rolling stock were a mixture of kit built, modified kit and ready to run models.

The station buildings at Bakewell Bridge, the two signal boxes at Wellingford and the large bridge were scratch-built, the remaining buildings being a mix of commercial resin and kit-bashed plastic and card kits.

Gavin, who has been displaying many layout displays since 1987, was interviewed by a Channel Seven reporter and it was screened on the Channel Seven News. Gavin explained that visitors were overwhelmed with his design and the colours used matched the era of the 1920s and 1930s, and everyone remarked that it brought back wonderful memories of those times. Our time with Gavin was memorable and the effort and work he put into the layout was rewarded with Gavin winning the Rob Burford Trophy for best layout, and winner of the best layout by public vote. His display was operated by members of the British Railway Modellers of Australia. Congratulations Gavin and it proves that our members have many talents that are not always shared in the community and at least Gavin's efforts have been recognised.

1968 ZB Fairlane

Rolling Body—unfinished project

Straight rust free body and doors

New parts included—window and door rubbers, fuel tank and headlining

Underbody boot interior and engine bay painted

Good bumper and stainless trim

\$14,500 ono

Grant Stuart 0439 689 668



Ford Had To Delay Some Cars Because It Ran Out of Ford Badges

Supply chain issues come in many shapes and sizes. BY FRED SMITH SEP 24, 2022 *Ford Had To Delay Some Cars Because It Ran Out of Ford Badges (roadandtrack.com)*

While many manufacturers have been hit with delivery-delaying supply chain issues over the past few years, Ford seems to have a knack for finding the most unique problems in its production process. The blue oval brand has experienced all kinds of misfortunes, from hardtops that did not meet quality standards to missing chips that left Broncos parked in the snow. Now, according to a report in the *Wall Street Journal*, the issue is the blue ovals themselves.

Ford's signature badges have apparently been hard for the company to come by in recent months. A Ford spokesperson confirmed to the *Journal* that the shortage led directly to some vehicles being held from delivery, with the F-Series truck line included among the delayed products. It's a contributing factor in a major problem of delayed truck deliveries for the company. Earlier this week, *The Drive* found that many of those delayed trucks have been held in massive lots around the former NASCAR Cup Series track Kentucky Speedway.

With official parts delayed, Ford executives reportedly considered fitting the trucks with temporary 3D printed badges. That idea apparently fell apart when the brand determined those badges would not meet quality standards, so the company opted not to pursue the idea further.

Enough badges have apparently been secured to retrofit trucks built without a logo and ship them out to dealers. That's great news for Ford, which will hopefully no longer have to consider whether or not it can sell a Ford truck without a Ford badge on it.



What's the difference between a poorly dressed man on a unicycle and a well-dressed man on a bicycle?
Attire.

What did the Buddhist ask the hot dog vendor?
"Make me one with everything."

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 ruthbox@rocketmail.com



MOCSA Club Shirt **\$50**
Women's and Men's Sizes

MOCSA Club Polo **\$45**
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You know why you never see elephants hiding up in trees?
Because they're really good at it.

A horse walks into a bar.
The bartender says, "Why the long face?"

How did the hipster burn his mouth?
He ate his pizza before it was cool.

I stayed up all night and tried to figure out where the sun was.
Then it dawned on me.

What do you get when you cross a dyslexic, an insomniac, and an agnostic?
Someone who lays awake at night wondering if there's a dog.

As a scarecrow, people say I'm outstanding in my field.
But hay, it's in my jeans.

Why don't blind people skydive?
Because it scares their dogs.

What do you call malware on a Kindle?
A bookworm.

