



MUSTANG SA



OFFICIAL PUBLICATION OF THE MUSTANG OWNERS CLUB OF SA INC.



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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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President's Report

... Rick Staehr

Happy New Year Mustangers. I hope you had a good Christmas and holiday period. Though I do know that the dreaded COVID19 spoilt some plans for a few members and their families. Hopefully this is behind us during 2023.

2023 is going to be a big year for the Club.

Proof of how big 2023 is going to be, started with our January Meeting – “Ponies on the Pitch”. What a terrific turn out with a record number member attendance of 137 people and a record number of 87 Ponies standing on the pitch, 300 sausages were cooked on the BBQ, (another record). I'd like to acknowledge and thank all that helped on the night for making the evening run smoothly.

Lastly, I'd personally like to thank all the members that attended to make this event so great! It proves the great state of our club. Thank you for your support.

Our next big event is on the Easter weekend, hosting the 40th National and Concours event. An event that showcases our club to interstate visitors, the public and our club sponsors. This event is something we should all be proud to host. I'm looking forward to us setting some further records of member attendance and number of Mustangs on display at the Show & Shine.

As with any well organised and run event, it is the volunteers and number of willing helpers that make the difference from a good event to an outstanding event. In this edition of the magazine, you'll find several roles that we need assistance with the event. If you are attending the Nationals, please consider what you may be able to do to assist and put your name down. The more helpers the less time your help is required.

If you are in Adelaide over Easter and haven't registered for the Nationals, please give consideration to attending any of the events on offer and return the registration form in the magazine.

I hope to see you and enjoying your Mustang at our upcoming club events.

Until next Time safe and happy Mustanging.

As I said at the last meeting, I would provide some web site links to costume places to assist members shopping for 1920's Theme Night at the Nationals. Please refer to the below.

www.costumebox.com.au

www.costumeland.com.au

www.zapaka.com.au

Maree and I have purchased from each of these and found them easy to deal with.

Magazine Publication Update

Hi Members,

Due to the rising cost of the magazine publication, it has been decided by the Committee to publish all future editions of the magazine commencing with the January 2023 edition on the MOCSA website under the menu item “Members Area”.

It has also been agreed that the magazine editions will now occur in January, May and September – 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 password for you to access the folder of magazine editions and view them 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 for those members who have advised Tony Kilvington (Sec/Treasurer) by 31 Dec 2022, but if you want to change the process of accessing the magazine (hardcopy or online through the website), you need to advise either -

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



or ... SMS to Tony on 0401123931

or ... notify Tony at a Club Run or Monthly meetings by the 15 Feb 2023.

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

.... And that will be updated for the next edition.

Kind regards MOCSA Committee

Why can't a nose be 12 inches long? Because then it would be a foot...

Why do fish live in saltwater? Because pepper water makes them sneeze...

What did the buffalo say when his son left? Bison!

I don't trust stairs. They're always up to something...

Membership

Membership @ 30/6/2022 was 453 and the highest number of financial members we have ever had in the Club since its foundation year in 1976 which is fantastic.

This increase in membership can be accredited to the MOCSA Website and Facebook pages and our partnership arrangement with Maughan Thiem Ford at Cheltenham. Our association with Maughan Thiem Ford is stronger than ever and the person responsible for building and maintaining this relationship is Mike Perry (Business Development Manager) - a man with a heart of gold and we are so happy to have Mike as part of our Mustang family.

The enthusiasm of the members and their passion for the Mustang is very special and our Club runs have been well supported which has been because of the wonderful organising of runs by our Events Coordinator Kathy Cochinos. If members have other venues they would like the Club to experience please do not hesitate to contact Kathy on 0402254761 or email her on info@cmkfurnishings.com with the information that will be considered by the Committee.

Ponies on the Pitch – Wednesday 18 January 2023

Our opening Club Meeting of the year in January is an event that invites Members to bring and park their Mustang on the West Torrens Birkalla Soccer pitch and share in our free sausage sizzle with members and guests, and experience the atmosphere of the various years, styles and colours of our Club cars. This year was our biggest turnout of Mustangs with 87 on display and 137 people attending our Club meeting. It made my day to see the Mustangs parked on the pitch and to see members enjoying the sausage sizzle and walking row by row to view the fabulous styles of Mustangs we have in the Club. The feedback I received from members and visitors was wonderful to read with all very excited to see the variety of Mustangs on display and mixing with the members was a good start to the Club year with many registering for the 2023 Mustang Nationals here over the Easter weekend 7-10 April.

Administration of Club Registration

The SA Labour Government promised that if they win the March 2022 State election, they would extend the Conditional Registration Scheme for historic and left-hand drive vehicles, and support car clubs in the administration of the scheme by delivering \$2 million over 4 years for a grants program to registered car clubs affiliated with the Federation of Historic Motoring Clubs of SA (FHMCSA) in recognition of their efforts.

As of 1 July 2022, the Labour Government delivered on the first promise by changing the 30-year rule for eligibility of vehicles to the scheme (vehicle manufactured date before 1992), to a 25-year rule for eligibility of vehicles with a manufactured date before 1997. We have had members register more classic cars in their shed on the scheme as a result.

In addition, the grants program to support car clubs in the administration of the scheme was flagged for December 2022, but the Labour Govt has advised that the funding of clubs will be by application, with applications opening in February 2023. We will be provided with information about the eligibility criteria and how to apply.

The SA Labour Government is on a journey to reclaim SA's title as the home of motorsport, with the Adelaide 500 returning last December 2022, reinstated the Adelaide Motorsport Festival and expanded the conditional registration scheme. I will keep you informed on how the grants program works once I receive and complete the application.

Mustang Nationals

With the Easter weekend 7-10 April fast approaching, and the Mustang Nationals in full swing, the Committee is hoping that SA members will register for the Banquet nights and other events planned for the weekend to increase the numbers above the minimum attendee level of 150 people for each of the Friday, Saturday and Sunday Banquet nights to avoid the contract clause for financial penalties if the minimum attendee level of 150 people is not reached. Having many attendees from SA on each night will prove our State's passion for the event and offer support to the Nationals Committee.

Goodie Bags

We have arranged a Goodie Bag with the 2023 Mustang Nationals logo printed and each member registered for Accommodation will receive a bag. We are seeking goodies to place in the 200 bags on order and so far, we have a Mustang Stubby Holder and a small bottle of water. If members have any ideas on what items we could add to the bag please give me a call or if members can obtain goodies through their workplace for inclusion in the bag, please let us know and your company will be recognised in our advertising.

2023 Mustang Nationals Sponsorship

The Committee continues to seek support of Event Partners for the 2023 Mustang Nationals to cover the additional costs of running the event over the 4-day Easter Weekend. There are lots of benefits in sponsoring the event and the Event Partner packages are included in this edition. If you would like to discuss the opportunity of being a sponsor or Event Partner for the Nationals, please give me a call on 0401 123 931.

Yours in Mustanging
Tony Kilvington
0401 123 931



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

It's with much excitement the MOCSA Committee advise bookings for the Mustang Nationals here in Adelaide over the Easter weekend 7-10 April 2023 are going well.

If you are keen to join us and have not registered yet it's important to do so as soon as possible so that the Committee can complete planning. Please consider which day or nights you would love to join us and register your interest via the MOCSA Website and complete the registration online or email Trish Kilvington pkilving@bigpond.net.au or phone 0438 123 952 if you have any enquiries.

ACCOMMODATION: Has been booked at the Haven Marina and Buffalo Motor Inn Glenelg from Thursday 6th to Monday 10th. We encourage SA members to join us and mix with our Interstate Mustang family. If you wish to stay at Glenelg please register as soon as possible. "The happy hours can be the most rewarding part of the weekend."

FRIDAY: Our Banquet night has been booked for the Stamford Grand Glenelg on Friday 7th April which is the opening Meet and Greet night with the dress theme being Club Shirt.

SATURDAY: Judging of Concours Entries will occur at Maughan Thiem Ford Port Rd Cheltenham on Saturday 8 April between 9.00am and 3.00pm.

A Mustang cruise along the foreshore to the **SAILMASTER North Haven** has been arranged for Saturday morning, with all Mustang owners welcome to participate. We will leave from the Haven Marina Motel (on the foreshore) Saturday 8th April from 10.00am. Morning tea of coffee and cake will be provided and a chance to mingle on the deck. We will return to the Haven Hotel about 1.00pm or you may choose to visit the judging area at Maughan Thiem.

The Morphettville Racecourse will be the venue for the Saturday Night 8th April Dinner Dance along with an auction of Mustang memorabilia. We will have a DJ on site with the dress theme for the night being Roaring 20's.

SUNDAY: On Sunday 9th April we will have our Show 'n Shine Day which is open to all Mustang owners and Display Class Judging at the West Torrens Birkalla Soccer Club corner Morphett Rd and Saratoga Drive Novar Gardens. Gates open to Mustangers from 8.00am and need to be parked by 9.30am. The gates will open to the General Public from 10.00am with the event scheduled to finish by 3.00pm. This is a fun day with over 200 cars on display together with merchandise and food vendors available. Our Sponsors will be presenting awards to their favourite Mustangs from 2.30pm. If you are bringing your Mustang on this day for Show 'n Shine or Display Class Judging, it is important to register now www.mustang.org.au.

The Stamford Grand Glenelg will be the venue on Sunday Night 9th April for the Dinner and Presentation of Awards to successful Mustang owners and another highlight of the weekend.

MONDAY: We are planning a Mustang cruise and lunch to Wirra Wirra Winery at McLaren Vale on Monday 10th April for our interstate guests and local members to round out the weekend so please book to register your attendance. We will depart from the Haven Marina at 10.00am and cruise in convoy along Marion Rd to the Southern Expressway and onto McLaren Vale for lunch. Return trip from 2.30pm back to Glenelg.

We encourage you, our SA members to book in for the Accommodation, Banquet nights, Show 'n Shine Day on Sunday 9th April, and Monday's cruise/luncheon to McLaren Vale as these events are exciting and you will be amongst our Australian Mustang family. The Nationals is only held in Adelaide every 5 years, and we want you to share in the magical memories that are created on this occasion.

NOTE: It is important that you register your interest in the Mustang Nationals by the 15th of February so that the MOCSA Committee can complete its planning for the event.

Forms for completion and your involvement in the event are:

1. The 2023 Mustang Nationals Registration Form and Supplement is within the magazine and on the website www.mustang.org.au.
2. The Merchandise Order form is within the magazine and on the website www.mustang.org.au with a 2023 Mustang Nationals Crew Shirt, Polo Shirt and Cap available for ordering.
3. The Event Partnering Opportunities package is within the magazine and gives members an opportunity to assist the Club in gaining products and or financial assistance to help with the funding of activities.

Tony Kilvington
2023 Nationals Director
0401 123 931



September 25, 2022

Coastal Route 31 is a drive along the Southern Coast Beaches. You can start at O'Sullivan's Beach on Dyson Road and follow the sign posted route through to Sellicks Beach, or alternatively you could make your start point on Gulfview Road at Sellicks beach and make your way back along the coast to Christies Beach.

We met for the cruise along Coastal Route 31 at Harvey Norman Clearance Centre on Marion Road at Mitchell Park at 9.30am for a 10am departure. Due to various circumstances we had a few drop off during the previous week and although down a bit on recent numbers there was a good variety of cars along for the cruise. A few even turned up just to do the cruise before heading off to whatever was next in their day.

On leaving Harvey Norman we headed to the Southern Expressway through to Main South Road at Old Noarlunga. Once on South Road we continued along and took the Victor Harbor Road towards Mount Compass. From the start of the Victor Harbor Road there are huge roadworks all the way to the turn off to McLaren Vale. It wasn't too much of a drama as the speed limit was 60 kph, we continued along the Victor Road and up Willunga Hill but we weren't going all the way in to Mount Compass as we would take Pages Flat Road on our right towards Myponga. It was a pleasant drive along Pages Flat road, coming to the junction with Main South Road. We turned left here and arrived in Myponga where we were stopping for coffee and a toilet break at the local Bakery. On arrival in Myponga I got a phone call from Brenton and Julie to say they had broken down on the way up Willunga Hill and were waiting for the RAA. After a bit of to-ing and fro-ing they did eventually get mobile once more ... From memory it was a dirty fuel filter and cost very little to get them going again. After about 45 minutes it was time to move on. We hopped back in our cars and headed back towards Pages Flat Road but this time we continued on Main South Road back towards Sellicks Beach and the start on Route 31.

Coastal Route 31 starts on Gulfview Road so heading back north, Country Road is on our left after the Big Buddha and we take this exit from South Road and then almost immediately another left turn into Gulfview Road. Once on Gulfview road we follow this down to the coast, taking a right turn on to the Esplanade continuing along until we have to take a left turn onto Sellicks Beach Road. Continuing to

Justs Road on our left this will take us through to Norman Road which we take to the left and back down to the Esplanade where we go right. Following along this takes us down on to the Lower Esplanade and along the coast before taking a right hand bend in the road then a left and back on to the Esplanade heading towards Aldinga. Passing Snapper Point, we pass The Star of Greece Restaurant which is pretty busy for Sunday Breakfast. We turn on to Port Road continuing on to the junction of Port Road and Quinliven Road where we go left staying on Port Road. This brings us to the roundabout in Aldinga, we take a left turn on to Old Coach Road heading towards Moana. We continue along Old Coach for quite a distance before Nashwauk Crescent on our left just before the traffic lights takes us back down to the coast turning right up the hill and back on to the Esplanade at Moana. We continue along the Esplanade through Port Noarlunga South down the hill and along the side of the Onkaparinga River where the road meets with Commercial Road. Taking a left at this roundabout we continue along and through the next roundabout until we come to Gawler Street on our left and then right on to Saltfleet Street which takes us past Hortas at Port Noarlunga and back on to the Esplanade. We follow The Esplanade through to the roundabout at Christies Beach and continue straight across the roundabout and follow the road which goes around the back of the Caravan Park before coming out to the beach once again. A little further up is Gulfview Road, Christies Beach which we take to our right and not too far up Gulfview Road on our right is our lunch venue, The Christies Beach Hotel.

I heard again from Brenton and Julie that they had gotten the car going and were still going to try and join us for lunch. Excellent idea, they could have just decided that they had had enough and called it a day.

Once we are all present and correct we head inside where we have our own function room booked for lunch.

Lunch was ordered by all and a few drinks. Not too long and the meals began to appear and the room goes very quiet once we all start eating.

After we had finished eating and were sitting around having a chat amongst ourselves, Julie and Brenton arrived for lunch. It was good to see they got there in the end.

We had about 28 people and from memory 13 Mustangs out for the day.



Discover South Australia's stunning new Route 31 Coastal Drive

Published on 04 March 2022

McLaren Vale and Fleurieu Coast is home to a new tourist drive showcasing 31 kilometres of idyllic coastline to the world.

Developed by the City of Onkaparinga, Route 31 Coastal Drive spans from O'Sullivan Beach to Sellicks Beach, is dotted with picturesque seaside villages to explore, and boasts some of South Australia's best beaches.

City of Onkaparinga Acting Mayor Marion Themeliotis said the new tourist drive — officially launched today by proud SA ambassador Andrew "Cosi" Costello — will help even more people discover what the amazing McLaren Vale and Fleurieu Coast region has to offer.

"This is the only place in Australia where pristine beaches and unique seaside villages are part of an internationally recognised wine and food region within 40 minutes of a capital city," she said.

"Not only do we have South Australia's most spectacular beaches, but the coast is brimming with things to see and do, including swimming, surfing, kayaking, paddle-boarding, fishing and diving.

"Route 31 Coastal Drive offers visitors the chance to stop and explore abundant seaside villages, which each offer an eclectic mix of wining and dining, shopping, arts, culture and history for people of all ages.

"It's also the perfect destination for car club cruises and meets, with its million-dollar view and diverse range of businesses along the route making for perfect pitstops.

"Locals know how lucky we are to live and play here, but this new tourist drive is about sharing and showcasing these incredible coastal experiences with the world."

Highlights of the coastal drive include:

Port Noarlunga – Port Noarlunga's the perfect spot for fun in the sun, where the Onkaparinga River meets the sea, and swimming, paddling a kayak, snorkelling, reef diving, surfing, and fishing are part of the good life. This quintessential seaside village is brimming with galleries, homewares, antiques, bric-a-brac and curio stores, as well as great cafes and restaurants, with some offering magnificent sea views. A stroll along the long wooden jetty leading to the reef is a must.

Aldinga – Aldinga's home to one of SA's premier beaches, with a quaint mix of coastal living and village precincts. Offering an eclectic collection of shops to wander including boutiques, homewares, vintage and an arts eco village, there are also cafes and restaurants dotted throughout the precincts, some right across from the beach. Enjoy the Aldinga Conservation Park, a freshwater wetland of great spiritual and cultural significance for the Kurna people.

Port Willunga – One of the region's most popular beaches and for good reason. Port Willunga's iconic and geologically significant golden cliff faces are emblematic of the coastline, and it's also known for its crystal-clear waters and soft white sand. There are generally fewer waves than other straight stretches of beach, making the swell safe for little swimmers and ideal for paddle-boarding which is available for hire during the warmer months.



Gateway and wayfinding signage has been erected along the length of the coastal drive, and a promotional map is now available online, at the McLaren Vale and Fleurieu Coast Visitor Centre, and from various retail outlets, cafes, tourist parks, restaurants, and tourism outlets along the route.

Head to mclarenvaleandfleurieucoast.com.au/plan/route-31-coastal-drive for more information on the drive's beaches, townships, experiences, accommodation and more, and use the hashtags #Route31 #valeandcoast and #coastaldrive when posting about your experiences along the drive.



With months of negotiations for our weekend away by Ben and Bianca Heron and our Events Co-ordinator Kathy Cochinos, the only concern we had as a club was the weather forecast and it turned out to be a perfect sunny weekend.

With the weather looking good on Friday night what could spoil our weekend?

The schedule for our trip away was to travel to Mount Gambier via Kingston SE ... Saturday ... with a visit to Portland for the day Sunday returning home Monday via Naracoorte with a stopover at the caves.

Gathering in two locations early Saturday morning for south and north of Adelaide members, we were scheduled to meet at the Shell Servo Tailem Bend for a 9.45am departure. Some did their own thing and arrived there early for a refreshment/breakfast and fuel stop. With the group gathered we were informed that one of our group had encountered mechanical issues not far from home and needed to find alternative transport ... so it was a swap for the 2007 Mustang to the Ford Ranger and catch up.

We left Tailem Bend on time with a convoy of cars ... 22 in all ... predominantly late models but three being of the "First Generation" era ... one in particular that came along being that of our founding Club President Rod Kilvington ... 1965 Red Hardtop ... that's still in the Club with son Tony and Trish Kilvington and the trip would bring back wonderful memories of the 70's and 80's ... Dale and Mary Smith with their 1966 Black/Gold Hertz GT350 Fastback and Ben and Bianca Heron with their 1964½ Blue Hardtop.

The cruise to Kingston went smoothly with all enjoying the different way to get to our final destination via the Coorong with the blue sky and sunshine. Arriving at Kingston we headed to our lunch location on the seashore ... Lacepede Seafood ... where the owners were stampeded by our mob all wanting food as well as some "strangers" that were hungry. Ordering and service for us all went rather smoothly and we got our seafood quite smartly and the quality was very nice. Whilst we were eating Paul and Karen Robinson arrived in the Ford Ranger so at this point the whole convoy was now together. A top up of fuel for some was the thing to do at the price it was selling and then it was onwards to Mount Gambier to the Commodore Motel.

Arriving at the Motel people roomed and unpacked then gathered for a happy hour with snacks, drinks and a chat before heading to the Gambier Hotel for dinner. The cars all travelled well bar one which inherited an iconic glitch on the instrument panel re the motor and was of concern for Michael Schluter. A lot of discussion about what to do took place to be resolved later.

We headed for the hotel for dinner at 6pm having a dining room to ourselves where all had a nice meal ... crayfish being a special flavour for some and chatting with people that you don't spend much time with at monthly meetings and a **lot** of birthday wishes for Adrian Zuppini.

Sunday we arose to another beautiful day and headed in convoy minus the Heron family who returned home due to an illness in their group ... sorry for them as they had so much input into this event ... thanks Ben and Bianca and we hope all recovered well.

Travelling a bumpy road that has been attacked by heavy transport over many years we arrived at Portland to head for the tram station which we had been booked for two tours of Portland ... an engine with two carriages which has a

dedicated line to take its passengers to the northern side of the city with commentary by a local volunteer about significant spots along the way. The group was broken up into two groups who took to the streets of Portland on the tram and on returning then went on to do their own sightseeing and lunching at several Portland Bay fronted locations. After lunch some regrouped to take photos on the wharf which goes out onto the bay and on heading back to the Mount had a stopover at the strawberry farm where an indulgence of strawberries and ice cream was the go.

Portland was a nice place to spend the day with a return to Mount Gambier executed individually with some going via Nelson for a better road surface and scenic drive.

The club having two Ford mechanics on hand took the opportunity to tinker with Michael's car and try to rectify the issue he had so he could travel home in confidence and with some "touch management" of components the problem got rectified ... good news.

An earlier dinner for Sunday evening at the hotel again due to the negotiations made for us to dine at our motel fell through a few days before our stay but with no complaints about the food and service from the previous night we ate and merry-ed on with the focus being on Adrian's birthday ... how could we forget it ... we didn't ... Happy Birthday Adrian ... see you next year.

Being in the Mount, Tony Kilvington planned to meet the daughter of our Club No. 3 members Brian and Aiya Munro (now deceased) ... Leah Baudinette and husband Dave, and they came to dinner with us on Saturday night with Tony and Trish sharing lots of stories about those days in 1978 and '79 when the SA Club met the Vic Club in the Mount for our annual get together. Leah brought her 1968 White Fastback to the Motel on Sunday afternoon to show us and Dave rode his easy-rider Motor bike. Tony also caught up with past member Dianne Ward (Member No. 623) who had a 1965 Caspian Blue Hardtop and with husband Ashley are now into building Hot Rods these days. Dianne is a member of the Mount Gambier History Committee and wanted to catch up with Tony as he had photos of the SA Mustangs at the Hotel Mount Gambier in 1979 which turned into a postcard to pass on.

Monday morning ... and it's head for home day ... the group broke up with some visiting friends and family leaving early with Justin Carroll letting the town know he was there with a squirt down the street. The remainder travelled to Naracoorte Caves for a tour and a morning tea before the final kilometres home.

All in all a very nice weekend ... awesome weather ... great company ... no major issues with the cars ... enjoyable meals at the Gambier Hotel ... some colourful people in our group with pink hair and shoes one day and green another ... catching up with the locals ... cars all kept in neat and tidy appearance and participants looking after themselves to return home safely.

Thanks to all who came from afar north of Adelaide ... it also gave them a chance to drop in on relatives in Millicent ... once again to the organisers and to those who came along for the journey and company.



Ben, Bianca & Kaylee Heron
 Tony & Trish Kilvington
 Dale & Mary Smith
 Glenys Searle
 Adrian Zuppin & Linda Bonnet
 Justin & Jo Carroll
 Dean & Andrea Gambarotto
 John & Sian Joseph
 Tracy Lindblom and Sarah
 Leanne & Rob Litchfield
 Brett & Angie Lonnee
 Mike Nolan & Kayne Lenox
 Michael Schluter
 Lisa Smith & Carolyn Miller
 Bob & Robyn Bird
 Jason & Kirsten Treleggan
 Brad & Sherie Walczak
 Wayne & Heidi Mutton
 Quentin Marshall
 Kathy Cochinos
 Paul & Karen Robinson
 Dennis, Karen, Jesse, Asha Munden & Nick

1964½ Guardsman Blue Hardtop
 1965 Red Pepper Hardtop
 1966 Black/Gold Hertz GT350 Fastback
 2016 Competition Orange Coupe GT
 2016 Magnetic Coupe GT
 2017 Black Coupe GT
 2017 White Platinum Coupe GT
 2017 Lightning Blue/White Stripe Coupe GT
 2017 Race Red Coupe GT
 2017 Race Red Coupe GT
 2017 Magnetic Shelby Super Snake
 2017 Lightning Blue Coupe GT
 2017 Race Red Coupe GT
 2018 Orange Fury Coupe GT
 2019 Dark Highland Green Bullitt
 2019 Need For Green Coupe GT
 2019 Magnetic Coupe GT
 2021 Velocity Blue Coupe GT
 2022 Grabber Blue Coupe GT
 Normal Car
 Ford Ranger
 Normal Car



New Members Since the Last Edition

<u>M/Ship</u>	<u>No.</u>		
1322	Carol Richardson		2016 Race Red/Black Stripe Coupe GT 5.0L
1323	Leah/Dave Baudinette		1968 Wimbledon White Fastback 289 LHD
1324	Joe Calabro & Lenya Pearson		2021 Shadow Black Coupe GT 5.0L
1325	Yvonne & Peter Sears		2018 Race Red Coupe GT 5.0L
1326	Jim & Jenny Haskett		1966 Candyapple Red Convertible 289 LHD
1327	Tony Petruzzelli & Michelle Brereton		2022 Atlas Blue Coupe GT/California Special 5.0L
1328	Glenn & Larissa Chapman		1966 Candyapple Red Hardtop 289 LHD
1329	Phil Swain		1965 Raven Black Fastback GT 289 LHD
1330	Alex & Deanne Feijen		1965 Red Hardtop GT 302 LHD
1331	Steve & Alyssa Howells		1966 Red Hardtop 289 LHD
1332	Jason & Lisa Wendes		2017 Race Red Coupe GT 5.0L
1333	Peter Kitchen & Debbie Souter		1966 Dark Moss Green Convertible 289 LHD
1334	Andrew & Lee Pyman		2022 Carbonized Gray Coupe GT 5.0L
1335	Mark Fleming		2017 Magnetic Coupe GT 5.0L
1336	Jonathon/Kymerly Hague		1966 Wimbledon White Hardtop 289 LHD
1337	Janell Fielding-Melders & Kym Melders		2020 Twister Orange Coupe GT 5.0L
1338	Chris & Juanita Field	2021 Fighter Jet Gray MACH 1 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.

Special Mustang News – It is very exciting to have Leah and Dave Baudinette (Mt Gambier) join the Club (Member #1323) as Leah's Dad and Mum (Brian and Aiya Munro) joined the Club in 1976 as Member #3 (Mt Gambier) and their enthusiasm for their 1968 Gulfstream Aqua Hardtop 302 and that of Graham and Diane King 1970 Red Sportsroof (Mt Gambier) Member #2 gave my Dad and Mum (Rod and Lorraine Kilvington) the incentive to commence the Mustang Owners Club of SA in 1976 and with two other passionate Adelaide Mustang owners at the time in brothers Eddy Bajon (1969 Gold Mach 1) Member #4 and Henry Bajon (1968 Blue Coupe) Member #5, were all wonderful and exciting people to meet and this gathering of Mustang owners was the formula for the success of the Club today. Welcome to the Club Leah and Dave.

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.



What do you do if you see a fireman? Put it out, man!

A man walks into a pet store and asks for a dozen bees. The clerk carefully counts 13 bees out onto the counter. "That's one too many!" says the customer. The clerk replies, "It's a freebie."

I can cut a piece of wood in half just by looking at it. You might not believe me, but I saw it with my own eyes.

What's the leading cause of dry skin? Towels.

Five guys walk into a bar. You'd think one of them would've seen it and ducked...

Someone stole my mood ring. I don't know how I feel about that...

A man and a giraffe walk into a bar. After a few drinks, begins to walk out when the bartender stops him. "Hey, you can't leave that lyin' there!", the bartender yells out.

The man turns around: "It's not a lion. It's a giraffe."

Why did the giraffe get such bad grades? He always had his head stuck in the clouds.

Why are frogs always so happy? They eat whatever bugs them.

Did you hear about the carrot detective? He always got to the root of every case.

What happened when a faucet, a tomato, and some lettuce ran a race together? The lettuce was ahead, the faucet was running, and the tomato was trying to ketchup.

What do you call a belt with a watch on it? A waist of time.

Why did the tomato turn red? It saw the salad dressing.



October 16, 2022

Cruise the bend has become one of the most popular events we have each year since Dean Gambarotto organised our first visit two years ago in 2020 with The Barossa Valley Ford Club and then again in 2021 but that time it was just The Mustang Owners Club day.

So, it was time for the next Cruise the Bend to be held on October 16, 2022. As per usual all bookings needed to be done online direct through The Bend website. Once registered and paid then an online waiver form is emailed to you which needs to be filled in and signed before being emailed back to The Bend. Once they have the waiver form then you're ready for a great day out. There are 2 laps of the track on offer, one on the GT Circuit and one on the International Circuit and then there is lunch in the Apex Bar upstairs that overlooks the start/finish straight.

Meeting at Frewville Shopping Centre we departed at 9.45am and heading up the South Eastern Freeway to The Bend Motorsport Park which is just the other side of Taillem Bend. There was a great group along for the day and we had in excess of 30 cars and 60 for lunch.

I had had a request from Howie Chuang during the lead up to the day and he asked if I could arrange for several Mustangs to be parked up together in The Bend car park so a special question could be asked in front of the cars and it could be photographed.

So I got in touch with Michael Schluter and asked him if he could help me out to make this happen. Well, it turns out that Michael is quite the ideas man and he had a think and came up with the idea of contacting The Bend to see if we could park on the start/finish line of the straight after our 2 laps and the question could be asked and photographed there. Turns out that failing any issues with the cars on the track previous to us then yes we could do that. We got in touch with Howie Chuang to let him know that Michael had spoken to The Bend and it was all go.

So we got to The Bend and received our wristbands which means we are authorised to go on to the track for laps and also lets the wait staff in the Apex bar that you are part of the group to be served lunch which has been prepaid.

After a brief safety spiel it's time to get out on to the track. I was riding with Tracy Lindblom as my car was in having some work done. She was a little excited to say the least and was having a great time chucking the car around the

track. Once we hit the straight she planted her foot and flew past the car that had been in front of her until that point. I had been taking a video and for some reason stopped it as we got on to the front straight ... Should have kept recording. ☺ We then continued on to our second lap and on the completion we had been told to stay on the track and park up behind each other as we were having photos of the cars on the start/finish line. This was Howies' time to shine.

Once we were all parked a few came up to the start/finish line and Howie eventually managed to convince Lauren to get out of the car and come and have a look at the cars and this is when he got down on bended knee and proposed to her. I think she was a little (big) bit surprised but she said YES and it was so nice to have been able to help Howie's proposal work out the way he hoped. I'm pretty sure that quite a few up the back had no idea there had been a proposal on the front line and were very surprised when they found out.

After the proposal we were herded back into the carpark and we toodled on back to the Apex Bar and Restaurant for lunch. It was alternate drop as usual and was as good as it's been the two previous visits. Everyone was having a nice pleasant afternoon and an hour or so after lunch we all started heading off home.

Thank you to Michael Schluter for helping above and beyond what Howie had asked us to do ... It was very well arranged and executed.

Congratulations Lauren and Howie.



Thanks for coming along, I hope you enjoyed your laps and lunch and I will book another day for 2023



Observation Run

... Kathy Cochinos

October 23, 2022

The Observation Run was won in 2021 by Brenton Chellew and Julie Edge. It was the first run they had attended as Members and just look what they got ☺.

The Observation Run is an event that tests your level of observation along a predetermined route with the winner(s) being the lucky recipient of organising the next year's event.

Brenton and Julie were a little unsure how to go about getting the run sorted, and for a while I was a bit worried, but they came through with shining colours and it is one of the best Observation Runs I have attended.

We met at The Churchill Centre on a less than ideal day as far as weather conditions were concerned. It was wet, very wet to say the least. We received our run sheets under the verandah at The Churchill Centre and made our way to our cars. We were taking a left turn out of the carpark, to Grand Junction Road, where there was an RBT station just waiting for our arrival. Several Members were pulled over and tested but the rest of us just passed on by. We headed up Grand Junction Road going left on to North East Road towards Tea Tree Plaza. We had a few questions to answer opposite TTP before heading on to Golden Grove Road. We continued to meander through the Northern suburbs and reappearing alongside Saints shopping Centre where from memory we had to count the number of lights in McDonalds ... I'm sure I failed that one ... we eventually ended up out on the expressway which we took to the exit to the Port River Expressway and through Vincent Street, Port Adelaide to Hart Street and on to the Esplanade at Semaphore.

Turning left on to the Esplanade we continued along until the road took a left hand turn which took us on to Military Road. From Military Road we took a right turn into Beach Street and then left on to Seaview Road through to West Beach. At West Beach we took a left from Seaview Road on to West Beach Road and then right at the roundabout back on to Military Road towards Glenelg. We crossed the King Street Bridge at Glenelg and turned right on to Adelphi Terrace past the Haven Marina which will be one of our venues for the upcoming Nationals in 2023. Then left on to Anzac Highway continuing through to Morphett Road. On the left is West Torrens Birkalla which will host our Show and Shine on Easter Sunday 2023 and turning right towards our lunch venue the Morphettville Race Course and the Pharlap Room on your left will be the venue for our Saturday Night knees up with a Roaring '20s theme again during the Nationals here at Easter 2023. Continuing up Morphett Road you will come to The Morphett Arms Hotel on your right and this is our lunch venue.

The winners (?) were Leanne and Rob Litchfield and family, second place to Tania and Gary Brough and third place



went to the Kilford Family. Second and third dodged a bullet there for sure. ☺ The NANA went to new Members Joe Calabro and Lenya Pearson.

Great day and well done to Brenton and Julie who did an amazing job, I think I've said it before but it was an excellent run and a really good day out.

Thank you Brenton and Julie. See you next year for the Litchfield Family Observation Run. ☺



Maverick and as far as Spargo's

On a pleasant Saturday afternoon forty people headed off to the Prospect Cinemas for a private viewing of Top Gun "Maverick" and thereafter to Spargo's just down the road for dinner

On arrival at the theatre we were allocated our own area to congregate before heading off for the movie. On entering the theatre those who got there early were able to choose the seats they preferred and those who came a little later ended up with the Box seats ... front row ... noses on the screen and heads tilted upwards. Not the best spot but that's what was left. For those who had seen it before it was another viewing of fast flying and to some an action packed movie with bucket loads of noise.

After the movie we all headed to Spargo's restaurant for dinner ... for an experience some of us had encountered before ... on another outing. We arrived in the venue to have two rows of tables for ourselves but I don't think the venue was ready for us.

I think its more a casual small dining group venue than forty hungry people all sitting down at once for a meal and drinks encountering a couple of service issues.

Another group of a dozen people were in there at the same time as us and when it came to ordering we had a problem. Our group sat down to look at the menu beforehand ordering a drink in the mean time and finally queuing up to order ... all knowing what we wanted having read the menu.

The obstacle at the counter was that two people from the other group got to the counter not knowing what they wanted and began to look through the menu for their choices and of course as it happens a lot of questions asked about the foods.

We waited for almost ten minutes for their order to be taken and we all got in a line waiting for our turn ... and we waited ... one person taking orders and assessing beverages whilst one brought drinks out to us calling out looking for who "owned" the drinks she was calling. This didn't get any better as Paul Robinson found out sitting at the head of his table ... he started to call the drinks out looking for their owners ... and as we found out they all didn't belong to our group but possibly the other one at the venue.

The night got worse when the food came out spasmodically and the waitress had no idea who it belonged to other than MC Paul calling out the food hoping someone would reply. What fascinated me was that this food was ordered and at some stage no one "owned up to it" until Paul yelled a little louder. All that the venue was worried about was to get the food out to the patrons.

FINALLY ... a resolution ... Ruth Box went to everyone who hadn't received their meals and noted names and food type ... giving it to the staff so that when they came out with a plate they checked the list ... a little easier if the staff would have used it beneficially ... Paul was still screaming drinks and food to us but some was for the other group who weren't responding.

Somewhat of a debacle!

As far as the food goes I found it quite nice (when I got it) but the service was not of the best I have encountered. This is the second time I have ordered early at a venue to be almost the last to get served ... and it was a simple pasta dish as were fish and chips at Meadows.

I think I may have picked up a trick from our events coordinator ... whilst I noticed her doing the entrepreneurial duties she got her meal well in advance of us all ... maybe even the first person to get her meal ... I think she cheated the system ... perused the menu at the theatre, chose her meal and ordered it on the way there ... nice one and thanks again Kathy for putting this together.

To all who came along ... thanks for being part of a nice arvo evening out ... great group ... great friendship building at these gatherings and enjoying a nice meal and beverage.

Maybe this will give Spargo's a little message on how they could or should deal with a group this size that was **booked** in advance.

Top Gun Maverick

November 26, 2022

A movie night was suggested and Top Gun Maverick was to be the movie, so I contacted Bel at Palace Nova Cinemas on Prospect Road at Prospect.

We set a date for November 26 and we ended up with 36 attending on the afternoon to see the movie at 4.30pm.

On arrival we mingled for a while and then Graham Stewart and Alana arrived with Graham wearing his leather flying skull cap ... It was quite funny. Apparently he now wishes to be referred to as Mav. ☺

We had 36 in attendance with all age groups included, the youngest being Ollie and Leo Falco with their Dad, Dan and they thought it was just the best.

The movie ended as it should with an American in the form of Maverick aka Tom Cruise and a few of his cronies saving the world once again, and what a job they did.

Once the movie was done and dusted those who were staying for dinner took a short walk along Prospect Road to Spargos for our meal. We lined up to order drinks and meals and it took a lot longer for some than it did for others. My meal came out almost immediately, some suggesting I had pre ordered the day before, others took up to 90 minutes before they had their meals. Glenys Searle was the last to get her fish and chips and I'm sure she said it was so good because she was dying of starvation by the time it arrived.

It was a fun afternoon/evening and apart from Spargos all went quite well but I'm sure it's more a case of being able to get staff, keep staff and then getting them the training they need. So all in all a good time with good friends.

Thanks to those that came along.



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

Why won't skeletons fight each other?
They just don't have the guts.

I couldn't believe the highway department called my dad a thief.
But when I got home, the signs were all there.

Why did the cowboy get a wiener dog?
He wanted to get a long little doggie.

Christmas Picnic 2022

... Kathy Cochinos

December 11, 2022 at Lobethal Sports Ground

The meeting point for the Christmas picnic was in the rear carpark of Kmart, Anzac Highway, Kurrulta Park and departure time was 9.15am.

There were quite a few cars there when I arrived and the numbers continued to grow. I had had several Members contact me that morning to say they were unwell and unable to come along which was unfortunate.

We left Kmart via 2 exits in an attempt to get as many of us through traffic lights and on to Cross Road as easily as possible. Once on Cross Road we all pulled over to regroup before heading up Cross Road and on to the Freeway. We made our way to Lobethal via the Hahndorf exit and going left through to Verdun, Balhannah and Oakbank. We turned left at the big roundabout towards Lobethal and the Sports Ground. I contacted Trish Kilvington on my way up to Lobethal to check that we were able to park on the oval. As there had been so much rain the previous month we needed confirmation on the morning of the picnic and it was all good.

We made pretty good time and were there earlier than I expected, consequently there were still a few preparations in progress. It wasn't too long before most of us had chosen our table and lunch companions for the day and broke out the nibbles.

I saw a Subaru driving along the oval and thought it was someone coming to have a look at the cars but it turned out to be the food truck in the form of Bianca Heron who had picked up the chickens and cold meat from the supermarket in Lobethal. There sure was a lot of food. Several people helped ferry the platters inside and before long we were all set up and it was lunch time. We had each brought our salads to have at our own tables and made our way to the front for chicken, salami, beef, ham, kabana, there were cocktail tomatoes and some had relish as well and I think there was also cheese. Ben Heron had also brought along some cheeses from his work and they were very well received.

Once lunch was done it was time for a few games organised by Tony Kilvington and ably assisted by other committee

members. The kids enjoyed the games as did the adults and I'm not sure how many water balloons broke ☺. Whilst the games were being played John Greco took the convertible to find Santa. It didn't take him long and next thing he was back on the oval with Santa. The kids all ran to the car and couldn't wait to get inside to see Santa and receive whatever gift he had for them. There were in excess of 40 presents to be given out and Santa did a great job, joking around with one of the boys when he kept coming up



to get presents for other members of his family and a little girl also accepting a gift for another family member.

Santa was very much appreciated by all the children and they all seemed to love the gifts they were given along with the lolly bags prepared by Glenys Searle. Then before we knew it Santa's job was done and he needed to head back to the North Pole to finish all his preparations for Christmas Day. The Children all thanked Santa and hope he'll be back next year.

Once the gifts were given and Santa had headed off it was time to start packing up and heading home but for the Committee it was time to make sure the premises at Lobethal looked the same when we were leaving as they did on our arrival.

It is always a good event and there is of course quite a bit of planning etc. Thanks to all the Committee for their input on the day and of course to those who help with ordering and other preparation leading up to the day. So to everyone that had any input to making the day the success that it was, Thank you ☺

Merry Christmas everyone and let's hope for a really happy 2023 for all of us.



Helpers for the Nationals

Banquet Nights:

- Friday Night 7 April – Meet and Greet night - Stamford Grand Glenelg
Helpers required for table decorating 3-4.00pm
- Saturday Night 8 April – Roaring 20's and Auction night - Morphettville
Helpers required for table decorating and arranging auction 3-4.00pm
- Sunday Night 9 April – Presentation night - Stamford Grand Glenelg
Helpers required for table decorating and trophies 3-4.00pm

Registration of Attendees to Nationals:

- Team Leaders – Trish Kilvington and Jo Carroll
Thursday 6 April, Friday 7 April and Saturday 8 April
Haven Marina Motel 6-10 Adelphi Tce Glenelg North
Club and Nationals Merchandise will be available for sale.
Helpers required to assist with Merchandise sales and distribute Goodie Bags to attendees
10.00-3.00pm each day..
- Saturday 8 April – Cruise from the Haven Marina Motel to the SAILMASTER North Haven for morning tea. Depart
10.00am and cruise the coastal road and return from 1.00pm.
Helpers required to keep convoy together and arrive safely at North Haven.
- Saturday 8 April – Concours judging entries to depart the Haven Marina Motel at 8.00am and cruise in convoy to
Maughan Thiem Ford Cheltenham. Judges under the control of Kym Turner (Head Judge).
Helpers to assist with crowd control, parking of entries and setup of lunch for attendees
9.00-3.00pm
- Sunday 9 April – Display Class judging entries and Show 'n Shine entries to arrive at the West Torrens Birkalla
Soccer Club from 8.00 – 9.30am.
- Helpers required for:
- Gatekeeping: Mustang entries 7.30am and Public entry 10.00am
 - Marshalls for the parking of Mustangs in sections based on their coloured decal on windscreen.
 - Set up of vendors and alfresco areas.
- Judges under the control of Kym Turner (Head Judge)
- Tally Team – Trish Kilvington (SA) and Sue Schmidt (QLD).
Helper required as a runner for the judges/tally team.
- Monday 10 April – Cruise from the Haven Marina Motel to the Wirra Wirra Winery McLaren Vale for lunch. Depart
10.00am and cruise the Southern Expressway to McLaren Vale and return from 2.30pm.
Helpers required to keep convoy together and arrive safely.



***A roster system will be set up for all helpers to assist for the time they are available**

Can a kangaroo jump higher than the Empire State Building?

Of course! The Empire State Building can't jump.

What did the duck say when it bought some lipstick?
"Put it on my bill."

A horse walks into a bar.
The bartender says, "Hey!"
The horse replies, "Sure."

I googled "Rorschach test."
But for some reason, all that came up were pictures of my parents fighting.

I tried to win a suntanning competition.
But all I got was bronze.

Why don't seagulls fly over the bay?
Because then they'd be bagels.

Why are crabs so bad at sharing?
Because they're all shellfish.

What did the tie say to the hat?
You go on ahead. I'll hang around.

What do you call a cow with a twitch?
Beef jerky.

I started a new job as a tailor last week.
It's been sew-sew.

What concert only costs 45 cents?
50 Cent featuring Nickleback.

What kind of shoes does a spy wear?
Sneakers.

I've been trying to make a sarcastic club, but it's been really hard to tell if people are interested in joining or not.

What do you call a fake noodle?
An impasta.

A Roman legionnaire walks into a bar, holds up two fingers and says, "Five beers, please."

I tried to catch fog yesterday.
Mist.

Working in a mirror factory is something I can totally see myself doing.

2023 Mustang Nationals Event Partnering Opportunities

Event Partnering

Opportunities

7-10 April 2023

2023 Mustang Nationals

EVENT PARTNERING OPPORTUNITIES

PLATINUM PARTNER

A Platinum Partner will receive the following benefits:

- Recognition as a Major Partner of the event;
- Logo featured on all printed material;
- Logo and banner ad on State and National website homepage for 12 months;
- Logo featured on front cover of event program;
- Logo featured in event program as a "Major" partner;
- Logo featured on outdoor banners located around the West Torrens Birkalla Soccer Club facilities;
- Banners featured at accommodation and Saturday and Sunday event sites;
- Recognition by the master of ceremonies as a Major Event Partner;
- A marquee/tables/chairs provided for additional brand exposure at the Sunday event;
- Opportunity to distribute promotional material to attendees at the event;
- Opportunity to participate and present at event functions;
- Selection of recipient of your Event Partner awards from Display vehicles on Sunday;
- Business name on selected trophies in Concours and Display Judged classes;
- 4 complimentary seats to the Sunday presentation night;
- 10 complimentary passes to the Sunday event;
- Advertising in the SA Club magazine for 24 months;
- Framed certificate of appreciation.

Total Platinum Partner investment: minimum \$5,000 (cash and or product value)

GOLD PARTNER

A Gold Partner will receive the following benefits:

- Logo featured on all printed material;
- Logo and banner ad on State and National website homepage for 12 months;
- Logo featured in event program as a "Gold" partner;
- Logo featured on outdoor banners located around the West Torrens Birkalla Soccer Club facilities;
- Banners featured at accommodation and Sunday event site;
- Recognition by the master of ceremonies as "Gold" partner;
- A marquee/tables/chairs provided for additional brand exposure at the Sunday event;
- Opportunity to distribute promotional material to attendees at the event;
- Opportunity to participate and present at event functions;
- Selection of recipient of your Event Partner awards from Display vehicles on Sunday;
- Business name on selected trophies in Concours and Display Judged classes;
- 2 complimentary seats to the Sunday presentation night;
- 6 complimentary passes to the Sunday event;
- Advertising in the SA Club magazine for 12 months;
- Framed certificate of appreciation.



Total Gold Partner investment: minimum \$4,000 up to \$4,999 (cash and or product value)

Someone stole my Microsoft Office and they're gonna pay.
You have my Word.

What do you call a dog with no legs?
It doesn't matter, it's not going to come anyway.

You know what they say about cliffhangers...

Why does a chicken coop only have two doors?
Because if it had four doors, it would be a chicken sedan.

A sandwich walks into a bar.
The bartender says, "Sorry, we don't serve food here."

A Silver Partner will receive the following benefits:

- Logo featured on Partner/Supporter page of State (MOCSA) website;
- Logo featured on brand advertisement in print material;
- Logo featured in event program under “Silver” partner heading;
- Recognition by the master of ceremonies as a “Silver” partner during the event;
- Banner display on the event site;
- A marquee/tables/chairs provided for additional brand exposure at the Sunday event;
- Opportunity to distribute promotional material to attendees at the event;
- Selection of recipient of your Event Partner awards from Display vehicles on Sunday;
- Business name on trophies in Display Judged class;
- 2 complimentary seats to the Sunday presentation night;
- 4 complimentary passes to the Sunday event;
- Advertising in the SA Club magazine for 12 months;
- Framed certificate of appreciation.

Total Silver Partner investment: minimum \$2,000 up to \$3,999 (cash and or product value)

BRONZE PARTNER

A Bronze Partner will receive the following benefits:

- Logo featured on Partner/Supporter page of State (MOCSA) dedicated website;
- Logo featured in event program under “Bronze” partner heading;
- Recognition by the master of ceremonies as a “Bronze” partner during the event;
- Opportunity to distribute promotional material to attendees at the event;
- Selection of recipient of your Event Partner awards from Display vehicles on Sunday;
- Business name on trophies in Display Judged class;
- 2 complimentary seats to the Sunday presentation night;
- 2 complimentary passes to the Sunday event;
- Advertising in the SA Club magazine for 12 months;
- Framed certificate of appreciation.



Total Bronze Partner investment: minimum \$1,000 up to \$1,999 (cash and or product value)

EVENT SUPPORTER

There are a range of partner benefits available for businesses/members supporting the event from a contribution of \$100 - \$999. These benefits will be negotiated individually with businesses/members, but may consist of the following benefits:

- Business name/Member name on Partner/Supporter page of State (MOCSA) website;
- Business name/Member name in event program;
- Business recognition by the master of ceremonies during the event;
- Selection of recipient of your Event Partner awards from Display vehicles on Sunday;
- Complimentary pass/passes to be negotiated for the Sunday event;
- Certificate of appreciation.

If you are interested in becoming an Event Partner or Supporter, then contact Tony Kilvington 0401 123 931 or email tony.kilvington@gmail.com to register your interest and discuss further any issues you may have.

I got a new job last week as the new top dog at Old MacDonald's farm.

Whenever you jump on a trampoline, did you know it changes the season?
No matter what time of year, it always becomes spring time.

Why didn't the skeleton go to the dance?
Because he had no body to go with.

What do you call a musician with problems?
A trebled man.

Bob is walking down a country road when he spots Farmer Harris standing in the middle of a huge field of corn doing absolutely nothing. Bob, curious to find out what's happening, walks all the way out to the farmer and asks him, 'Excuse me Farmer Harris, could you tell me what you are you doing?'

'I'm trying to win a Nobel Prize,' the farmer replies.

'A Nobel Prize?' enquires Bob, puzzled. 'How?'

'Well, I heard they give the Nobel Prize to people who are out standing in their field.'

The plumber said: "Why haven't you paid the bill for the work I did last Friday"?

Paddy replied: "Well it was not what you quoted".

The plumber said: "I didn't give you a quote".

Paddy replied, "Yes you did! When I asked what day you could come you said you were free on Friday"



**** Denotes official club run**

Meeting #556

Wednesday 15/02/2023

Monthly Meeting #556

West Torrens Birkalla at 8pm.

Sunday 19/02/2023**

All American Day at Gleneagles Reserve, Seaton.

Meet Bunnings car park on Port Road, Woodville

at 8am for 8.30 departure to Gleneagles

Wednesday 15/03/2023

Monthly Meeting #557

West Torrens Birkalla at 8pm.



Sunday 19/03/2023**

Club Run to The Stockwell Hotel

Ducks Pond Road, Stockwell

Meet at The Tower Hotel Carpark, corner of Magill

and St Bernards Road, Magill at 9.30 for a 10am departure.

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. Notification is also required if you are going to enter your car on the Sunday display day.

Wednesday 19/04/2023**

Monthly Meeting #558

West Torrens Birkalla at 8 pm.

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

Sunday 23/04/2023****McLaren Vintage and Classic in McLaren Vale.****Meet rear of Flagstaff Hotel Car Park, South Road, Darlington at 8am for a 8.15am departure.**

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.

New booking site is up and running at \$35 per car, the proceeds are going to the local hospital, Southern koala and echidna rescue and several local CFS Brigades.

Wednesday 17/05/2023**Monthly meeting #559**

West Torrens Birkalla at 8pm.

September 30 to October 3, 2023****Weekend in Port Augusta**

Staying at The Port Augusta Courtyard Hotel.

Contact Shannon to make a reservation, there are 19 rooms on reserve.

Day trip to Whyalla and Monday a drive to Quorn to ride the Pichi Richi Railway before making your way home.

Organised by Leanne and Rob Litchfield.

****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 which has had to be prepaid and your name is on the run sheet then you will be required to pay for non attendance.**



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



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 Wirra Wirra Winery McLaren Vale	\$50 / \$25			

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

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. Email: Scanned Registration Form to pkilving@bigpond.net.au EFT MOCSA Nationals BSB: 805050 ACC: 100100716 Details: (Surname & Initials) 2023 Nats OR Post: PO Box 210 North Adelaide SA 5006 Cheques made payable to "MOCSA"	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 Glenelg SA



Merchandise Order Form

CREW SHIRT \$70 (Poly/Cotton Black with Grey trim)

Men's	-	-	S	M	L	XL	2XL	3XL	4XL	TOTAL \$
Qty	-	-								
Ladies	10	12	14	16	18	20	22	24	-	
½ Chest	48	50.5	53	55.5	59	62	65	69	-	
Qty										



POLO SHIRT \$55 (Cotton/Poly Black with Blue trim)

Men's	-	-	S	M	L	XL	2XL	3XL	5XL	TOTAL \$
½ Chest	-	-	52	54.5	57	60	64	70	79	
Qty	-	-								
Ladies	8	10	12	14	16	18	20	22	24	
½ Chest	46.5	49	51.5	54	56.5	59	62	65	68	
Qty										



CAP \$25 (Black with White trim)	Qty	TOTAL \$
-----------------------------------------	-----	-----------------



POSTAGE If required ADD \$15	\$
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TOTAL AMOUNT PAYABLE	\$
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ORDER

FORM and PAYMENT

required by 15th February 2023
(To enable Club order to be placed asap)



Name _____ Email _____

Completed form and payment to: Trish Kilvington (0438 123 952)

Scan and email form to: pkilving@bigpond.net.au

EFT "MOCSA Nationals" BSB: 805-050 Acc:100100716 Details: "Surname & Initials" NATS Merch

OR by Post : PO Box 210 North Adelaide SA 5006 Cheques made payable to: "MOCSA Nationals"

Your Merchandise order will be available for collection upon arrival in Adelaide.

If you require your order to be delivered then please advise and we will arrange postage.

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.



It Almost Didn't Happen

... Dyno Dave

We exist as a club because of our love for the Ford Mustang, but did you know how close it actually came to the Mustang never happening? Lee Iacocca, president of the Ford Motor company in the early 1960s recognised the need for an affordable sporty car which would take two adults with a pair of kids tossed in the back. At that time, the choices were limited. The basically two-seater Corvette and the Ford Thunderbird were available on the market, but both were very expensive. And you can forget the European imports unless you had a very healthy bank balance.

America started to get a lot of cashed-up service personnel coming home from duty in Europe and other places, following the end of the war. They were predominantly young people who settled down with families. Iacocca saw the potential of a totally new car to fill their needs, but not everyone was enthused, least of all Henry Ford II. Having seen the disaster called the Edsel (named after Henry's son), he was not at all keen on splurging \$75M to tool up for a new concept car. Ford had several other options in the pipeline at the time, none of which could be called particularly exciting. Iacocca must've had tremendous powers of persuasion as he won the day and Henry gave the go-ahead. Ford's design team pulled out all stops to make the Mustang a reality, accomplishing it in just on two years which was around half the time it took to develop a new car from scratch. They managed to get the first production models in the dealers' showrooms in time for the start of the World's Fair on April 17, 1964 in Flushing Meadows, NY.

At a base price of \$2,368 - about \$22,000 in today's money - it was a real bargain, although features we take for granted these days were optional extras - things like power assisted brakes, power windows, air conditioning etc. all added to the invoiced cost. Ford planned to produce 100,000 Mustangs in their first year but no-one could anticipate the demand. They passed that target in a few months, assembling Mustangs at their headquarters in Dearborn, Michigan. Ford could barely keep up with this demand and they quickly tooled up assembly lines in New Jersey and California to boost production. They wound up selling 418,000 Mustangs in the first year. What a success story!

It was in fact so successful that it engendered a whole new breed of sporty American cars, a class quickly dubbed "pony cars." But how this new Ford's name became "Mustang" remains a matter of debate. According to some recollections, it was meant to honour the legendary P-51 fighter plane of World War II, though Ford veteran Mike Davis, the public relations man back in the day, insists the car was always

envisioned as a four-wheel take on the American wild horse. Iacocca himself stated in his autobiography that the Mustang was free-spirited, like the wild horse.

There are some who challenge the authenticity of this quote but the bottom-line is, who cares? The whys and wherefores make no difference. It is what it is and it will always be the car we love. A true American icon that has gone down in history as one of the most successful marques of all time



The 1962 Mustang 1 concept car, not favoured as it was very expensive to build and not very practical.



The 1963 Mustang 2 concept car - starting to take shape.



The very first Mustang made, Serial Number: 5F08F100001



The Hertz Legacy, the 1966 Shelby GT350H

... Dyno Dave



Over 55 years ago, in September 1965, the General Manager of Shelby American, Peyton Cramer, and the Hertz Corporation came to a brilliant business agreement: They would offer the 1966 Shelby GT350-H as a rental car through the now-famous Hertz "Rent-a-Racer" Program. This deal created 1,001 Shelby Mustang GT350-Hs for use in the Hertz rental fleet, allowing customers to do more than just rent a standard rental vehicle for their needs. Most were black with gold stripes but there were other colours – like white with blue stripes.

The "Rent-a-Racer" Program inspired more customers to rent with Hertz (who wouldn't jump at the opportunity to rent their dream car for the weekend?), while also creating more potential buyers for Shelby Mustang – talk about a genius business idea.

Members of the Hertz Sports Car Club in 1966 who were 25 years of age or older would simply pay \$17 per day and 17 cents per mile (a really good deal for the time) and get to drive away from the Hertz lot in a performance 306 horsepower Mustang fastback. For most drivers, this was a chance to sit in the driver's seat of a luxurious and powerful vehicle for a great deal, when purchasing that model may have been out of their price range. The Hertz "Rent-a-Racer" Program was a huge success for its time, but it eventually came to an end after vehicle repair expenses became too high. (Tales of the time say that some renters would take the GT350-H to the race track for a weekend of amateur racing, leaving much to be fixed upon return of the rental.) However, to those who were fortunate enough to experience the magic of renting a racer, the memories live on.

Classic car collectors have seen the 1966 Shelby GT350-H Mustang become a highly sought-after vehicle. The ones

that are still left in commission are now extremely valuable, earning more than \$150,000 in auctions. Those who are lucky enough to still own a Shelby GT350-H hold the keys to a piece of integral Mustang and Hertz history.

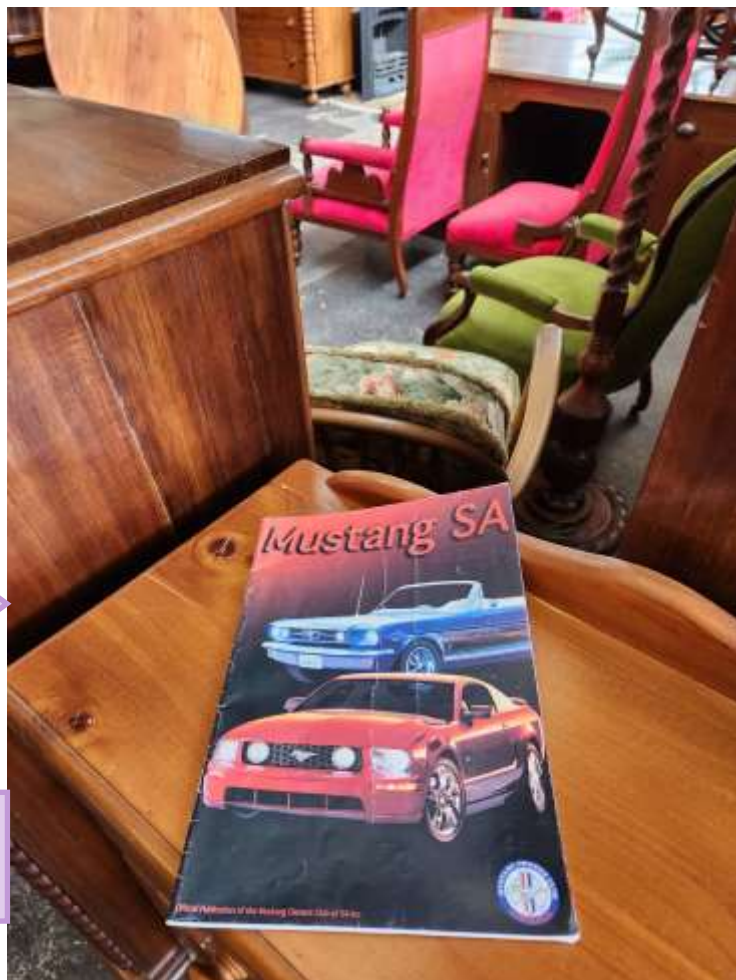
In 2006, forty years after its initial creation in 1966, Shelby and Hertz reunited once again to introduce the 2006 Shelby GT-H Mustang, available to rent in what was then called the Hertz "Fun Collection." The 2006 Shelby GT-H Mustang, a new take on an old 60s model held a very classic, muscular build with some true performance favourite credentials. Ten years later, in 2016, Hertz and Shelby once again teamed up to bring back the car for the fiftieth anniversary of the partnership. Ford produced 140 Mustang GT-Hs that were available in the Hertz "Adrenaline Collection" at 17 airport locations across the U.S.

... By courtesy of the Hertz Corporation online blog

Karen R recently found this magazine for sale in an antique shop in Semaphore. Obviously a collectable!



Peter Hughes Motorsport Art and Design has donated some of his items for the Nationals. Sample of his work.



The 2024 Ford Mustang is Going Racing with these Six Models

The new Ford Mustang will race in GT4, GT3, Supercars, NASCAR, and NHRA Factory X series'

By Brad Anderson September 14, 2022 www.carscoops.com



The seventh-generation Ford Mustang won't just bring its improved performance to the street but also to the racetrack where no less than six racing variants have been developed for various championships around the world.

The first two of these are the Mustang Dark Horse S and the Mustang Dark Horse R, both of which are based on the street-legal model. The Dark Horse S has seen all non-essential parts and trim pieces removed while an FIA-certified safety cage has been fitted alongside safety nets, a race seat with safety belts, and a quick-disconnect race steering wheel.

Ford has also equipped the Mustang Dark Horse S with a new central panel that houses various important switches and knobs. A pit speed limiter and a data and acquisition display system has also been installed. Customers wanting to hit the track with a buddy can do so with the available passenger seat.



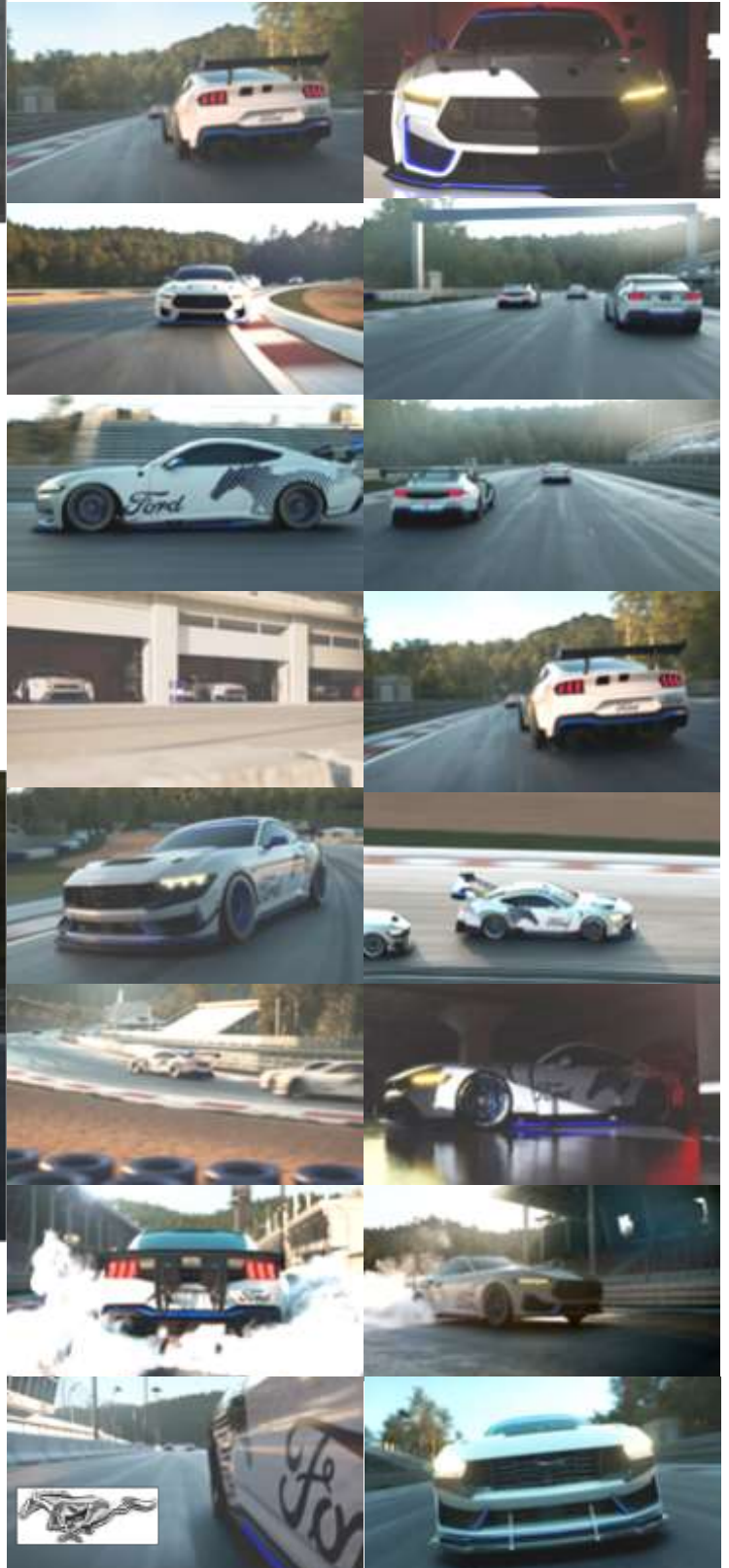
Performance gains have been achieved through the fitment of an adjustable rear wing with added downforce, a new exhaust system, upgraded brakes, and Multimatic DSSV dampers.

Pushing performance even further is the Mustang Dark Horse R. It builds on the S but has been approved for racing series and has strategic seam welding, a larger fuel cell, and new Ford Performance wheels.

Then we come to the more serious racing action. Ford will return to factory-backed GT3 racing with the new Mustang

GT3 Mustang IMSA race car set to make its debut at the 24 Hours of Daytona in 2024. It features a 5.4-litre naturally-aspirated Coyote based V8 and has been brought to life by Ford Performance and Multimatic. A new Mustang GT4 has also been developed for the 2023 racing season and will race in the IMSA, SRO, and FIA GT championships.

Last but not least is a new version of the Mustang for Australia's Supercars championship and forthcoming models for both the NASCAR Cup series and NHRA Factory X racing.





Let's Torque

Technical topic for discussion: **Cooling systems can be dangerous ...**

by Dyno Dave

We all know how dangerous it can be to remove a radiator cap from a hot engine. Many people have sustained some pretty nasty burns when they copped a face full of hot coolant from the sudden release of pressure. It can get worse - a long term club member recently came close to getting severely burnt when the radiator in his '66 Mustang exploded. He was in front of the car with the bonnet up, about to check the electric fan that he had fitted some time earlier to help with overheating issues that have plagued him from day one. On this day the fan wasn't working and things were getting hot. The engine was ticking over nicely when, without warning, the top tank of the radiator split at the rear seam with a loud bang and super-hot steam plus green coolant sprayed everywhere. Fortunately, the puzzled owner was a metre or so away from the car but less than a minute earlier, he was hunched over the battery checking the fan controller that was fitted to the radiator support panel. This would've put him directly in the path of the coolant spray.

When things cooled down, removal of the thermostat cover showed that only the base plate of the thermostat was in place. The rest had disappeared. There was no sealing plate, support struts, body, spring or thermal pellet. There was now high probability that these bits were stuck somewhere in the engine, blocking a coolant channel or maybe jamming up the water pump. As you can see in the pic, there is a filter in the top hose and this was clean, so those bits weren't in the radiator. They've gone backwards into the engine.



Fortunately, the coolant went all over the coil and the engine stopped instantly. There doesn't appear to be any engine damage but it's going to be an expensive fix. The radiator is a write-off and the

water pump and heads need to be removed to trace the thermostat parts and get them out. There's a few puzzling aspects of this. The nearly new radiator cap didn't vent the expanded hot coolant to the overflow bottle. Also, with such enormous pressure you'd think a hose might burst first but neither of them did. The cap is of the correct type and pressure rating. The radiator was only two years old and you wouldn't think it would do this.

Something happened very quickly to cause a rapid build-up of pressure with a result that could've had deadly consequences. Hopefully it will all be sorted out by the time this issue goes to print. Your car's cooling system needs respect and attention at all times. There were no coolant leaks or anything else that gave prior warning. This is an extreme example of the forces that can come into play with a bad result.



Cheers ... *Dave*



Mustang SA



These Are History's Greatest Racing Mustangs

America's most popular muscle car also has a rich history in motorsports, having competed in everything from rally tracks to drag strips.

BY VUKASIN HERBEZ PUBLISHED SEP 19, 2020
www.hotcars.com



Just weeks after Ford unveiled the Mustang in April of 1964, an almost-stock Mustang coupe managed to win the prestigious Tour de France event. It marked the start of an impressive carrier not just on the track but also on the street and a perfect introduction to Ford's legendary pony car. From that moment on, the Mustang was destined to race in almost every racing category or class there is.

During the next half of the century, Mustangs were road racers, drag racers, street racers, and even rally cars. They won numerous championships and put people like Jack Roush, Carroll Shelby, and Steve Saleen on the map. They battled not just other muscle cars for motorsport supremacy but also legendary European sports coupes like Porsches or BMWs.

Today, we bring you the ten most memorable and important Mustangs that graced the race tracks (and muddy roads) worldwide. Not all of them were championship-winning cars, but they all helped established the legend of Detroit's most successful muscle car.

10 Shelby GT350 R



Even though it became one of the best-known racing Mustangs, Carroll Shelby really didn't want to build a racing version of Ford's new sporty coupe. He only wanted to make Cobras, but Ford wasn't a company that you could say "no" to. So in 1965, a track-only Shelby GT 350 R was introduced.

It had a stripped-down interior, racing suspension, brakes, and a high-revving 289 V8 under the hood. It was rough, fast, and light, and it had dominated the SCCA racing for the better part of the '60s.



9 Ford Mustang Monte Carlo Rally Car



Did you think that Mustangs only raced on well-paved roads or drag strips? Well, pretty early in their career, Mustangs have entered the infamous Monte Carlo Rally.



Specially prepared by Ford's European division and driven by some pretty famous names, rally Mustangs didn't win, but they sure made an impression and became one of the most memorable American cars that ever rallied on the continent.

Since the Mustang was part of the muscle car movement, it was only natural to have a "factory experimental" drag version. Called the Ford Mustang A/FX, this prototype was a custom-made fastback based on the 1966 model.

However, the A/FX front end was lengthened 15 inches to accommodate a fuel-injected 427 V8 engine. It delivered close to 700 hp and used strictly racing fuel instead of premium gasoline. In 1966, there was nothing faster on the drag strips across America.

8 Ford Mustang A/FX



7 Ford Mustang 428 Cobra Jet



The Mustang A/FX was already a racing icon when, in 1968, Ford introduced the Cobra Jet Mustang with a legendary 428 CJ V8 engine, which immediately became the new "Super Stock" - the king of the drag strips.



The standard Cobra Jet Mustang was the perfect car for weekend warriors and introduced a whole new generation of

buyers to the Mustang family. Before the Cobra Jet, Ford didn't have an engine that could compete with Chevrolet's 427 or Chrysler's 426 Hemi.

6 Ford Mustang Boss 302



One of the best Mustangs ever made was the 1969/70 Boss 302. Not only was it a perfect streetcar, but it was also an extremely successful racing machine that won the 1970 Trans-Am Championship title.



With the stiff suspension, light body, and a high-revving 5.0-litre V8, the Boss 302 was well-balanced and very fast. Interestingly, it was successful not only in America but in Europe and Australia, as well.

5 IMSA GTO/SCCA Trans AM Mustang



The '90s marked the return to the muscle car scene, and Ford wanted to rejuvenate the "Win on Sunday, sell on Monday" mantra. So, the company invested heavily in racing programs by Roush Motorsport and Saleen.

The late '80s IMSA GTO/SCCA Trans AM Mustang was one of the most successful race cars of the decade and a



silhouette racer, which only resembled the stock Mustang. It was known for fierce battles with Chevrolet Camaro on the track.

4 Ford Mustang DTM



The DTM (Deutsche Touringwagen Meisterschaft) was a German touring car championship very popular in the late '80s and early '90s. A couple of racing Foxbody Mustangs terrorised the home of the BMWs, Mercedes's, and Audis.



Entered by a small team and without real chances of winning, the DTM Mustangs were the crowd favourites with their fire-spitting exhausts and thunderous soundtrack.

With the introduction of the SN95 generation, Ford was faced with stiff competition on the race tracks. Gone were the days of small teams beating the factory teams; the '90s marked high tech racing and expensive components.

The 1997 Trans Am Cobra Mustang was just like that, expensive and modern race car developed with the help of computers. Was it successful? You bet! In 1997, it won 11 races in a row and secured the title mid-season.

3 SCCA/Trans AM Mustang Cobra



2 Ford Mustang Boss 302R



In 2010, Ford Racing returned to its roots with the introduction of the Boss 302 R. It was a factory-prepared race car powered by a new 5.0-litre V8 and packed with every racing component available.



Designed to be sold to privateers and small teams, it became very successful in the SCCA Championship and Continental Series where Mustangs managed to outrun BMWs and Porsches.



1 Ford Mustang Formula Drift



Modern times brought us new forms of motorsport. One of the most popular is drifting. Once again, the Mustang



proved to be the perfect basis for a race car, and since it is a rear-wheel-drive and tail-happy machine, the Mustang is a natural drift missile.

Interestingly, this is one of the rare American-made cars in a sport dominated by Japanese-built machines.

Ponies on the Pitch



10 Exciting Facts about the Ford Fox Body Mustang

The Foxbody Mustang is an exciting car that you either love or hate!

PUBLISHED NOV 8, 2022 www.topspeed.com



Side and front view of a 1993 Ford SVT Cobra Mustang

The Ford Fox Body Mustang is arguably one of the most popular of the generations for two simple reasons. The Fox Body was affordable and easy to modify and build. The car also succeeded the Mustang II, one of the worst versions of the 'Stang to ever be manufactured. In the mid to late '80s, this car came crawling out from under the power restrictions and issues of the past to bring upon the world a Mustang that was once again muscle and performance all wrapped up into one beautiful car. Let's take a deeper look at the exciting and durable Foxbody Mustang.



10 An American Audi Fox



Front and side view of a 1979 Ford Mustang

The idea of using one similar chassis across Ford's mid-sized car line-up began years before the Fox Body Mustang made its debut. In 1972, the idea was used to create the Mustang II, which was in response to the great success of

9 Saves on Fuel by Reducing the Drag



Front view of an aerodynamic Ford Fox Body Mustang

foreign carmakers in the U.S. The Mustang II was not a car well received by American car buyers, but when the Fox Body Mustang was introduced, it was a booming success. A design borrowed from the Audi Fox to create an American version of the popular foreign-built car that had taken away many sales that Ford was hoping to regain.

For years, NASCAR and other circuit racing teams had been working to reduce the wind restrictions caused while driving. The Fox Body Mustang engineers had also been working on bringing the ideas and tactics to a road car that could push through the air at high speeds while displacing that air around the vehicle. Using that air to help the car stay on the road with downdraft technology. The design of the Fox Body worked perfectly, allowing it to rocket down any track without any wind resistance slowing it down. Speed is not the only benefit of aerodynamic styling. It also created a car that saved on fuel, no matter how it was driven from point A to point B.

8 Weighs Less than the Outgoing Mustang II



Front view of a 1989 Ford Mustang SSP

The Mustang II was a car built to meet the new restrictions and the public's demand for more fuel efficiency. Like most of the other muscle cars of the past, this generation temporarily squashed the idea of a performance car that could perform. Weight was one of the most significant issues for the Mustang II because the smaller, less powerful engine could not quickly propel the car down any track. The Fox Body changed that through the aerodynamic outer styling, as well as a 200-pound reduction of weight due to the careful selection of materials by the engineers and developers.

7 The Mustang became a Performance Car



Side and front view of a 1993 Ford Mustang

The Fox Body Mustang of 1979 was an instant success with Mustang lovers across the nation. The car came with a

base-level four-cylinder, but it was offered with a turbocharger or a small V-8. What made the most impact was the change to the suspension underneath. The Macpherson struts with coil springs were placed to improve performance, and the addition of rack and pinion steering created a Mustang built for performance, comfort, and speed (more so in the '80s with the 5.0-litre), all at a price that every average consumer could afford.

6 Fox Body Mustangs are No Longer Affordable



Side view of a 1993 Ford Mustang

When the Fox Body Mustang first came out, the idea was to offer an affordable option to the growing popularity of performance cars rather than all-out muscle. Ford stayed within the guidelines by providing the first year of cars for a mere average of \$4,000 (around \$17,000 today). Until the new Ford Mustang decided to honour the Fox Body design, the car could be bought for \$10,000 or so, but now, that is not the case. Mustang lovers have been pushed back into time, realising just how great the '79 to '93 Mustang truly was. This has raised prices for a Fox Body Mustang to levels that are no longer affordable for average enthusiasts.

5 Classic Car Leading the Way for Today's Performance



Rear and side view of a 1993 Ford Mustang SVT Cobra

The '70s and '80s were generally sad for muscle car enthusiasts because they were simply not being built. As the world continues to move into the future, the all-out muscle car is still a thing of the past, but out of those ashes has come a new type of vehicle designed for performance and speed. Without the cars such as the Fox Body Mustang, these high-performance vehicles would not have been a thought. The third-generation of Mustang is now a classic car, but it was a classic that led the way for today's performance cars.

Without the proper modifications, such as swapping the stock engine out and replacing it with a Coyote engine, the Fox Body Mustang is not much to consider today. However, when it was in production, it was one of the top-performing cars. The basic 5.0-litre engine under the hood could push horsepower into the 200s. With the improved suspension on the front and back of the car, it was one of the leading cars

4 Perfect for the Track and Drifting



Side view of a 1993 Ford Mustang GT

on the track. Before the tuner cars came onto the scene, it was also one of the few stock cars that could excel at drifting through corners.

3 The First SVT Cobra was a Fox Body



Front quarter panel view of a 1993 Ford Mustang SVT Cobra

Whether Mustangs are on the list of most-loved cars or not, everyone knows what the Cobra Mustang is all about. Power, torque, speed, and performance are all wrapped into one stylish vehicle. Improving upon that is the SVT Cobra car, which was designed and produced by Ford's Special Vehicle Team that was put in place to develop a race-ready car that could compete as soon as it rolled out of the production lines. The first SVT Cobra was designed in the last year of the Fox-Body Mustang, making it a once-in-a-lifetime union between two great performance cars.

2 It Made the 5-litre Engine Famous



Side and partial front view of a 1993 Ford Mustang GT convertible



The 5.0-litre engine is perhaps one of the most popular buying choices in Ford cars and trucks today. Since its first production in 1978 (not counting the 302 Windsor before the actual 5.0-litre designation), the powerplant has had a following of enthusiasts. It has always offered a decent amount of power with better fuel economy and fewer emissions than the bigger engines that could be opted for. The main reason that all Ford lovers comprehend the invaluable uses of the 5.0-litre is because of the Fox Body Mustang that made it famous.

It may be a puzzle why so many people are starting to remember the once-great Fox Body Mustang. The reason behind the renewed fascination with the third generation of 'Stang is that the 2024 Ford Mustang has honoured the car by installing the same design for its instrument panel cluster. The gauges are designed to be digital and programmable. One of the choices is replicating the older classic-style instrument panel found in all Fox Body Mustangs.

FAQ

- Q: What Does Fox Body Mean On The Mustang?**
It is commonly attributed to the exterior styling of the body, but that is not the true meaning of Fox Body. The car's design was built on a universal chassis style called the Fox Platform. The Mustang was not the first car to be built upon this chassis, but it was definitely the one that made consumers take notice.
- Q: Was The Fox Body Mustang Fast?**
The Fox Body Mustang came with a few different engine sizes. The most well-known was the 5.0-litre which could push out over 200 horses and around 300 pound-feet of torque. When you factor in the car's low weight, the 6.5 seconds it takes to get from 0 to 60mph feels like you are being shot out of a canon.



1 2024 Mustangs Honour the Foxbody Mustang



Front and side view of a 1993 Ford SVT Cobra

- Q: What Year Fox Body Mustang Is The Best?**
There are numerous years throughout its long production run that could be called great, but the one that has to get the honours of being the best is the 1993 SVT Cobra Mustang. It was the first year the SVT was built and the last year of the Fox Body Mustang. It is the best of both worlds, all wrapped up in one.
- Q: Why Are Fox Body Mustangs So Popular?**
One of the biggest reasons that the Fox Body Mustang is getting so much attention is that the new 2024 Mustang has an instrument cluster that is programmable. This allows the gauges to have the look of the classic styled Fox Body Mustang. Plus, the Fox Body is one of the lightest performance cars ever built, with plenty of room for improvements, including swapping out the original engine for a Chevy 350.

Why do barbers make good drivers? They know a lot of short cuts.

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

Did you hear about the woman who couldn't stop collecting magazines? She had issues.

I'd tell you a pizza joke, but it's probably too cheesy.



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I hope you have a healthy and safe 2023. Happy New Year!

I also hope you are enjoying reading this magazine on-line for the first time.

Our Canberra family drove over for Christmas and I'm happy to report that the Sturt highway across was quite driveable. The water that has inundated the country is undermining all the roads out there and as it subsides I'm sure that the true damage will be become apparent. Looking forward to the huge (expensive) roadworks that I'm sure will slow us down over the next five years. I hope you are planning on attending the Nationals. It will be a great experience for all and you'll get to see lots and lots of mustangs all together. The best part is the conversations, and the new friends made.



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