

Mustang Owners Club of SA Inc



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North Adelaide SA 5006



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Life Members:

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

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

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

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President's Report

... Rick Staehr

Hello fellow Mustangers,

Wow 4 months goes by quickly especially when the Mustang Nationals are held in South Australia. Leading into the Nationals there was a lot of behind-the-scenes work and organising to be done. Then over the Easter weekend more work to make the Nationals a success. I'd like to thank the committee and all who volunteered and gave up their time before, during and after the weekend to make the Mustang Nationals a huge success.

This Nationals was a very special celebration as it was the 40th year since the Nationals were first held in Swan Hill Victoria. It was also a very special event for our Treasurer/Secretary, Tony Kilvington, as he was the latest inductee into the Mustang Owners Club Australia Hall of Fame. An award recognising the ongoing service and commitment to the Mustang movement. Congratulations Tony.

As I alluded to earlier the Nationals over Easter was a great success with all events well attended and the feedback received was positive.

Congratulations to all award winners: Concours, Displayed Judged and Show 'n' Shine.

With the Nationals now over, it is time to turn our attention to the Annual General Meeting where the club needs to fill the executive and committee positions vacant. If you haven't held a position on the committee before it is a great opportunity to have more involvement in the club and with the membership. More details are in this edition of the magazine.

Until next time happy and safe Mustanging.

Prestigious Award

... Rick Staehr

The Sunday Awards Night at the Easter Nationals saw a very exclusive and prestigious award given to Tony Kilvington.

This award was inductee into the Mustang Owners Australia "Hall of Fame". There have only been four other people presented with this award; Kevin Musgrave (inductee 1), Rod Kilvington (inductee 2), Lorraine Kilvington (Inductee 3) and Eddie Hadley (inductee 4).

The Hall of Fame award is awarded to members of Mustang Owners Australia who display a list of achievements unparalleled in the history of Mustanging in Australia. More information can be found: [Hall of Fame - Mustang Owners Club Australia Inc](#)

We congratulate and celebrate Tony's contribution to the Mustang movement.



2023 Mustang Nationals Glenelg SA

Easter Weekend 7-10 April (Hosted by MOCSA)

Well it's been years in the planning with the COVID virus causing cancellations of the National events in 2020, 2021 and 2022 and finally the Mustang Nationals descended within Adelaide over the Easter weekend 7-10 April 2023. We had members and guests from WA, QLD, NSW, ACT, VIC, TAS, New Zealand and the US in attendance to experience the festivities planned for the weekend.

Everyone had a great time here in Adelaide down in the Glenelg precinct, with good food, fantastic company, banquet nights, cruising scenic locations from Glenelg to the Sailmaster Tavern at North Haven along the coastal route on Saturday morning and then cruising, to Wirra Wirra Vineyards at McLaren Vale on Monday for lunch and wine tasting, along the southern expressway.

The Haven Marina and Buffalo Motor Inn at Glenelg were the accommodation venues and our interstate Mustang family began to arrive from Tuesday with Tony and Trish Kilvington at the Haven Marina welcoming them.

Cleaning of Mustangs was a priority and Tony arranged with Mike Perry at Maughan Thiem Ford Cheltenham that members could park their Mustangs in the workshop and clean them in readiness for the Concours judging on Saturday 8 April. Tony escorted our interstate Mustang members and some locals to Cheltenham on Wednesday and Thursday and the members were very happy to clean their Mustangs for the weekend.

The Haven Marina was our home base for the weekend with the first floor Waterfront Room accommodating our Registration team (Trish Kilvington and Jo Carroll), merchandise sales and seating, coffee/tea and bar facilities for members to socialise on Thursday, Friday and Saturday.

FRIDAY 7th April: The Stamford Grand Glenelg was the venue for our opening 'Meet and Greet' night with the dress theme being Club Shirt and 183 people were in attendance. The meal was a seafood, variety of meats, salads and desserts buffet with attendees selecting their own plate.

Dean Gambarotto was the MC for the weekend and introduced all State Presidents, Vice Presidents and partners and National Delegates to the attendees and it was wonderful to have all MOCA States and Territories represented for the event.

The Acoustic Artist, James Watson, played music during the evening with speeches from various guests and later in the night Tony Kilvington presented a slide show and told the story of the inaugural Mustang Concours/Nationals event at Swan Hill VIC in 1981 where all affiliated States under the Mustang Owners Club Australia (MOCA) banner were present.

Tony told the story that Kevin Musgrave started the Victorian Mustang Owners Club in 1974 and Rod and Lorraine Kilvington started the South Australian Mustang Owners Club in 1976. From 1977 to 1980, Victoria and South Australia shared the hosting of annual get togethers to judge Mustangs in various categories to encourage members to keep their Mustangs in roadworthy condition and if required restore their Mustang to originality.

In 1981 it was SA's turn to host an event and given WA, QLD and NSW had formed Clubs under the MOCA banner, they were all invited to attend the event. Rod and Lorraine

Kilvington and Frank and Rita Johns from SA wanted a location to make travelling a bit easier for all State Club members and it was decided that Swan Hill VIC was a central location for NSW, VIC and SA who had the most members at that time.

The Murray Downs Station on the banks of the Murray River had shearers quarters that could accommodate all attendees and was 5kms out of town from Swan Hill and the Easter weekend 16-19 April 1981 was selected. There were 71 Mustangs in total present at Swan Hill for the inaugural event and the weekend was exciting with Tony and Trish Kilvington also in attendance.

Tony wanted to express his gratitude to all State Clubs for the wonderful support they have provided their members and the National Mustang movement over the years as this weekend was to celebrate the 40th Anniversary of Mustang Concours/National events and it's fitting that we recognise this moment in our history.

Tony presented a memorial plaque to each State President – Ian Collins (VIC), Patrick Schinella (NSW), Ed Callander (QLD), Rob Bloxham (WA), Rick Staehr (SA) and the TAS Club Coordinator Len Van Rossum.

SATURDAY 8th April: The judging of Concours entries in the Thoroughbred, Original, Modified and Resto Mod Classes occurred at the Maughan Thiem Ford Port Rd Cheltenham premises with 23 cars from all States represented. Mike Perry (Business Development Manager Maughan Thiem Ford) hosted the day and it was fantastic and very generous of Mike and Daniel Thomas (CEO Maughan Thiem Ford) to allow our presence at their premises to conduct the judging.

Kym Turner was the Head Judge from SA and he selected a team of local and interstate members to undertake the judging of Mustangs in the various categories on Saturday and Sunday.

Thanks to the SA members who volunteered their time to assist Kym in judging – Denis Munden, Ben Heron, Brett Lonnee, Peter Russo, Geoff Kilford, Andy Sutton (EME) and Tony Kilvington.



Thanks to the Tally Team of Trish Kilvington (SA) and Sue Schmidt (QLD) with Steve Winter being the Score Sheet runner on Saturday and Sunday.

For all other Mustang owners, a cruise along the foreshore to the SAILMASTER Tavern North Haven was arranged for Saturday morning, with Rick and Maree Staehr leading the convoy and all Mustang owners were welcomed to participate. 53 Mustangs and 95 people were in the convoy as they enjoyed a free morning tea of coffee and cake and were able to view the marina and socialise on the deck for the morning. The convoy returned via Maughan Thiem Ford to allow members to stop and view the judging of the Concours entries.

The Morphettville Racecourse in the Phar Lap Room was the venue for the Saturday Night Dinner Dance along with an auction of Mustang memorabilia and the dress theme for the night being Roaring 20's and a DJ on site. The buffet meal was very tasty and the auction items were all enthusiastically bid for and all were purchased. The Auctioneer was AJ Colman who was sensational and Dean

Gambarotto interviewed Craig Dean (Mustang Motorsport) on the night to make the evening very special. Ben and Bianca Heron organised the raffle for Friday and Saturday nights and the winners had plenty of prizes to select from.

SUNDAY 9th April: We were up early to cruise to the West Torrens Birkalla Soccer Club corner Anzac Highway and Morphett Rd Novar Gardens for the Show 'n' Shine Day and Display Class Judging categories. Gates opened to Mustangers from 8.00am and the General Public from 10.00am with the event finishing at 3.30pm. This was a fun day with 177 Mustangs on display together with merchandise and food vendors available. Justin Carroll and his team of members arranged the parking of Mustangs and sponsor areas on the pitch and did a great job. Jo Carroll arranged the food vans and marquee on the southern oval which provided a terrific setting for the members. The West Torrens Birkalla Soccer Clubrooms provided food and drink for everybody.

Dean Gambarotto was the MC on the day interviewing sponsors and guests. Coast FM broadcast their radio program from the Club on the day and it was a wonderful experience to have Phil Davis and Andrew Coombes hosting the program and interviewing our Mustang family on the day.

Jo Carroll and the team of helpers managed the entry gates to the arena and did a good job. Maree Staehr was the Team Leader for the Club merchandise stand and had a team of helpers to assist on the day.

Our Sponsors presented awards to their favourite Mustangs in the Show 'n' Shine area at 2.30pm and all the Mustang owners were excited to receive an award.

The Stamford Grand Glenelg was the venue on Sunday Night for the Dinner and Presentation of Awards to successful Mustang owners and another highlight of the weekend.

Many thanks to Robyn Bird for her organising of the visuals on the big screens from her laptop for Friday, Saturday and Sunday nights and the award recipients on Sunday night were very excited to see their Mustang on the big screen when they received their award.

MONDAY 10th April: 47 Mustangs and 78 people cruised to the Wirra Wirra Winery at McLaren Vale for lunch with our interstate guests enjoying the cruise on the Southern Expressway to McLaren Vale.

Our interstate members made their way home and arrived safely with feedback from the weekend being they had a wonderful time in Adelaide.

Many thanks to all the SA members for volunteering their time on Thursday, Friday, Saturday, Sunday and Monday to assist in making the event very successful.

Registration bookings for the event.

Merchandise sales and Goodie Bag distribution.

Bar facilities on Thursday, Friday and Saturday.

Saturday morning cruise to North Haven and the judging of Concours entries at MTF Cheltenham.

Sunday Show 'n' Shine Day and Display Class Judging and the parking of Mustangs, setup of vendors and gate keepers.

Photographers – Michael Schluter, Colin Lock and Robyn Bird

Monday cruise to Wirra Wirra Winery at McLaren Vale for lunch.

A big thank you to the following organisations for their

sponsorship and venue availability to accommodate and entertain our guests for the event:

Accommodation venues:

Haven Marina and Buffalo Motor Inn

Banquet nights:

Stamford Grand Glenelg and Morphettville Racecourse

Watermark Hotel – breakfast for Saturday, Sunday and Monday and evening meals on Wednesday and Thursday

Sailmaster Tavern North Haven – Saturday morning cruise and morning tea

Wirra Wirra Winery McLaren Vale – Monday cruise and lunch

Sponsors:

Craig Dean and James Johnson (Mustang Motorsport)

Mike Perry and Daniel Thomas (Maughan Thiem Ford Cheltenham)

Andy Sutton (Eastside Mustang Enhancement)

Geoff Kilford (Ultra Tune Prospect)

Jeff Hughes (Shannons)

Kyle King (Modbury Press)

Amin Ayoubi (West Torrens Birkalla Soccer Club)

Steve Pringle (BC Textiles – Nationals garments)

Kylie Bosnjakovic (Blue Fox Accounting)

Federation of Historic Motoring Clubs SA

Paul Shepherd (Connect 4 Designs)

Catherine Barca (Ford Performance)

Coast FM (Phil Davis and Andrew Coombes)



RAA

Turtle Wax

City of Holdfast Bay Council

Ben Watson (Zest Entertainment)

Samantha Young (Affordable Marquees)

The Nationals is held in Adelaide every 5 years, and the 2023 event amongst our Australian Mustang family had a lot of magical moments and memories that will live on forever.



2023 Mustang Nationals Glenelg SA

Hosted by the Mustang Owners Club of South Australia (MOCSA)

Awards

(Note: All recipients are listed in surname order within their award categories)

CONCOURS Thoroughbred Class

Gold

Peter & Sue James (VIC)
1965 Twilight Turquoise Fastback GT
Sponsored by Mustang Motorsport



CONCOURS Original Class Awards



Gold

Con & Deanna Makris (VIC)
1969 Black Jade Mach 1 SportsRoof
Sponsored by Mustang Motorsport



Gold

Denis & Karen Munden (SA)
1966 Silver Blue Hardtop
Sponsored by Maughan Thiem Ford

Gold

Vic & Bev Newland (QLD)
1966 Black Shelby GT350 Fastback
Sponsored by Eastside Mustang Enhancement



Gold

Robert Stent & Kerrie Hewett (VIC)
2002 True Blue Convertible Cobra
Sponsored by Mustang Motorsport



Kevin Musgrave Memorial Award for Concours Excellence in Original Class & elevated to Thoroughbred Class

Robert Stent & Kerrie Hewett (VIC)
2002 True Blue Convertible Cobra
Sponsored by Mustang Motorsport

Silver

Craig & Lynda Farrow (SA)
1970 Bright Yellow Boss 302 SportsRoof
Sponsored by Ultra Tune Prospect



Silver

Mick & Janet Hogan (VIC)
1966 Silver Blue Hardtop
Sponsored by Shannons



Silver

Rohan & Brenda Lindsay (QLD)
1969 Indian Fire Mach 1 SportsRoof
Sponsored by Eddie & Sharon Hadley



Bronze

David Burnett (ACT)
1988 Blue Coupe LX
Sponsored by Turtle Wax

CONCOURS Modified Class Awards

Gold

Dorothy & Ronnie Cremona (VIC)
1967 Gun Metal Grey Fastback
Sponsored by Maughan Thiem Ford



Silver



Greg Hadfield (VIC)
1966 Orange Hardtop
Sponsored by Shannons

CONCOURS Resto Mod Class Awards

Gold

Stephen Bonython (SA)
2008 Vista Blue Shelby GT Coupe
Sponsored by Eastside Mustang Enhancement



Silver

Matt & Tina Roberts (ACT)
1967 Brittany Blue Convertible
Sponsored by Eddie & Sharon Hadley

Silver

Peter & Kathie Russo (SA)
1965 Kona Blue Fastback
Sponsored by Ultra Tune Prospect



Bronze

Alan & Suzanne Sinclair (SA)
1965 Red Fastback
Sponsored by Turtle Wax

**Display Class Judged – Early Model
30/06/2004 inclusive)**

(Manufactured date of 1964½ to

**Top Car & elevated to Concours
Class**

Brian & Dawn Wildman (SA)
2002 Barossa Red Cobra Convertible
Sponsored by Mustang Motorsport



Display Award

Vic & Lyn Brereton (SA)
1967 Red Hardtop
Sponsored by Modbury Press



Display Award

Mark Field (SA)
1969 Candyapple Red Mach 1 SportsRoof
Sponsored by Blue Fox Accounting

**Display Class Judged – S550 Model
(Manufactured date of 01/07/2014 to current)**

Top Car

Jason & Kirsten Trelegan (SA)
2019 Need For Green Coupe GT
Sponsored by Maughan Thiem Ford



Award

Phil & Alice Johns (SA)
2019 Highland Green Coupe Bullitt
Sponsored by Modbury Press

Award

Peter & Kathie Russo (SA)
2019 Kona Blue Coupe GT
Sponsored by Blue Fox Accounting





Award
 Steve Winter (SA)
 2021 Velocity Blue Coupe Mach 1
 Sponsored by Eastside Mustang Enhancement



Rod and Lorraine Kilvington Memorial Award Longest Distance Driven

Rob & Julie Bloxham (WA)
 2007 Grabber Orange Coupe Boss 302
 (Travelled 2723kms to the event)
 Sponsored by Mustang Owners Club Australia
 (MOCA)



2023 Mustang Nationals Glenelg SA

Hosted by the Mustang Owners Club of South Australia (MOCSA)

Show 'n' Shine Sponsor Awards

(Note: All recipients are listed in surname order)

Rob Aitman	1965	Red Fastback (SA)
Paul Atkins	1964½	Silver Hardtop (SA)
Rob & Julie Bloxham	2007	Grabber Orange Coupe Boss 302 (WA)
Jim & Lyn Brooks	2016	Triple Yellow Coupe GT (SA)
Roger & Sandra Bruys	1968	Black Convertible (SA)
Andrew & Renee Burton	1967	Grey/Black Convertible (SA)
Steve Constable	2007	Performance White Coupe GT (SA)
Chris Curie	2020	Blue Coupe GT (SA)
Robbie Femia	1966	Vintage Burgundy Convertible (SA)
Andrea & Dean Gambarotto	2016	Platinum White Coupe GT (SA)
Andrew Gill	1970	Silver Coupe (SA)
Rohan & Brenda Lindsay	1969	Black SportsRoof (QLD)
David Mierisch	1966	White Fastback (ACT)
Jim & Kate Rishworth	1972	White/Blue Coupe Sprint (SA)
Brian Robinson & Denise Fitzpatrick	2013	School Bus Yellow Coupe Boss 302 (TAS)
Mike & Phyllis Roe	1978	Midnight Blue Mach 1 (SA)
Mike & Shelley Scott	1969	Red SportsRoof (VIC)
Dale & Mary Smith	1966	Black/Gold Fastback (SA)



Cruise to the Sailmaster

Rick & Maree Staehr

Easter Mustang Nationals

54 Mustangs assembled on the North Esplanade, Glenelg North at 9.30am Saturday 8th of April.



Tony Kilvington had prearranged with the local council to have the road and parking reserved for the Mustangs with only a lane left for the local traffic to travel through. This area of road was set up with traffic bollards on Friday evening at 11PM after the Meet and Greet night, by Justin Carroll, Dean Gambarotto and Rick Staehr. Not something any of us were looking forward to doing as the weather was cold, with occasional showers and being extremely windy. We did get it set up without all flag bunting blowing away. There was one vehicle still parked in our reserved area, a Ute with the tailgate down. Dean decided that he would investigate why this vehicle was still there as the signage clearly states 'No parking after 11PM'. I think Dean got more than he bargained for when he saw 2 loosely clad people lying in the back of the ute in very close proximity to one another. 'Old saying Dean; if you see the ute a rockin' don't come a knocking! Hence, he didn't interfere with their activities.

Saturday morning presented with a couple of showers and the wind had only decreased slightly from the evening before. But this didn't deter a strong showing of 54 mustangs and 95 people lining up for the cruise. Cars were tightly lined up in rows of three with a group leader heading each row.

The cruise commenced on time along the North Esplanade, onto Military Road, onto Seaview Rd, back onto Military Rd before heading along the Esplanade and Lady Gowrie Drive, travelling beside the beach as much as practical, to arrive at our destination, The Sailmaster North Haven. Some members in convertibles braved the adverse conditions and cruised with their tops down.

Arriving at the Sailmaster around 10.30, all cars were lined up together in the car park making for photo shots of all the cars. We assembled onto the deck area of the Sailmaster to enjoy cake and coffee and to socialise before some headed onto Maughan Thiem Ford to view the concours while others made their own arrangements to enjoy the day as the wind had dropped and the sun came out.

The Sailmaster did a great job of getting 95 cakes & coffees out in a timely manner. We would like to thank our helpers on the day, Dean & Andrea Gambarotto, Bob & Robyn Bird, Glenys Searle, Michael Schluter and non-members Alison & Graham Hutt.



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May 2023

www.sa.mustang.org.au

New Members Since the Last Edition

M/Ship

<u>No.</u>			
1339	Jeff Helps & Jan Smith	2017	Magnetic Coupe GT 5.0L
1340	Tony & Robyn Starcic	1967	Clearwater Aqua Hardtop 347
1341	Nerissa Muster	2018	Race Red Coupe GT 5.0L
1342	Sam Robertson	2017	Race Red Convertible GT 5.0L
1343	Alex & Dianne McEvoy	2022	Atlas Blue Coupe GT/California Special 5.0L
1344	Peter Barolo	1968	Acapulco Blue Shelby GT500 F/B 428 LHD
1345	John & Wendy Vidau	1994	White Coupe GT 347
1346	Paul & Amber King	2016	Deep Impact Blue Coupe GT 5.0L
1347	Mark & Susie Walters	2005	Black Coupe GT 4.6L
1348	Dion & Adriana Pelosi	1966	Signalflare Red Fastback 289 LHD
1349	Menios & Kristina Vrastaminos	2017	Ruby Red Coupe Shelby Super Snake 5.0L
1350	Roland & Jenny Huart	2016	Deep Impact Blue Coupe GT 5.0L
1351	Theresa Nottle & Keith Furniss	2017	Magnetic Coupe GT 5.0L
1352	Wayne Stafford & Mallory Moore	1965	Silver Blue Hardtop 302 LHD
1353	Joanne Harmon & Symon Muscat	1967	Blue/Green Hardtop 347
1354	Matt Dixon & Melanie Dancer	1966	Vintage Burgundy Hardtop 289 LHD
1355	Dharma & Patricia Budiono	2022	Shadow Black Coupe GT 5.0L
1356	James & Karen Giesbrecht	2018	Magnetic Coupe GT 5.0L
1357	Mark Burgess	2017	Race Red/Silver Stripes Coupe GT 5.0L
1358	Hayden Burge	2018	Royal Crimson Coupe GT 5.0L
1359	Duanne & Pam Banham	1966	Red Convertible 289
1360	Simon & Alexa Clarke	2017	Race Red Coupe GT 5.0L
1361	Ben & Amy Tucker	2023	Grabber Blue Coupe GT 5.0L
1362	Marwan Oueiss	1965	Blue/Black Top Convertible 289 LHD
1363	Mark & Josie Rowley	1966	Red Hardtop 289 LHD

Re-joined:

699	Megan le Clercq	1968	Wimbledon White Convertible 302 LHD
715	Nick & Lucy De Cristofaro	1969	Raven Black SportsRoof 460 LHD

We extend a warm welcome to the new members mentioned above, who have recently joined the Club and to Megan le Clercq (daughter of Clayton le Clercq – deceased), Nick and Lucy De Cristofaro who have re-joined the Club. Happy Mustanging and we look forward to seeing you at a Club meeting or run where possible.

Maughan Thiem Ford Sponsorship:

We have had and will continue to have more late model Mustangs join the Club through our partnership/sponsorship of membership arrangement with Maughan Thiem Ford (MTF) Cheltenham. The arrangement means that every purchaser of a new Mustang sold through MTF will have their membership paid by MTF for the first year. The MOCSA membership form is completed by MTF and forwarded to the Club for follow-up and contact with the new owner. We thank MTF for their generosity and encourage all members to first contact Mike Perry 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.



Competitive art used to be in the Olympics

Between 1912 and 1948, the Olympic Games awarded medals in sculpture, music, painting, and architecture, according to *Smithsonian* magazine. After a heated debate in the post-war years, the competitions were scrapped. **John Copley** of Britain won one of the final medals: At 73, he would be the oldest medalist in Olympic history if his silver, awarded for his 1948 engraving *Polo Players*, were still counted.



A chef's hat has exactly 100 pleats.

Bon Appétit magazine brings us this tasty tidbit. A chef's

tall hat (officially known as a "toque") is traditionally made with 100 pleats, meant to represent the 100 ways to cook an egg.

"OMG" usage can be traced back to 1917.

One of the earliest uses - perhaps *the* earliest use - of "OMG" appeared in a letter to the then-member of Parliament, as *The Atlantic* reports. In 1917, British Navy Admiral **John Arbuthnot Fisher** wrote to **Winston Churchill** about rumours of new titles that would soon be bestowed. "I hear that a new order of Knighthood is on the tapis," he wrote. "O.M.G. (Oh! My God!)—Shower it on the Admiralty!"

How about having a go on the Committee!!!

The AGM is conducted as part of the July meeting (Wednesday 19th July) and all Committee positions are renewed by either a new nomination or the current person continuing in the role.

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

So, we want you, yes you!

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

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

PRESIDENT: Vacant position from July 2023 AGM

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

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

VICE-PRESIDENT: Vacant position from July 2023 AGM

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

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



SECRETARY/TREASURER: Vacant position from July 2023 AGM

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

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

EVENTS CO-ORDINATOR: Vacant position from July 2023 AGM

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

MAGAZINE EDITOR: Vacant position from July 2023 AGM

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

WEBSITE EDITOR: Vacant position from July 2023 AGM

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

STOCK CONTROLLER - MERCHANDISE: Vacant position from July 2023 AGM

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

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

COMMITTEE MEMBER:

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

NATIONAL DELEGATE:

Current Club Members – Tony Kilvington and Kym Turner have 1-year remaining on their 2-year term

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

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

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

Magazine Publication Update

Hi Members,

As previously advised, 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 "Members Area" and view the magazine editions 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), and 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.

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



ELECTION OF OFFICE BEARERS 2023/24

I hereby propose _____ to fulfil the office of:-

President	<input type="checkbox"/>
Vice-President	<input type="checkbox"/>
Secretary/Treasurer	<input type="checkbox"/>
Events Coordinator	<input type="checkbox"/>
Committee	<input type="checkbox"/>
Magazine Editor	<input type="checkbox"/>
Website Editor	<input type="checkbox"/>
Stock Controller	<input type="checkbox"/>

Signed _____
(Proposed by)

Name _____

Signed _____
(Seconded by)

Name _____

I am willing to undertake the duties of the above mentioned office(s) for the year 2023/24 if elected to that office.

Signed _____ (Nominee) Date _____



- NOTES:**
- i) Proposer, seconder and nominee must be a financial member of the Mustang Owners Club of SA Inc.
 - ii) If nominating a member for **more** than one position, place numbers in boxes in order of preference (eg. 1,2,3 etc) - otherwise tick box.
 - iii) When all particulars have been completed, the form must be returned to the Secretary PO Box 210, North Adelaide 5006 no later than the last mail on Friday 7th July 2023.

Subscription Renewal for 2023/24

Attention Club Members

Your \$60 subscriptions for the 2023/24 financial year are due from 1 August 2023 and can be paid direct to the Club Account:

BSB	805050
ACCT	2321346
NAME	Mustang Owners Club of SA
DETAILS	(Your surname) Fees 23/24
AMT	\$60.00

OR

You can attend the Club Meetings on Wed 21st June or Wed 19th July at the West Torrens Birkalla Soccer Club Novar Gardens and make your payment

OR

You can attend any of the CLUB REGISTRATION days on

Saturday 08/07/2023 Where: **Accru Harris Orchard
172 Fullarton Rd Dulwich
(Corner Dulwich Ave and Fullarton Rd opposite Victoria Park)**

Time: **9.30am - 1.30pm.**

~~~~~

**Saturday 15/07/2023**    Where:    **Autocraft Collision Repairs  
1/24 Aldershot Rd Lonsdale**

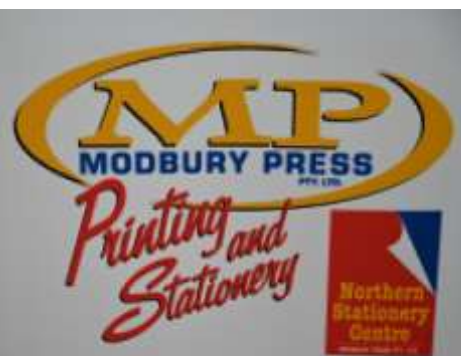
Time:    **9.00am – 12.00noon**



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

Please note, if your membership card displays a date of 24/7/24 and/or you have a receipt displaying 24/7/24, then you are a financial member for the coming year.

If you are unsure whether you have paid your subscriptions for the 2023/24 Club year, contact Tony Kilvington (Sec/Treasurer) on 0401 123 931 or [tony.kilvington@gmail.com](mailto:tony.kilvington@gmail.com)



# Coming Events 2022

... Kathy Cochinos

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

**Wednesday 21/06/2023**  
**Monthly Meeting #560**  
 West Torrens Birkalla at 8pm.

**Saturday 24/06/2023\*\***  
**Movie night**  
**Palace Nova Cinemas, Prospect**  
 Movie at 4pm and is Mafia Mama  
 Dinner after the movie at Café Di Roma, (maximum of 30 people for dinner)  
 Prospect Road, Prospect.



**Saturday 8<sup>th</sup> of July**  
**Club Registration Day**  
 9.30am to 1.30pm.  
 To be held at Accru Harris Orchard premises  
 172 Fullarton Road, Dulwich  
 (corner of Dulwich Ave.)  
 Sausage sizzle for Members ☺

**Saturday 15<sup>th</sup> of July at Lonsdale.**  
 9am to 12noon.  
 At Autocraft Collision Repairs,  
 1/24 Aldershot Road, Lonsdale.



**Wednesday 19/07/2023**  
**Monthly Meeting #561**  
 West Torrens Birkalla at 8 pm.

**Wednesday 16/08/2023**  
**Monthly Meeting #562**  
 West Torrens Birkalla at 8pm.

**Sunday 20/08/2023\*\***  
**Blanchetown Hotel.**



Meet Costco car park, Churchill Road, Kilburn at 9am for a 9.30am departure.  
 Stopping in Truro for a break.  
 There is a shortened menu and lunch must be pre ordered.

**Saturday 09/09/2023\*\***  
**Quiz Night at West Torrens Birkalla**

at 7pm for a 7.30 start.  
 Theme is Villains and Heroes and our quiz masters will be Ben and Bianca Heron ably assisted by Kaylee.  
 \$10 per person, tables of 8, byo supper, drinks at the bar.



| June 2023 |     |     |     |     |     |     | July 2023 |     |     |     |     |     |     | August 2023 |     |     |     |     |     |     |
|-----------|-----|-----|-----|-----|-----|-----|-----------|-----|-----|-----|-----|-----|-----|-------------|-----|-----|-----|-----|-----|-----|
| Mon       | Tue | Wed | Thu | Fri | Sat | Sun | Mon       | Tue | Wed | Thu | Fri | Sat | Sun | Mon         | Tue | Wed | Thu | Fri | Sat | Sun |
|           |     |     | 1   | 2   | 3   | 4   |           |     |     |     |     | 1   | 2   |             | 1   | 2   | 3   | 4   | 5   | 6   |
| 5         | 6   | 7   | 8   | 9   | 10  | 11  | 3         | 4   | 5   | 6   | 7   | 8   | 9   | 7           | 8   | 9   | 10  | 11  | 12  | 13  |
| 12        | 13  | 14  | 15  | 16  | 17  | 18  | 10        | 11  | 12  | 13  | 14  | 15  | 16  | 14          | 15  | 16  | 17  | 18  | 19  | 20  |
| 19        | 20  | 21  | 22  | 23  | 24  | 25  | 17        | 18  | 19  | 20  | 21  | 22  | 23  | 21          | 22  | 23  | 24  | 25  | 26  | 27  |
| 26        | 27  | 28  | 29  | 30  |     |     | 24        | 25  | 26  | 27  | 28  | 29  | 30  | 28          | 29  | 30  | 31  |     |     |     |
|           |     |     |     |     |     |     | 31        |     |     |     |     |     |     |             |     |     |     |     |     |     |



**Wednesday 20/09/2023**

**Monthly Meeting #563**

West Torrens Birkalla at 8 pm.

**September 30 to October 2, 2023\*\***

**Weekend in Port Augusta**

Staying at The Port Augusta Courtyard Hotel.

There are 19 rooms on reserve.

Day trip to Whyalla on Sunday, and

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

Organised by Leanne and Rob Litchfield.



**Wednesday 18/10/2023**

**Monthly Meeting #564**

West Torrens Birkalla from 8pm



**Sunday, October 29, 2023\*\***

**Observation Run**

Meeting Churchill Centre, COSTCO end.

**Wednesday 15/11/2023**

**Monthly Meeting #565**

West Torrens Birkalla from 8pm.

**Sunday, November 19, 2023**

**Yankalilla Classic Motor Show**

Register online at Eventbrite to put your car on the park.

\$15 per car, includes 2 people.

**Sunday 10/12/2023\*\***

**Annual Christmas Picnic at Lobethal Oval**

Meet rear carpark of Kmart, Anzac Highway, Kurralta Park at 9.30 am for a 9.45 am departure.



Club will provide cold meats and chicken portions.

Last names A to K please bring a savoury plate to share.

Last names J to Z please bring a sweet plate to share.

Don't forget to get your forms in for Santa for your kids or grandies, \$10 per child with the Club subsidising up to \$20 per child.

Lunch is \$5 per person for NON MEMBERS.

**Wednesday 13/12/2023**

**Monthly Meeting # 566**

West Torrens Birkalla from 8pm.

**PLEASE NOTE DATE CHANGE AS THIS IS THE SECOND WEDNESDAY IN DECEMBER**

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

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

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

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

# Club Registration

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

Club members and holders of a Log Book authorised by the Club for Prescribed Left Hand Drive, Historic (i.e. Right Hand Drive) and Street Rod Vehicles are notified that if your Log Book expiry date is currently 23/7/23, then you need to renew your membership and have your Log Book stamped for the new year which will be extended to 24/7/24. We are planning Club Rego days as per details below and you are invited to attend with your Log Book(s) for signing for the 2023/24 year and you can renew your membership at the same time:

**Saturday 08/07/2023**    **Where:**    **Accru Harris Orchard**  
172 Fullarton Rd Dulwich  
(Corner Dulwich Ave and Fullarton Rd opposite Victoria Park)  
**Time:**    9.30am - 1.30pm.

**Saturday 15/07/2023**    **Where:**    **Autocraft Collision Repairs**  
1/24 Aldershot Rd Lonsdale  
**Time:**    9.00am – 12.00noon



What do YOU need to bring to the Inspection day?

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

The Log Book renewal fee for 2023/24 remains at \$30/book/vehicle. However, if you have a second or subsequent vehicle on Club Registration, the Log Book renewal fee for 2023/24 will be \$20/book/vehicle. Card facilities are available on the day.

**NOTE:** If your Log Book has already been stamped to **24/7/2024**, then your renewal has been recorded and there is no need for your attendance.

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

**Failure to renew your membership and have your Log Book stamped by 31 August 2023 may incur a late payment fee of \$30 per vehicle.**

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





# McLaren Vintage and Classic

... Kathy Cochinos

April 23, 2023.

The McLaren Vintage and Classic is a fun day out with many marques of cars all coming together at Serafino Winery before taking part in a parade down the main street of McLaren Vale.

Once the parade is finished all cars are assigned to a particular local winery where they have food trucks and drinks available. The general public is also encouraged to join the parade participants at the various wineries for an afternoon of relaxation and chit chat.

Our Club once again chose to participate and we met at the rear carpark of the Flagstaff Hotel departing at 8.30 for our drive to McLaren Vale and to muster up with everyone else at Serafinos. Thanks to Lech and Monica Kotowski for leading the group to McLaren Vale for me. Although there wasn't a great number of Members doing the parade we had a reasonable turn up at Mollydooker Wines which was the winery to which all Mustangs were assigned.

There was an Italian style food truck in the shape of Signor Arrosticini in situ and they cook traditional dishes from the Abruzzo region of Italy. The Italian charcoal skewers were very tasty, there were also chicken balls and arancini balls as well as fries and several other options.

We had about 10 cars at Mollydookers as there were a few who chose to come along to the winery after the parade had taken place. I was one of those along with Robert and Robyn Bird. The weather was excellent but it got a bit cool sitting in the shade of the huge trees scattered around the lawn area.

Thanks to those who came along and I hope you had a nice day out.





# Club Run to the Stockwell Hotel

... Kathy Cochinos

March 19, 2023

For our Club run in March we were heading to The Stockwell Hotel which is a short drive north of the Barossa Valley.

We met at the Uni SA car park on St. Bernards Road, which I thought would be a good starting point as we would not need to cross traffic to travel north along St Bernards Road to Montacute Road. Turns out I was wrong: they had a soccer carnival on that morning and a whole heap of Mustangs was a bit of a nuisance to them ... so I guess it's back to Hotel car parks now that shop trading starts at 9am on Sundays. It makes using their car parks a little difficult.

We left on time and headed along St Bernards Road to Montacute road where we took a right and headed up to Stradbroke Road. We turned left on to Stradbroke Road and then at the roundabout we did a left. This took us on to Gorge road, where Rick and Maree Staehr were awaiting our arrival, which we would follow through Athelstone on past the Kangaroo Creek Reservoir, then past the Gorge Wildlife Park and in turn to Gumeracha where we took the Forreston Road through to Warren Road which took us in to Williamstown where we would stop for a coffee/toilet break.

On the road again we headed out along the Lyndoch Valley Road towards Lyndoch, then taking a right turn on to the Barossa Valley Way and on towards Tanunda. After driving through Tanunda we took the second exit at the roundabout on to Vine Vale Road. We continued along here until the road turned to the left when it then became the Stockwell Road. We continued along for a considerable distance before finally arriving at the cross road with Duck Ponds Road. We turned right here and a little way up on the left was the Stockwell Hotel. It has recently been refurbished and is really nicely renovated. It was pretty busy on arrival and luckily we had our own private room. Lunch was via a reduced menu as there were more than 50 of us booked in for lunch. There were the usual staples of fish and chips, beef or chicken schnitzel and a quite a few more tasty choices. Meals came out in fits and starts and at times a little slow but all in all it was nice food and a very pleasant day after a nice drive through the hills.

Most of us sat back a little after lunch before contemplating the drive home.

We had 50 plus people and around 30 cars so a very good day out was I hope had by all.

Thanks for coming along.





# The Bend, 2023

... Kathy Cochinos

The Bend has become an annual event after first appearing on our Club Calendar several years ago, organised by Dean Gambarotto. Dean then organised the next event to the Bend and it has proved to be a very popular event each year.

*This year was no exception.*

I contacted The Bend asking for a possible date and May 21 was what they came back with. We met in a carpark just off of Fullarton Road in Glenside as shopping centre car parks are a little difficult to use as start points with shop trading hours having changed. We left Glenside at 9.45 am and headed up Glen Osmond Road onto the South Eastern Freeway, adding a few cars along the way. We made good time to Tailem Bend and ultimately The Bend so there was a bit of time to have a look around and a coffee before checking in with our waiver forms. Once checked in we received our wrist band which is a necessary fashion statement if you are doing the laps of the GT and International Circuit which is an inclusion with our lunch package deal. Once we were all checked in we were headed to the briefing room to get our instructions for the laps of the track. First and foremost we are told that it is not a race but a cruise around the two circuits before coming back in to have lunch in the Apex Bar. I think some of those along think he is mistaken about the cruise bit ..... ☺

We had 20 plus cars out on the track and because of a Porsche Club function out on part of the outer tracks the laps were a little different this year to other years. The pace car led everyone out and they were off from the get go... It was asked that there be no more than about 3 cars lengths between each car but that wasn't as easy as it sounded for some. Let's face it some of us are faster than others and some have a bit more grunt when it comes to throwing a car around a racetrack, but whatever works for you is ok. I chose to stand up on the balcony of the restaurant and watch the cars on the track with Lech and Monica Kotowski.

Once the laps had been completed it was lunch time and as per usual there was the alternate drop of chicken or beef unless you had put in a dietary request. Once the food starts being delivered it is all done in a very timely and orderly fashion. The food was really good once again and after 3 previous visits with chicken for lunch, this year I got beef and boy was it good. I might have to play musical chairs in future to make sure I get beef next time. I didn't hear any complaints with regard to our meals and hope everyone's meal was as good as mine was.

All in all a very good day out and if you came along I hope you enjoyed the experience, especially if you haven't come along previously.

Hope to see you along to The Bend next time.





# Nationals Social - Friday Meet 'n' Greet





# Nationals Social - Saturday Night - Roaring '20s





# Ford Accelerates Electric Rollout with Battery-powered Mustang Mach-E SUV

By [PHILIP KING](#)

[Ford accelerates electric rollout with battery-powered Mustang Mach-E SUV | The Australian](#)



NOVEMBER 19, 2019

Ford has put its foot to the floor on electric vehicles by unveiling the Mustang Mach-E, a battery powered SUV inspired by the sports car, today in Los Angeles.

The Mustang Mach-E aims to crack through the scepticism surrounding electric vehicles by trading on the successful design and performance recipe of the long-running pony car badge.

Ford says Mach-E “embodies the Mustang spirit — from its sleek silhouette and muscular curves” and has acceleration worthy of the name, with the fastest version aiming for a mid-three second time to 60mph (96km/h).

It represents the first time in more than half-a-century that Ford has expanded the Mustang line-up beyond two-doors, and Ford chairman Bill Ford compared Mach-E to the Model T, the car which famously made motoring accessible to the masses more than a century ago.



*Ford Motor Company Executive Chairman Bill Ford, left, and actor Idris Elba, discuss the reveal of Ford Motor Co's all-electric Mustang Mach-E SUV at Jet Centre LA in California.*

“At the first-ever Detroit auto show, Henry Ford said he was working on something that would strike like forked lightning,” said Mr Ford.

“That was the Model T. Today, the Ford Motor Company is

proud to unveil a car that strikes like forked lightning all over again. The all-new, all-electric Mustang Mach-E. It's fast. It's fun. It's freedom. For a new generation of Mustang owners.”

The first cars will become available stateside late next year and the rollout will continue into 2021, eventually offering a five model line-up with a spread of battery range and performance capability.



The options will include two batteries, of 75.7kWh or 98.8kWh capacity, delivering driving ranges of 340-480km.

All Mustang Mach-Es come with a 150kW charging rate, suggesting a refill from 10-80 per cent in 38 minutes at a suitable fast-charger. A cable included with the car will allow recharging from a home socket at the rate of about 35km per hour.



Both rear and all-wheel drive versions will be available and power outputs from 190kW to 342kW. The slowest Mach-Es will achieve the legal limit in about 6 seconds while the fastest GT variant will be faster off the line than Porsche's (petrol powered) Macan Turbo SUV.

Chief engineer Ron Heiser said advances in battery technology had made the Mach-E possible and it would prove a winning formula.

“Mustang Mach-E is the kind of car that gets people excited about driving, with a sporty, beautiful silhouette that delivers an incredible shape rarely seen in SUVs,” Mr Heiser said.

Ford says the mid-size SUV is “instantly recognisable as a Mustang” thanks to its long bonnet, rear haunches and signature tail-lights.

Ford's Australian operation will begin offering a plug-in hybrid Escape SUV next year as its first step in an electric strategy, but declined to confirm Mach-E for local delivery.





## Select



Select offers an exceptional electrified driving experience with its efficient 198 kW motor driving the rear wheels for up to 470 km of emission free motoring.

It is equipped with the latest in technology, safety and convenience features such as a 15.5 inch infotainment screen featuring SYNC4, 360° camera for complete visibility and B&O sound system with 10 speakers including subwoofer. Externally it features a panoramic glass roof, 19" alloy wheels, innovative E-latch door handles and a revolutionary "frunk" - a front trunk for an additional luggage space.

## Premium



Mach-E Premium builds on **Select** features with the addition of a bigger battery for a range of up to 600km. Paired with a powerful 216kW electric motor driving the rear wheels, it provides the optimal balance between performance and efficiency.

Premium is finished with additional luxury touches such as LED Projector headlights, metal scuff plates and pedals, and interior upgrades: red stitching, black headliner and ambient lightings as standard.

## GT



Sitting atop the range, Mach-E GT gives new meaning to the word 'electrifying'. Performance tuned dual motor delivers 358kW of power and 860Nm of torque to all four wheels precisely anchored on the tarmac by MagneRide adaptive damping system. GT is finished with 20" alloy wheels, Brembo Flexira performance brakes and a unique grille and lower fascia.

In the cockpit, its driver focused ambiance is highlighted by a pair of Ford Performance seats, unique interior finishes and GT-exclusive 'Untame Plus' driving mode for the ultimate in all-electric thrills



# All American Day

... Kathy Cochinos

February 19, 2023

All American Day was hosted by The American GM Drivers Club of Australia Inc and was once again held at Gleneagles Reserve at Seaton. The Mustang Owners Club has always provided a good array of cars for this event and this year was no exception.

We met at Bunnings on Port Road, with a departure time of 8.30am and by the time we were ready to depart there were 24 Mustangs in attendance. The convoy headed off to Gleneagles Reserve and as we all arrived together we were able to park up as a group and sit together along the northern fence line under the trees which would provide us some shade for the day.

Members Mark Nethercott from Victor Harbor and Peter Leysley from Yankalilla also came along for the day.

There were many and varied American cars on display and Coast FM did their Sunday broadcast from the event.

The weather was good and it was another good attendance at All American Day by our Club.

I hope you all enjoyed the day and got to see some very nice cars.



Some cats are actually allergic to humans.

Though it's uncommon - since humans bathe more than your typical animal, and don't shed as much hair or skin -

some animals can still be allergic to humans, according to *Popular Science*. (However, it's more often because of the perfume or cologne we wear, or the soap we use.)

# The Saga of the 1965 Mustang Wagon

Yes, a 1965 Mustang station wagon did exist (well, sort of) and people have been making replicas ever since.

[Rob Kinnan](#) Writer May 3, 2016 [The Saga of the 1965 Mustang Wagon \(motortrend.com\)](#)



It's an often-told story about the Mustang station wagon built in 1965, but spotting Gloria Hoskiko's white-with-blue-stripes G.T. 350 wagon at the Fabulous Fords Forever show at Knotts Berry Farm reminded us of the story, so here's a recap for those Mustang fans who haven't heard it.

Barney Clark was an executive with J. Walter Thompson, Ford's advertising agency, and along with designer Robert Cumberford and car enthusiast Jim Licata, dreamed up a two-door station wagon version of the brand new Mustang for 1965. Instead of pitching the idea to Ford to build, they sent a 1965 289-powered hardtop across the Atlantic to Turin, Italy, home of Construzione Automobili Intermeccanica. There the car got a wagon roof, a bottom-hinged tailgate, retractable rear window, relocated fuel filler,



and folding rear seats. It came back to the United States after 11 months, but obviously Ford passed on the project,

having already considered the idea with their own clay model during the early Mustang design stages. Clark and Cumberford might have been secretly banking on that, with plans to go into production and build Mustang wagons themselves if and when Ford turned it down. For reasons unknown today, they never did set up production and the "Intermeccanica Mustang wagon" became a one-off. It sadly has been lost to time and nobody knows where it is today.

While researching the wagon's history, we ran across a 2009 story on *Hemmings Daily* that detailed reader John Murphy's experience of seeing the car parked on a street in a suburban New Jersey neighbourhood in 1966. He snapped a bunch of photos before being chased away by two guys - possibly Clark and Cumberford themselves. That green wagon appears to be the real deal, even with the correct license plate. As the Hemmings story said, "The license plate was New York 4N-5600, of the orange-on-blue style that New York used from 1966 to 1973. It appears the Intermeccanica-built Mustang station wagon that got so much exposure in the period buff books had the same plate. The 1965 build date (and late 1966 magazine coverage) fits with both the license plate and the date John Murphy spotted the wagon. The leaves are still on the trees, so he may have even spotted it before the magazines hit the racks, causing such consternation by the guy who told him to stop taking photos, who could have been either Barney Clark or Bob Cumberford, both of whom were instrumental in having the wagon built."



There were some vague reports about the car being seen all the way in Amsterdam, but whatever happened to the Mustang wagon is unknown at this time. It is not a car that fades into the crowd, so we imagine it must have been destroyed, crushed, or otherwise sent to the automotive afterlife. Regardless of where the Intermeccanica-built car is, the idea of a Mustang station wagon has inspired countless people to custom-build their own, such as the white Hoshiko car that appears regularly at the Knotts Ford show.



more familiar colour when the weather warms up.

**New York was briefly named "New Orange."**

Yes, before it was the Big Apple, it was New Orange. As History reports, when the Dutch captured New York from the English in 1673, they renamed it New Orange in honour of William III of Orange. The following year, the English regained control and ditched the "Orange."

**Oranges aren't naturally occurring fruits.**

Oranges may be an iconic fruit, but they are not a naturally occurring one, as *The Telegraph* points out. In fact, oranges are a hybrid of tangerines and pomelos, also known as "Chinese grapefruit," and they were originally green - not, well, orange. Oranges are a subtropical fruit, but now that they exist in more temperate climates, they lose their chlorophyll-induced green and become their





# Let's Torque

Technical topic for discussion: **Dealing with Battery Terminal Corrosion...**

by Dyno Dave

We've all seen it, those ugly deposits of corrosion around car battery terminals especially those in early Mustangs with refillable lead acid batteries and simple clamp type terminals. It's not quite as bad with fully sealed maintenance-free batteries simply because the stuff that causes it can't escape so well. And what is this? ... the by-products of charging, namely sulphuric acid fumes and hydrogen gas. In worst cases it can also come from liquid acid due to leaks. Did you know that one of the main causes of battery terminal corrosion is over-charging? This causes the production of excess gas which reacts with the metal of the battery terminal to produce the well-known white, blue, brown or green corrosion deposit. With lead terminals as fitted to first generation Mustangs, the deposit is predominantly white. Brass terminals give you green or brown and the copper clamp type give you blue due to the production of copper sulphate. You wind up with battery terminals looking like the pic at the right. In bad cases the actual battery clamp gets eaten away.



Apart from being unsightly, corrosion causes issues. It can increase contact resistance between the battery terminal and its post. This means less voltage is available to serve the electrical appliances in the car. Ohm's Law states that if you pass a current of one amp through a resistance of one ohm, you drop one volt across that resistance. If the contact resistance was just 0.1 ohm, headlights drawing 10 amps would lose one whole volt, so now your 12V supply to those lights is actually more like 11V. Early generation Mustangs ran the headlight cables straight to the dash switch and back. Cable resistance and switch contact resistance caused a significant voltage drop so your headlights were more like candles. Headlight relays fix this by allowing much shorter runs direct to the battery. Imagine how you'd go trying to start the engine? A cranking current of say 400 amps with only 0.01 ohms contact resistance (1/10 of the earlier example) would mean only 8V would reach the starter and you're not cranking anything with that. We don't need corrosion.



Fortunately, cleaning it off is quite simple. Just sprinkle a teaspoon of baking soda (sodium bicarbonate) on the affected terminal and get a fine water spray on it. Don't use baking powder which is much weaker and has other stuff in it. Likewise, caustic soda is way too strong and unnecessary. Scratch around with a screwdriver or similar tool and watch it bubble as it gives off carbon dioxide gas. Make sure you wear eye protection and don't breathe the stuff. An old toothbrush can also be handy to get this crud off. Wipe it all down and give it a squirt of a water displacement spray. A handy tool is one of those metal can battery brushes with an inner and outer brush. They clean the terminal post and the inside of the terminal clamp to help keep contact resistance low.



Can you stop it coming back? Well, you can get anti-corrosion fibre washers to place over the terminal posts, as shown in the last pic. These are impregnated with chemicals that fight corrosion and some also include a sachet of special grease. They only cost a couple of dollars at car supplies stores and work pretty well. There are also lots of proprietary spray can products available, made specifically to fight battery corrosion. A squirt of WD40 also helps but all these oil-based water displacers are dust magnets so use sparingly. Finally, check your charging system to make sure it's not putting out too much voltage. From 13.8V to 14.4V is optimum. Any higher and you run the risk of cooking your battery, producing unwanted corrosion by-products from excessive gassing and electrolyte expansion. Battery terminal corrosion is the enemy of a reliable and secure electrical system.



Cheers, *Dave*

## Green Eggs and Ham started as a bet.

The Dr. Seuss classic grew out of a bet with his editor that he could not create a book using fewer than 50 different words. The editor, Random House founder Bennett Cerf, put—you guessed it—\$50 on the line, and lost.



## The bowler hat was invented as safety measure

The familiar bowler hat may look fashionable, but it began as a purely practical item - a riding helmet meant to protect riders from branches and other obstacles, according to *The Telegraph*. It was designed by London hatmakers Thomas and William Bowler, hence the name.

# Ford Australia Ceases Production: Timeline of the Company's Decades-long History in the Country

By Loretta Florance and Cameron Best

Posted Fri 7 Oct 2016 at 7:58am, updated Fri 23 Feb 2018 at 12:04pm

Ford Australia ceases production: Timeline of the company's decades-long history in the country - ABC News



Two employees constructing Fords in Geelong in 1951. (State Library of Victoria: Wolfgang Sievers)

The last Australian-built Ford has rolled off the production line, bringing an end to a decades-long history of car manufacturing in the country for the company.

About 600 workers have lost their jobs, in Broadmeadows and Geelong, two years after Ford first announced that its days in Australia were numbered.

Take a look back on Ford's history in Australia.

## First Ford sold in America

**July 23, 1903**

The Ford Model A, the original car produced by the company, was sold for the first time in the US in 1903.

It did not take long for the cars to make their way to Australia, with the first one imported the next year from Canada, to avoid non-Empire import taxes.

## Ford unveils Model T

**October 1, 1908**



A Model T Ford, driven by a man in the 1940s in Victoria. (Supplied: State Library of Victoria)

The first Model T was introduced in the United States in 1908.

Tarrant Motor and Engineering Co in Melbourne signed up to be the first of many agents selling the car in Australia the next year and by 1914 it had become the most popular selling car in Australia, with 1,142 sold.

In 1919, a Model T was used in a journey from Longreach to Darwin, to look for landing fields for the Great London to Australia air race, the mission led to the formation of QANTAS.

## Australian ban on imports

**August 10, 1917**

In 1917, the Commonwealth banned the importation of luxury items, including car bodies, which meant they had to be built in Australia.

*"In part the government said this prohibition would keep currency from being sent overseas during the war, and would free up space on cargo ships that was being wasted on bulky and unnecessary imports."*

*"But most of all [prime minister Billy] Hughes wanted to encourage Australia's existing horse-drawn carriage manufacturers (and their 7,000 or so employees) to make car bodies instead."*

## Ford Motor Company of Australia founded

**March 31, 1925**

The Ford Motor Company of Australia was formed, as a subsidiary of Ford in Canada, which had controlled imports into the country since 1905.

Geelong was announced as the location of the company's headquarters as well as for its first manufacturing and production plant.

Assembly of the Model T began in a converted wool house in Geelong three months later in July, while a factory was built in Corio Bay.



Ford's first Australian construction plant was built in Geelong in 1925. (Supplied: State Library of Victoria)

By December the same year, the company was employing 820 workers.

In 1926, the company opened assembly plants in Adelaide, Brisbane and Sydney and in 1930, another plant was opened in Fremantle.



Ford in North Fremantle in 1935 — the building is now a brewery. (Supplied: State Library of WA)



## Ford's first Australian-designed ute sold

February 24, 1934



Two women with a Ford ute at a timber mill in Powelltown, in 1939. (State Library of Victoria: Percy Sims)

Australia's first Ford ute, the Model 40, was designed by a 22-year-old South Australian-born designer named Lew Bandt, after Ford received a letter from a farmer's wife in Gippsland, according to the National Motor Museum in South Australia.

*"Why don't you build people like us a vehicle to go to church in on Sunday, and which can carry our pigs to market on Monday?" the farmer asked.*

The ute was released during the Great Depression, when banks were willing to provide loans to farmers for work vehicles only.

*"Only 345 vehicles were produced in 1934 and were sold for 295 pounds," according to the National Motor Museum.*

*"Demand soon increased and other marques quickly followed with the release of their own models.*

*"The use of Ford's newly released side valve V8 engine struck a chord with Australia's farming community and helped popularise the V8 into Australian culture."*

The Model 40 was the first of a number of V8s released by Ford in the 1930s, including the Model 48 and 78.

## World War II effort, post-war expansion

September 3, 1939



A group of women train at Ford Service Schools during World War II. (State Library of Victoria: Argus Newspaper Collection)

In September 1939, then prime minister Robert Menzies announced Australia's involvement in World War II.

For the duration of the war, Ford production facilities were converted for the war effort.

By 1940-41, the manufacturing sector made up for 25 per cent of employment, overtaking the rural sector, according to the Australian Bureau of Statistics (ABS).

## Holden dominates the market

November 28, 1948

The transition to peace time manufacturing boomed after the war, as import restrictions from wartime remained in place, however Holden dominated over Ford.



*Australia*) The first Holden car commercially sold in Australia in 1949. (Dragi Markovic, National Museum of

On November 28, 1948, the first Holden - adapted from an American design, but almost entirely built in Australia - was launched in Adelaide.

In the late 1950s, after years of struggling to compete with Holden, Ford decided to adapt the US-designed Falcon.

In 1958 Ford announced a \$37 million expansion, and work started on the Broadmeadows Car Assembly Plant, which opened in 1959.

A year later, in 1960, the first Falcon was produced here, marking a new era for Ford.



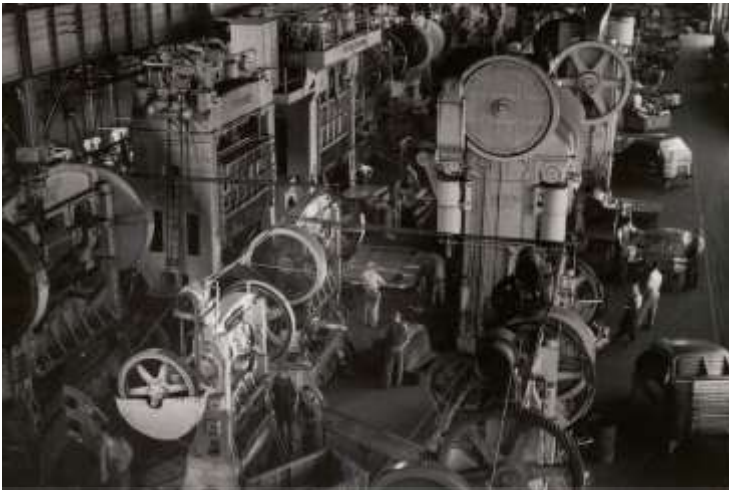
Ford Australia's storage yard in Geelong in 1951. (State Library of Victoria: Wolfgang Sievers)



Ford designer Lewis Bandt with two colleagues working with a mannequin to test lumbar support and seating position in 1951. (State Library of Victoria: Wolfgang Sievers)



Factory workers at Ford Motor Company in Geelong, in 1951. (State Library of Victoria: Wolfgang Sievers)



Ford Motor Company manufacturing plant in Geelong, in 1951. (State Library of Victoria: Wolfgang Sievers)



A Ford employee using a screwdriver on the front section of car in Geelong, in 1951. (State Library of Victoria: Wolfgang Sievers)

By 1962, the 100,000 Falcon was produced, and in 1966, the XR Falcon was named Wheels Car of the Year.

The same year, a \$31 million expansion plan was announced by the company and capacity almost doubled from 50,000 to 90,000 units per year.

At the same time, assembly operations ceased in Fremantle, and the plant was used for rectifications only.

In 1963, a further \$27 million expansion plan announced and the Ford Sales Company of Australia Limited was established.



## XY Falcon released

October 1, 1970



Jason Horder and his 1971 XY GTHO Phase 3. (ABC News: Margaret Burin)

In October 1970, the highly regarded XY Falcon was released.

The Falcon XY GTHO Phase 3 muscle car was thought to be the world's fastest four-door production car at the time.

A year after it was released, Canadian Allan Moffat won his second consecutive Bathurst 500 in the popular car.

## First Australian Falcon introduced

March 2, 1972

The Ford XA was the third generation of Falcon and while not the most popular, but it was the first to be designed and built in Australia.

The Falcon's popularity only grew as they continued to do well on race track.

In October 1977, Moffat won his fourth race at Mount Panorama (now the Bathurst 1000) in an XC Falcon, with Colin Bond making it a 1-2 finish for Ford.

It led to the limited edition Falcon Cobra.

Falcons sales started catching up with Holden's market domination and in 1982, the XE Falcon became Australia's best-selling car with more than 84,000 units sold.

Falcon held the title through much of the 1980s.

In 1993, the Falcon was the top-selling vehicle in Australia - Ford was the number one in passenger car sales, and number two overall.

## Ford's Homebush factory closes

September 2, 1994

In 1994, New South Wales' final car manufacturing plant, Ford's Homebush factory was closed, and production of the locally made Ford Capri ceased.

Five years later, the company released the unpopular AU Falcon and the Brisbane assembly plant was closed.

## Ford announces Geelong closure, cancels decision

July 18, 2007

In 2007, Ford announced it would close the Geelong engine plant in 2010.

Within 18 months those plans had been cancelled with a \$21 million upgrade to the plant so the engines it produced would meet European standards.



The company invested in huge facility upgrades at Proving Ground and a research and development centre was opened in Geelong.

## Ford announces end of Australian production

May 23, 2013



Ford announced it would close its manufacturing plant in Broadmeadows in 2016. (AAP: Julian Smith)

Ford Australia announced it would close its Australian manufacturing plants in October 2016, with the loss of hundreds of jobs.

Ford president Bob Graziano said approximately 1,200 workers would lose their jobs when the Broadmeadows and Geelong plants were shut down.

He made the announcement in Melbourne, after announcing that the company had lost \$141 million over the past financial year - taking losses over the past five years to more than \$600 million.

Automotive industry specialists said the decision would have significant ramifications for the wider manufacturing industry.

## Support for sacked workers

June 1, 2013

Then prime minister Julia Gillard visited Geelong to announce a \$16 million funding boost for sacked Ford workers, bringing the support for workers up to \$66 million.

Ms Gillard visited the coal face of Australia's collapsing car manufacturing industry to tell sacked Ford workers the boost would be injected into their assistance package, for things such as retraining.

The Victorian Government received \$11 million of funding.

*"I know that whilst you're waking up in the middle of the night worrying about the future, there's only so much that I can say or do now that will make a difference to that," Ms Gillard said.*

*"I know there's a lot of pressure on people's shoulders, but there are some things we can do.*

*"I want you to feel a sense of support from your g*



*your community, your nation, at this time. And that's why I'm here today."*

## Job cuts brought forward in Geelong, Broadmeadows

February 7, 2014

Ford announced that 300 jobs would be cut at its manufacturing plants at Geelong and Broadmeadows in June 2014 - more than two years earlier than previously planned - because of falling demand.

AMWU spokesman Dave Smith said the cuts were not totally unexpected given the falling sales figures.

Then prime minister Tony Abbott said any job losses were deeply regrettable, but the important thing was to promote policies which would boost economic strength.

## Ford Australia almost doubles losses in a year

May 13, 2014

Ford Australia revealed it made a full-year after-tax loss of \$267 million in the 2013 financial year, much worse than the \$141 million loss it reported for the previous financial year.

The result was dragged down by a one-off write-down of the company's manufacturing assets and took the losses at the company to more than \$800 million over six years.

## Ford Australia ceases production

October 7, 2016

In October 2016, Ford became the first of Australia's big three car makers to switch off the factory lights, after the demise of the local industry was announced in 2013.

The final vehicle, a blue XR6 Ford Falcon, rolled off the assembly line around lunchtime at a private event at Broadmeadows.

Of the 1,200 redundancies announced in 2013, about half have already left the company or have transitioned into product development and customer service departments.

Ford confirmed about 600 manufacturing workers lost their jobs with the end of production, while another 120 would stay on temporarily for the plant decommissioning process.



A Geelong Ford worker outside a meeting with Julia Gillard in 2013. (AAP: David Croslin)



Ford worker Jason drives a forklift at the company in the week leading up to its closure. (ABC News: Margaret Burin)

The majority of your brain is fat.

You can literally call someone a fathead, but it's still unkind: According to Psychology Today, 60 percent of human brain matter is made of fat.

## Historical

Sept 1995

The first Ford cars were sold in Australia in 1904.

Ford opened its first Australian sales office in Melbourne in 1909.

Ford began local manufacture in July 1925 in Geelong, over 70 years ago, and established assembly plants in NSW, Qld, SA and WA in the 1920's and 30's.

Ford introduced the V8 engine into popular local usage in 1932.

The world's first utility was designed and mass produced by Ford Australia in 1934.

Australia's first all-steel-bodied passenger car was produced by Ford in 1937.

During World War II, Ford produced military vehicles, armoured personnel carriers, ammunition casings, machine tools, aircraft fuel tanks and other equipment.

More recent Ford firsts in Australia's automotive industry include:

- 1994: first local carmaker to instal driver airbags standard in all of its volume selling passenger car model range (Falcon/Fairlane/LTD);
- 1993: first local to fit sash/lap belts for centre rear passenger (Falcon/Fairlane/LTD);
- 1992: introduced low-price ABS (\$990: Less than half cost of other full spec systems; in Falcon/Fairlane/LTD)
- 1990-4: exported 50,000+ LHD Capri convertibles to the US;
- 1983: won Australian Design Award For XE Falcon);
- 1979: plastic fuel tanks introduced (XD Falcon Sedan);
- 1973: four-wheel disc brakes on a local-build car (XB Falcon)
- 1972: locally designed 2-door hardtop coupe (XA Falcon).



# From the Kitchen

... Andrea Gambarotto

## MARS BAR SLICE

### Method

1. Grease a slice tin/tray
2. Combine Mars Bars and Butter in a saucepan. Stir constantly over low heat, without boiling, until mixture is smooth.
3. Stir in Rice Bubbles and press mixture into greased tray.
4. Melt the chocolate buttons and spread evenly over the slice mixture and refrigerate until topping is set.
5. When set remove from the refrigerator and cut into pieces/slices at room temperature to your liking

### Ingredients

- 4 Chopped Mars Bars
- 90g Chopped Butter
- 3 Cups Rice Bubbles
- 200g Milk Chocolate Buttons



### High heels were originally worn by men.

In the 10th century, men in Europe adopted the now-gendered fashion choice of heels to make it easier to ride their horses: Adding heels to their boots made it easier to stay in their stirrups. As *Slate* explains, "The Persian cavalry wore inch-high heels, and the trend spread to Europe. Since they showed that the wearer owned and maintained horses, high heels became associated with the upper class."

### Most wasabi eaten in the U.S. isn't really wasabi

If you enjoy wasabi with your sushi, you'd probably be surprised to learn that most of the wasabi consumed in the U.S. isn't real wasabi made from the expensive wasabi root, according to the *Chicago Tribune*. The wasabi you're eating? That's white horseradish mixed with ground mustard seeds and green dye.





# Remember the Time when Aston Martin Made a Mustang?

The Mustang-like iteration of the Volante debuted in 1988, and demand was very high. It was considered England's first real supercar.

BY KENNY NORMAN PUBLISHED JUL 7, 2020 *Remember The Time When Aston Martin Made A Mustang?* (hotcars.com)

Aston Martin is an automobile company, and while they are primarily known for car manufacturing, they have also dabbled in some unusual markets, like building houses and boats. Believe it or not, Aston Martin once made a Mustang, or at least came close enough when they produced a car close enough to be considered a Mustang. This was the Aston Martin V8 Volante from 1988. Later models did not quite resemble the Mustang as intensely.

The V8 Volante was born from the requests of several loyal Aston Martin customers, and the company was happy to oblige. Although the chassis of the V8 Volante was a modern reinterpretation of the traditional Aston Martin look, with a squared-off grille and four headlights, the company later admitted that the rear quarters were adapted from an early Ford Mustang design, which is why the car gets a lot of comparisons to the Mustang. After the Volante was produced for 20 years, it was retired in favour of the Virage in 1989.

The Mustang-like iteration of the Volante debuted in 1988, and demand was very high. It was considered England's first real Supercar, and the cost of an intact one currently rests between \$375,000 - \$450,000.

The Aston Martin V8 Volante from 1988 was known to resemble the Mustang quite a bit. This model was the closest the brand ever got to making a British Mustang. It's worth noting that Aston Martin's V8 was one of the longest-lived offerings for the brand. It debuted in its original form much earlier in 1969, and it lasted 20 years before succeeded by the Virage. Loyal Aston Martin customers put in enough requests that the company granted them in the form of the V8, despite the fact that the company was a fan of the traditional straight-six.

However, the need for cylinders numbering eight had increased by the 1960s, so Aston contracted with engine builder Tadek Marek to produce a new engine by 1967. The new engine was incorporated into the DBS V8, which went on sale for 1969. When the vehicle was restyled in 1972, the DBS name was dropped and the model simply became "V8." Aston Martin had five series of V8s made until they were retired in favour of the Virage.

There's some talk that the Aston Martin V8 Vantage was England's first well-known supercar. Upon first glance at the vehicle, several people thought they were looking at some kind of modified Camaro from the rear or a Mustang from the front.

These attributes became noticed so frequently that a few 70s era critics agreed that the appearance of the V8 resembled a somewhat semi-refined version of the 60s Mustang. Both the Mustang and the V8 Vantage featured a powerful V8 engine, and they were available in either

hardtop or convertible versions. Of note is how the V8 Vantage was derived from the standard straight-6 powered Vantage, which was considered an attractive car with classic proportions.

It was manufactured in very limited numbers from 1972 to 1973. Steady demand existed for a V8-powered Vantage, so Aston Martin released a true V8-powered Vantage, quickly rising to the top of the Aston Martin line. This particular vehicle was even considered a symbol of national pride for the English, even being featured as James Bond's car on one occasion.

Of course, with a fast, comfortable, and well-appointed car such as this, demand was ever-increasing during its entire production. The long production period alone is a testament to rising demand. Unfortunately, the Vantage wasn't always as reliable as it should have been. Like many English cars, however, drivers say the maintenance hassles are worth the charms of owning an Aston Martin vehicle.

The addition of aerodynamic enhancements in the form of a deep chin spoiler and subtle ground effects in the mid to late 1980s made for the biggest visual change of anything the V8 had previously shown. The ultimate expression of the styling direction of the Vantage arrived when the Italian-designed V8 Zagato hit the streets. The Zagato was a futuristic, limited-production version of the V8, and it took many of its styling cues from the Vantage.

Sadly, the Vantage had already neared its end by that point, as the Virage, the replacement for the Vantage, was already on the drawing boards by the late 80s before its official release in 1989, the last year the Vantage was produced. The Virage had a similar look like the V8 Vantage, featuring a more updated look with considerably more refinement.

Currently, a V8 in solid condition can cost between \$375,000 - \$450,000. Former Aston Martin Chairman Victor Gauntlett described the V8s as "a stylish thoroughbred, beautifully built, luxurious, fast, and immensely safe" vehicle. Further, the Aston Martin V8 was built in several variants, adding to the demand. One of the more exclusive variants was the Volante Convertible.

The Volante first appeared in June 1978 as a response to customer demand. The Volante was considered ultimate in soft-top luxury for the time, as it boasted a lined, power-operated top, even though its open-car aerodynamics meant that top speed suffered with the top down. Still, the Volante's 150-mph maximum ranked it among the world's fastest convertibles for its day.

The V8 Volante received periodic upgrades and refinements during its 20-year production, and the 1989 V8 Vantage Volante was completed at Aston Martin's factory as one of only 58 produced in U.S. Vantage specification. The 1989 edition is visually distinguished from the standard Volante by its wider fender flares, front air dam, sill plates, and a kick-up trunk lid. When one of these is in superb condition, showing very minimal wear, it can easily fetch a high price tag. An owner would be lucky to ever find one under \$375,000 today.



# Mustang Merchandise

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

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

Most clothing items are offered in a variety of sizes.



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## Editor

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... Robyn Bird

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This was my 10th year of preparing this magazine and with the AGM coming up soon I'd like everyone to have a think about (a) becoming a member of the committee and (b) taking on the task of preparing this document. I won't be offended if you nominate. I will, of course, assist any new incumbent, if required. If no nomination is forthcoming I will continue, but I really think that it's time for someone with new ideas to take over

I hope you enjoy this edition ... it's been mostly about the Nationals, but hey it was a big commitment by the club and we had fun! The next magazine is due in September 2023 after the AGM, and as always I welcome all articles. Remember it doesn't have to be about Mustangs ... but it does help.



**Keep Safe**