



# MUSTANG SA



OFFICIAL PUBLICATION OF THE MUSTANG OWNERS CLUB OF SA INC.



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## Mustang Owners Club of SA Inc

PO Box 210  
North Adelaide SA 5006



# Executive Committee 2023/2024



Frank Seifert  
President



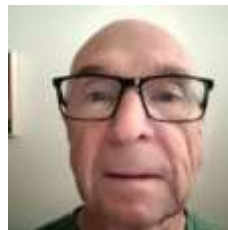
Roger Bruys  
Vice President



Tony Kilvington  
Secretary /  
Treasurer



Kathy Cochinos  
Events  
Coordinator



Dave Mace  
Stock Controller



Robyn Bird  
Magazine Editor



Julie Seifert



Trish Kilvington  
Facebook  
Administrator



Robert Bird

### **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, Robyn & Robert Bird.



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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I have great pleasure in reporting that the trend of increased membership has continued again this year.

As of the 30<sup>th</sup> of June 2023, financial membership has increased to an all-time high of 476 members.

Attendance to all club activities, monthly meetings, club runs, and the Mustang Nationals have been well supported by the membership.

The highlight event for the club in 2023 was the 40<sup>th</sup> Anniversary of the Mustang Nationals held in Glenelg over the Easter Long Weekend. The planning and executing of this major event was a huge focus for the committee. As you would appreciate such an event takes a lot of commitment and hard work to make it successful.

Thank you to the members who gave up their time and volunteered during the Nationals.



I will now highlight some of the key positions and functions that the committee provides.

**Secretary/Treasurer** – Tony Kilvington's dedication to the club has been long documented. This year this dedication to the Mustang movement was recognised by his entry into the MOCA Hall of Fame. Tony's on-going work ensures the club remains strong and vibrant and remains one of the premier clubs in SA. Thank you, Tony.

**Event Co-Ordinator** – 2022/23 is Kathy's 12<sup>th</sup> year as the club's Event Co-ordinator. Kathy's ongoing dedication to this role is appreciated by the whole membership. The growing attendance numbers on club runs, outings and other social events are testaments to Kathy's hard work. Thank you, Kathy.

**Magazine Editor** – This year is the 10<sup>th</sup> year that Robyn Bird has been the club's magazine editor. This year the magazine went electronic. Going electronic has saved the club a considerable amount of money this year and in future years to come. It had been previously documented that the printed version had been costing the club up to 50% of its annual revenue. The quality of magazine that Robyn produces is an outstanding publication. Thank you, Robyn, for your ongoing dedication to the club and the magazine.

**Website / Facebook** – is an important way of communicating with the membership. It provides us with up to the minute communication on activities and reminders. I would like to acknowledge Michael Schluter for the work he provided on the social media platforms.

**Merchandising** – I'd like to thank Ruth Box for stepping into this role this year and acknowledge her for the work she has done with club merchandising this year.

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

This year the club provided members with two sites on separate Saturdays for conditional registration renewals.

Saturday 8<sup>th</sup> of July, conditional renewals were held at Accru Harris Orchard at, Dulwich. I'd like to thank Michael Schluter for organising this venue with his employers. And thank the partners of Accru Harris Orchard for allowing the club to use their facilities.

The next weekend, 13<sup>th</sup> of July, saw the second conditional registration renewal day held at Autocraft Collision at Lonsdale. I'd like to thank Karen and Denis Munden for the use of their facility.

Thank you to the members who assisted with the stamping of log books and renewals at the Conditional registration day(s)

The club has successfully applied and received funds from a Government Grant as part of the SA Car Club program. This Grant can only be used for items set out by the approval letter and will need to be actioned by the club by June 2024.

**Maughan Thiem Ford** – continued their partnership with the club again this year. I'd like to thank Maughan Thiem Ford and their representative Mike Perry for their continued support and partnership.

Thank you to the general committee of, Ben and Bianca Heron, Trish Kilvington, Jo Carroll, Linda Bonnet, Tania Victor, Kevin Box, Dwayne Edwards, Glenys Searle and Maree Staehr for their hard work over the last 12 months.

Finally at this AGM I will be stepping down my position of club President and the committee. It has been a privilege to be your President over the past year and I take this opportunity to thank the committee and members for your support and wish the new committee all the success for the coming year.

Thank You.

*The biggest joke on mankind is that computers have begun asking humans to prove they aren't a robot.*

*When a kid says, "Daddy, I want mummy," that's the kid version of, "I'd like to speak to your supervisor."*

*Just once I want a username and password prompt to say CLOSE ENOUGH.*

*If I am ever on life support unplug me and plug me back in and see if that works.*

*Do you ever wake up in the morning and look in the mirror and think... "That can't be accurate?!"*

*Last night the internet stopped working so I spent a few hours with my family. They seem like good people.*

# President's Report 2023/2024

... Frank Seifert

Greetings, fellow Mustangers. With much pride I accepted the role of Club President for the 2023/24 year and will do my best to do justice to the position. With the very successful 2023 Nationals behind us, this year's Committee is much smaller with 9-members in total. I welcome the new Committee and I am confident that the club will continue to be run with efficiency and dedication. To outgoing President, Rick Staehr and Vice President, Ben Heron, I offer my thanks for leading us in the right direction over the past 12-months. Ably assisted by your partners Maree and Bianca, you kept it all together well. I also thank Tony, Trish, Kathy and Robyn for reprising their roles on the Committee and welcome Julie Seifert and Robert Bird as new Committee members. Our vehicle dating officers, Kym, Ben, Brett, Denis and Paul will continue to serve all areas for Historic rego enquiries and my thanks go out to them. Thanks also to those members that came on board as Committee members at the previous AGM to assist with planning and hosting the Nationals as well as you did. This includes the volunteers that helped to make it a great event. Thank you to Dave Mace for recently coming on board as our new Stock Controller. Finally, I would like to welcome Roger Bruys as our new Vice President. Between us we hope to preside over an exciting and interesting year for the Club. The task of this year's Committee will be somewhat easier but no less important. At the time of writing, there is still one vacancy that needs to be filled, that of Website/Facebook editor. This is an important role to keep members informed so please give it some thought if you are proficient with on-line activity like this.



As we enter our 47th year as the Mustang Owners Club of SA, we move on from the bleak Covid years to a new era of exciting activity, development and passionate debate (i.e., is an electric Mustang SUV really a Mustang?). No doubt there will be much more said on this topic but the bottom line is that a Mustang is what *you* want it to be and what it can do for you. As a club we enjoy the special significance of the marquee and the company of like-minded people.

In closing, I ask for your support of our Events Coordinator, Kathy Cochinos and Magazine Editor, Robyn Bird with suggestions for runs/activities and magazine content. These tireless ladies do an amazing job to come up with and report on new ways to enjoy our club experience. I ask that you please help them out. The club is only as good as you want to make it.

Cheers *Frank*

## New Members Since the Last Edition

M/Ship

<u>No.</u>		
1364	Beau & Angela Zito	2019 Magnetic Coupe GT 5.0L
1365	Rachel Lawrie	1965 Red Hardtop 289 LHD
1366	Shane Illman & Karen Glazbrook	1966 Red Hardtop 289
1367	Charlie & Kerry Taylor	2019 Oxford White Coupe GT 5.0L
1368	Shane Smith	2021 Carbonized Gray Coupe GT 5.0L
1369	Scott & Jess Armstrong	2020 Oxford White Coupe GT 5.0L



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

### Maughan Thiem Ford Sponsorship:

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

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

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

*If Adam and Eve were Cajuns they would have eaten the snake instead of the apple and saved us all a lot of trouble.*

*We celebrated last night with a couple of adult beverages... Metamucil and Ensure.*

*Some of my friends exercise every day, meanwhile, I am watching a show I don't like because the remote fell on the floor.*

*You know you are getting old when "friends with benefits" means having someone who can drive at night.*

*Weight loss goal: To be able to clip my toenails and breathe at the same time.*

*After watching how some people wear their masks I understand why contraception fails.*

*I just got a present labelled, "From Mum and Dad," and you know darn well Dad has no idea what's inside.*

# 2023/24 Subscriptions are Due

The Annual General Meeting on Wednesday 19<sup>th</sup> July 2023 passed the following motions:

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

for the 2023/24 financial year ending 24 July 2024.

For those members yet to renew their membership, the annual Subscription fee is due by **30 September 2023**. If not paid by the due date your membership will lapse.

Payment methods below.

## 2023/24 Log Book Stamping Required

For those members who missed the Club Registration days in July and as yet have not had their Log Books stamped for the next year ending 24/7/24, it is imperative that you arrange stamping before the vehicle is driven otherwise you are unregistered and uninsured.

Notifications to members via email, Website and Facebook posts have provided members with updates on Log Book stamping and renewal of Membership for the 23/24 Club Year. If you have missed these notifications, then you can renew membership via direct deposit to the Club account (refer below) and post your Log Book to PO Box 210 North Adelaide SA 5006 for stamping.

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

- Attend the Club Meeting at WTB Clubrooms on Wednesday 20 Sept; or
- Contact Kym Turner (0408 088 470) or visit his worksite at Image Robes 87 Research Rd Pooraka; or
- Contact Denis Munden (0417 842 904) or visit his workshop at Unit 1/24 Aldershot Rd Lonsdale; or
- Contact Tony Kilvington (0401 123 931).

### Payment options are:

**Direct deposit to:** People's Choice Credit Union  
BSB: 805050  
Account #: 2321346  
Name: Mustang Owners Club  
Details: (your *surname* & member number) 2024

OR

### **Cheque or Money Order in favour of:**

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

## Editor

[rbird2@bigpond.net.au](mailto:rbird2@bigpond.net.au)

... *Robyn Bird*

0418 745 553

Have you heard the expression "up the creek without a paddle"? Well, on a recent Sunday drive (in the mustang of course) in the Barossa we found said paddle. Driving on one of the picturesque back roads in the middle of the road was a kayaker's paddle, and two largish tools boxes containing very expensive electrical equipment. We stopped and picked up said items, mainly because we wouldn't like for any vehicle to hit them and damage their vehicles, or something worse. I taped a note on the paddle (as it wouldn't fit in the car) and placed it vertically on the edge of the road, and Robert placed the other items in the boot. Just as we were getting ready to resume our drive a SUV, with a kayak on its roof, came back to towards us driving very slowly.



**Keep Safe**

We made the assumption that perhaps the paddle might have been theirs. We waved to them, and they did a U-turn and pulled up behind us - they were workmen, something to do with the water reservoirs nearby. We gave back the paddle, and they were relieved. We then gave back the other items. They were shocked as they hadn't even realised they had lost those items. And off we all went, us going on our way on the country roads on a fine, sunny day. A few hundred metres down the road, a motorcyclist had stopped and was picking up a small shovel. Assume this also fell from the SUV.

My point from all this? If you place items on your roof, please make sure they are secure.

The next magazine is due in January. Please send me your articles or ideas for inclusion.



Tony Kilvington tabled the following report @ 30/6/2023 on the AGM night Wednesday 19<sup>th</sup> July. The Club finances are healthy and the 2023 Nationals Account has a \$2,294.92 balance after all accounts and refunds have been finalised.


The last 12 months has seen 63 new members welcomed into the Club. Membership @ 30/6/2023 was 476 compared to 453 @ 30/6/2022. This membership total is the highest membership figure in the history of the Club dating back to 1976. This increase in membership can be accredited to the Website and Facebook pages and our partnership arrangement with Maughan Thiem Ford at Cheltenham. Our association with MTF is stronger than ever and the person responsible for building and maintaining this relationship is Mike Perry - a man who is dedicated to helping people, has passion for the Mustang, is compassionate and with a heart of kindness and we are so happy to have Mike as part of our Mustang family.

We have 407 vehicles (181 Historic/RHD, 216 LHD, 5 Street Rods, 4 Motor Cycles, 1 Mack Truck) on Club Registration as compared to 357 vehicles for the previous year.

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

- Rick Staehr - for his role as President over the past year, his involvement in making the Mustang Nationals at Easter time a great success and ensuring the decisions made by Committee were always in the best interests of the Club.
- Ben Heron – for his role as Vice President and coordinating the Monthly Financial member draw and the Name tag draw and arranging our food supply for the Christmas picnic at Lobethal.
- Kathy Cochinos for her dedication in coordinating and planning Club Outings and running of the monthly raffles.
- Ruth Box for managing the Club Merchandise sales.
- Dwayne Edwards for his assistance to me in managing the Club's finances on our Club Registration days.
- Trish Kilvington, Maree Staehr, Glenys Searle, Tania Victor, Linda Bonnet, Jo Carroll, Ben and Bianca Heron, Kevin and Ruth Box for their assistance and organisational support on Club nights and events.
- Robyn Bird for her creativity, energy and preparation of the Club magazine which has members excited throughout the year to receive their edition of the magazine which highlights all the events and activities within the Club calendar.
- Karen Robinson for arranging the purchase of the Entertainment Book for members.
- Paul Robinson for the circulation of Club Events and information of interest to members via email every month.
- Michael Schluter for his efforts in keeping the website and Facebook pages up to date.
- Kym Turner – for his role as Club Registrar and administration of the Club Registration scheme with his team of VDO's Paul Robinson, Brett Lonnee, Justin Carroll, Denis Munden and Ben Heron and myself.
- A big thank you to the helpers for their time and effort to make the 2023 Mustang Nationals a wonderful and successful event and they were acknowledged in the May magazine.
- And finally a big thank you to the Committee, to Michael Schluter for allowing us to use his workplace at Dulwich, to Denis and Karen Munden for allowing us to use their premises at Lonsdale, and to Paul and Karen Robinson, Linda Bonnet, Tania Victor, Trish Kilvington, Kathy Cochinos, Glenys Searle, Rick and Maree Staehr, Brett Lonnee and Kym Turner for their efforts in coordinating the 2 Club Registration days during the past few weeks.

## **2023 AGM proposal for the introduction of Associate Membership**

- Brett Lonnee proposed the introduction of Associate Membership into the Club. Brett's perspective was the club needs to constantly evolve and look at things that will increase membership, Club Registration and Club Revenue. Brett and the Committee worked together to table the following proposal of introducing Associate Membership into the Club.
  1. An Associate Member will not have voting rights.
  2. Associate Members cannot hold an Executive Position on the MOCSA Committee.
  3. Associate Membership applications will only be accepted at the discretion of the Committee.
  4. Associate Members shall have access to the Club's Conditional Registration Scheme.
  5. Associate Membership ongoing Annual Subscriptions is \$40.00 for 2023/24 and will be subject to review at the AGM as defined under Subscriptions 4(a).

Members were keen to have the Committee consider approaching past members who have terminated membership due to the selling of their Mustang to see if they would like to become Associate members. Tony Kilvington advised this would be a decision of the new Committee.

*For those of you that don't want Alexa listening in on your conversation they are making a male version. It doesn't listen to anything.*

*Now that I have lived through a plague, I totally understand why Italian renaissance paintings are full of fat people lying on couches.*



# Members of the Year Award

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

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

- Attendance at monthly meetings;
- Attendance at Club outings/activities;
- Organising of Club outings/activities;
- Attendance at the Mustang Nationals;
- Entry of a vehicle into the Mustang Nationals;
- Donations for the raffle;
- Introduction of new members to the Club
- Articles for the Magazine.



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

In surname order, the top 12 members who have accumulated the most points for the past Club year (2022/23) are:

Robert/Robyn Bird	Kathy/Peter Cochinos	Merv/Marg Davies
Dean/Andrea Gambarotto	Colin Lock	Brett/Angie Lonnee
Mike Nolan/Kayne Lennox	Michael Schluter/Tania Victor	Glenys Searle
Frank/Julie Seifert	Dale/Mary Smith	Rick/Maree Staehr

## **MOCSA Lorraine Kilvington Perpetual Shield** **MEMBERS OF THE YEAR FOR 2022/23 ARE –** **#647                  Robert & Robyn Bird**

*Congratulations Robert and Robyn on your acknowledgement and thank you for your friendship and support over the past year.*

# Points System for Members of the Year

*The points system is as follows:*

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



*Now that we have everyone washing their hands correctly... next week... Turn Signals*

*Over 6,000 new computer viruses are created and released every month. 90% of emails contain some form of malware!*

*The Firefox logo isn't a fox... it's a red panda!*

*Samsung is 38 years and 1 month older than Apple.*

*One Petabyte (PB) = 1024 (TB). To put this in perspective, a 50PB hard drive could hold the entire written works of mankind from the beginning of recorded history in all languages.*

*Alexa is always listening to your conversations. Alexa stores all of your dialogue history in the cloud to improve the Alexa experience.*

*On average, people read 10% slower from a screen than from paper.*

*The first computer mouse was made in 1964 by Doug Engelbart. It was rectangular and made from wood!*

*On average, there is only one reply per 12 million spam emails sent.*

*Until 2010, carrier pigeons were faster than the internet.*

# Service Badge

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

The criteria for such acknowledgement is based on:

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

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

## 20 Year badge

(443) Tony/Leonie Gerace  
(645) Lex/Susan Kakoschke  
(652) Lesley/Bruce Marston

(518) Kevin/Daisy Kolic  
(647) Robert/Robyn Bird  
(662) Rob/Gaynor Alldritt

## 25 Year badge

(202) David Hutchinson  
(457) Andrew/Julie Cadd (Agery)  
(461) Peter/Lisa Hall (Mildura)  
(472) Bob Petney  
(480) John/Dianne Menhennett (Barmera)

(203) Darren Hutchinson  
(460) Greg/Robyn Mundy  
(464) Trevor/Deb Timlin  
(474) Grant Robinson/Janice Austin

## 30 Year badge

(82) Sam/Sue Evangelou  
(136) Sharon Hartwig (Waikerie)  
(309) Barry/Stephanie Allan

(117) Vic/Lyn Brereton  
(147) Mark/Anne Rathjen (Andamooka)  
(310) Geoff/Marni Brooks

## 40 Year badge

(204) Zig/Leonie Nelson



*Surgeons that grew up playing video games more than three hours per week make 37% fewer errors and have a 42% faster completion rate when performing laparoscopic surgery and suturing.*

*NASA's internet speed is 91 GB per second.*

*In 1971, the first ever computer virus was developed. Named Creeper, it was made as an experiment just to see how it spread between computers. The virus simply displayed the message: "I'm the creeper, catch me if you can!"*

*In 1947, computer pioneer Grace Hopper found herself working on a Mark II Computer at Harvard University. It was at this time that her associates discovered a moth had gotten trapped in one of the computer's relays and was causing an error. The operators removed the moth and taped it in their log book, identifying it as the "first actual case of bug being found."*

*Word got out that the team had "debugged" the computer, hence leading to the phrase's use in computing and pop culture. Hopper readily admitted that she was not there when the incident occurred, but that didn't stop it from becoming one of her favourite stories. Hopper died of natural causes on January 1, 1992, at the age of 85. For those interested, the offending moth's remains, along with the original log book, can be seen at the Smithsonian National Museum of American History in Washington, D.C.*

*And while this is the "modern" use case of finding a computer bug, the original use of the word dates further back in time to Thomas Edison, who in an 1878 letter used the term "bug" to refer to a technological glitch. While he worked on the quadruplex telegraph, he said it needed a "bug trap" to function properly.*

# Life Membership

The constitution states:

*Life Membership shall be – Persons who have been a Member of the Club continuously for a minimum of 20 years and served the Club in a conspicuous manner.*

The Committee agreed that Life membership has 2 components:

*Persons who have been a Member of the Club continuously for a minimum of 20 years, and served the Club in a conspicuous manner.*

The Committee agreed that the second half of the sentence “served the Club in a conspicuous manner”, could be interpreted a number of ways and if a formula existed upon which the Committee could assess the worthiness of the nomination, then this would eliminate any views of favouritism or bias in the process of Life Membership.

The following formula was tabled applying a weighting to positions held on the Committee (for a full year) in determining a base points aggregate (of a minimum 20 points) for the nomination to be legitimate in addition to a minimum of 20 years continuous service as a member:

Secretary/Treasurer	- 5 points	Events Coordinator	- 4 points	President	- 3 points
Stock Controller	- 3 points	Club Registrar	- 3 points	National Delegate	- 3 points
Vice President	- 2 points	Magazine Editor	- 2 points	Website/Facebook Editor	- 2 points
Vehicle Dating Officer	- 2 pts	Committee (raffle)	- 2 points	Committee	- 1 point

In addition, the Committee also agreed to consider that as a financial member of MOCSA

- the role of sponsorship at local or National events; or
- support the member has provided to the Club over the period of their membership by way of:
  - Assisting at Club functions; or
  - Financial contributions towards the wellbeing of the Club; or
  - Assistance in acquiring venues for use by MOCSA; or
  - Providing equipment necessary for a major Club event; or
  - Coordinating a National event; or
  - Being an MC for major events on a regular basis;



should also be considered as criteria for assessing eligibility. Each of these activities if assessed as serving MOCSA in a conspicuous manner should equate to 1 point for each activity. The minimum of 20 years as a financial member must also be fulfilled.

Note: Given membership of MOCSA automatically recognises that the owner or owners of the Mustang defined as husband, wife or defacto partner are members under one membership number, Life Membership will also adhere to these principles as per the Constitution By-Laws and Rules.

The following members were presented to the meeting for Life membership acknowledgement:

## #647 Robert and Robyn Bird

Robert and Robyn joined the Club in August 2002 and have been members for 20 years and 11 months.

During this time, Robyn has served as:  
Magazine Editor for 10 years (2013 – 2023)  
Committee for 10 years (2013 – 2023)

Played a key role in providing the slide show for each night of the Mustang Nationals here in Adelaide in 2010, 2015 and 2023.

Is always taking photos of member's cars for publishing in the magazine and on the website.

Robyn's talent, creativity and passion to produce magazine editions that are informative and story-telling of Club events and life experiences is an important communication avenue for keeping members informed on what's happening in the Club. Robyn's involvement on the Committee has always been value added to the decision making and wellbeing of the Club.

Robert's roles have been:

Supporting Robyn in the Magazine editions and arranging packing and postage of the magazines for the past 10 years (2013 – 2023) on behalf of the Club.

Robert has always volunteered his services to assist in the running of Club Events and Mustang Nationals here in Adelaide in 2005, 2010, 2015 and 2023.

Both Robert and Robyn are to be seen at most club runs attending with an effervescence of champagne fun which adds to the energy of the club. This friendship and support is quite evident in being named 2023 MOCSA Members of the year. In the past 20 years they have been recognised for this award 4 times.

It is with great pleasure that we acknowledge their contribution to the Club over the past 20 years.

On behalf of the MOCSA Committee, the nomination of #647 Robert and Robyn Bird for Life Membership of the Club was presented to the meeting, seconded and carried unanimously.

Robert and Robyn were presented with their Life Member's badge.



# SA Car Club Program (SACCP)

## Confirmation of funding stream

The State Government has committed \$2 million over four years to establish the SA Car Club Program (SACCP) with funding level being \$500,000 per year across the 180 registered Car and Motorcycle Clubs. This is the Government's first dedicated grant program to support car and motorcycle clubs within South Australia.

The SA Car Club Program (SACCP) offers funding through three streams:

### 1. Program, Equipment and Operational stream

The program, equipment, and operational stream provides grants to undertake system improvements, support safety and operational equipment, build club capacity through volunteer and officials training, increase female participation rates, and assist with the costs of administering their role within the conditional registration scheme.

*Currently 40 Clubs have applied for this stream with \$214,409 funding provided.*

### 2. Events and Activities stream

The events and activities stream provides grants to support the operational costs associated with hosting regional, state, national, and international events and activities.

*Currently 11 Clubs have applied for this stream with \$78,795 funding provided.*

### 3. Infrastructure stream

The infrastructure stream provides grants to improve car and motorcycle club facilities by funding upgrades of clubrooms, amenities, and safety related infrastructure. All applicants must contribute a minimum of 50% in funding towards the project and have local council support.

*Currently 3 Clubs have applied for this stream with \$199,296 funding provided.*

We agreed to complete an application for the **Program, Equipment and Operational stream**.

The **Program, Equipment and Operational stream** provides grants to undertake system improvements, support safety and operational equipment, build club capacity through volunteer and officials training, increase female participation rates, and assist with the costs of administering their role in the conditional registration scheme.

Initially we thought the objectives of this grant was around supporting car clubs for administering conditional registration. Once we received the original application we found that this was a lot more involved and we needed to cover the following topics in the application if the Club was to receive any grant/funding support.

- Cost of administering their role in the conditional registration scheme.
- Purchase of new safety and operational equipment.
- Systems improvements (e.g., IT systems, software upgrades, membership portals, data collection systems).
- Training of instructors, officials, administrators, and volunteers.
- Initiatives to increase participation of women and girls.



The Department for Infrastructure and Transport grant contribution cannot be used to cover the following project costs:

- Salaries and honorariums.
- Prize money, trophies, catering and hospitality expenses.
- Purchase or leasing of vehicles and accessories.
- Costs associated with ongoing operations, such as but not limited to, electricity, water and other utilities.
- Infrastructure and events/activities projects.
- Requests for retrospective funding, where expenditure has occurred prior to the execution of a Funding Agreement.
- Any costs associated with preparing and submitting a funding application.

As you will notice there will be a lot of administration and accountability once we move forward with this grant.

The Government wants to see some accountability for the money spent.

The funds can only be used for certain things, such as training, safety equipment, IT improvements, promotion of female membership and females taking decision-making roles in the club. Any money spent needs to be supported and documented as it may be audited. Any activities where the Government money spent needs to acknowledge the Government of SA is promoted.

## Club plans for the use of the \$5,000 Grant provided to the Club

The following ideas were agreed to be allocated/budgeted for by the Committee:

1. \$500 to manage the conditional registration scheme, such as postage, paperwork, log books, training.
2. \$1,000 to purchase safety equipment such as signs, vests, training courses, and maybe three walkie-talkies to manage the safe traffic control of car runs.
3. \$2,000 to add improved member portal areas and promotion of females in the Club. It was suggested that female testimonial banners on the webpage to promote new female members coming to the Club was an option.
4. \$1,000 to purchase items to be raffled/auctioned, where the Club donates all the proceeds to women's charities.
5. \$500 to do a female-only run where the females can participate in an event to promote female health and well-being.

It is important any submission to the Government must be able to be implemented in the next twelve months.

The above is quantifiable and achievable by the next committee.

Daniel Comley (Cloudmesh) could provide a quote for the IT work.

## Terms and conditions to be met:

- a) We must provide progress reports in the form provided within 7 days of the end of each quarterly period i.e. by 7 October 2023, 7 January 2024, 7 April 2024, 7 July 2024.

- b) We must provide an acquittal of the Grant in the form provided within 30 days of expiry of the Grant Period which ends 30 June 2024.
- c) We must provide photographic evidence demonstrating how the Purpose was achieved (as part of our acquittal) within 30 days of the Grant Period.
- d) At the end of the Grant Period (30 June 2024), we must repay any unexpended Grant monies to the Government unless a specific approval has been granted by the Government for us to retain those monies.
- e) We must acknowledge the assistance of the SA Government in all media releases and promotional material associated with the Purpose, by use of the following statement: "Supported by the Government of South Australia".
- f) The minister must be given the opportunity to participate in any formal activity associated with the commencement or launch of the project. We must give adequate notice to the Government, so that openings and launches of projects can be coordinated through the Minister's Office.

**Session 1:**

Event: Training session for Club female members on mechanical issues impacting the performance of your Mustang. This session is part of the SA Car Club Program that we are participating in.

Day/Date: Saturday 9 September  
Time: 1.00 - 2.00pm

Location: ULTRA TUNE workshop 240 Main North Rd Prospect

Coordinators: Geoff Kilford and Tony Kilvington

Attendance: Email [tony.kilvington@gmail.com](mailto:tony.kilvington@gmail.com) or mobile 0401 123 931 if you are attending

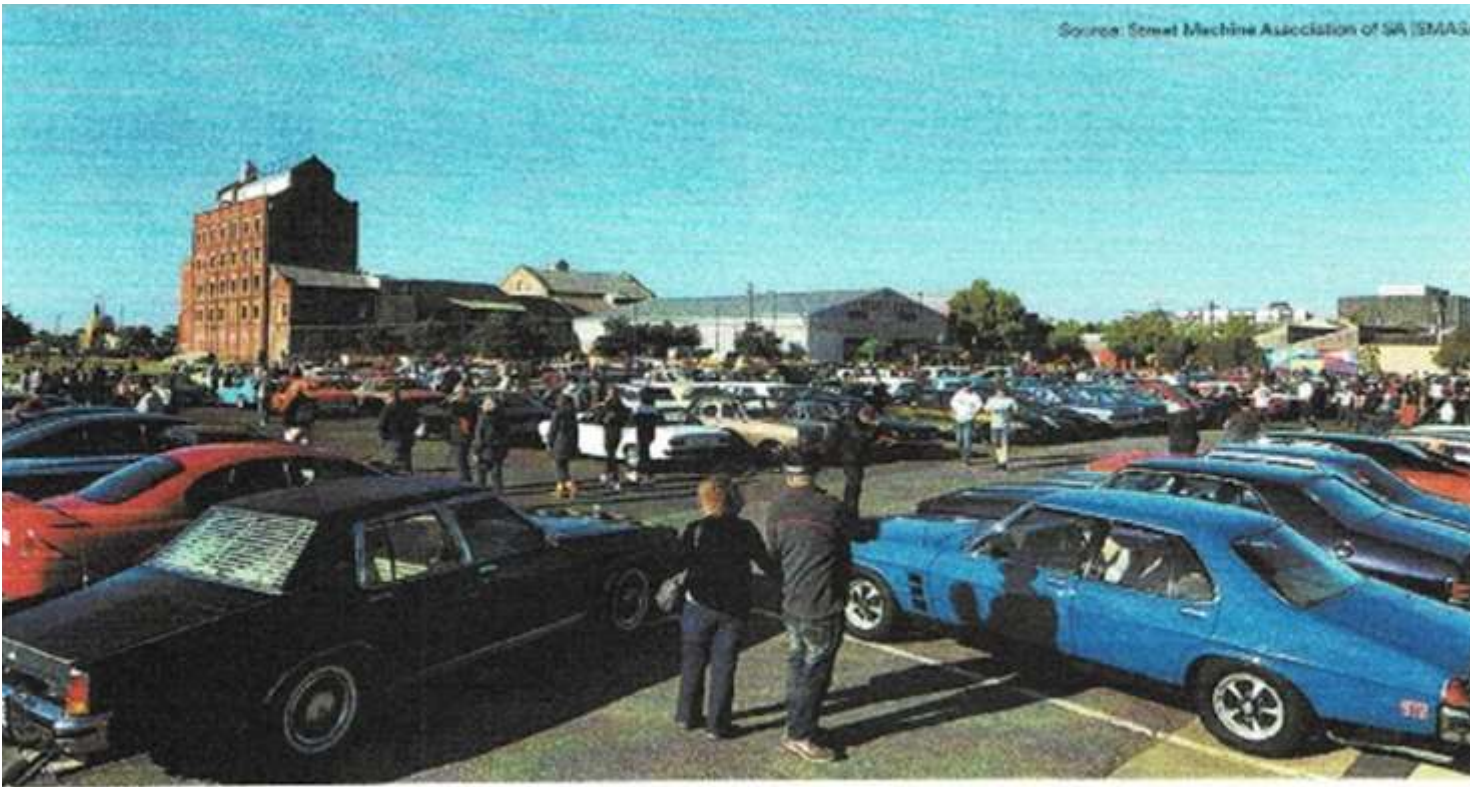
As part of the SA Car Club program that we as a Club have agreed to, we arranged our first training session for our female members on Saturday 9<sup>th</sup> Sept at Ultra Tune Prospect, where Geoff Kilford ran the session by explaining the attributes of the Mustang and how the performance of the Mustang is based on mechanical and electrical components that all need to function in a timely manner for the Mustang to perform to the level expected of the owner.

The female members in attendance were Julie Seifert, Robyn Bird and Trish Kilvington. Frank Seifert and myself were watching the session and were very proud of the process that Geoff undertook for the session.

"Geoff gave a very informative and basic session on the performance and maintenance of the Mustang which I found very interesting. I had fun with the whole exercise and enjoyed the recap session afterwards and yes there was coffee and cake involved. I will definitely attend the next one. Do YOU know how to change a tyre? I don't, so maybe next time." Trish Kilvington

We will be planning another session on Saturday 21 October from 12noon - 1.00pm at Ultra Tune 134 Beach Rd Christies Beach to put on a training program for our female members to explain the attributes of the Mustang. This session will be advertised on the Website and Facebook page with confirmation of your attendance to Tony Kilvington [tony.kilvington@gmail.com](mailto:tony.kilvington@gmail.com) or mobile 0401 123 931.





## New grant program to support South Australian local car clubs

A Malinauskas Labor Government will establish a new grant program providing \$2 million over 4-years to support local car clubs across South Australia so they can better meet the growing operating costs, including managing the conditional registration scheme.

This funding will allow clubs to host bigger and better events and get more South Australians involved.

South Australian car clubs have proud and passionate members and rely on volunteers and membership fees to survive. Importantly, the Department of Infrastructure and Transport relies on these clubs to manage the conditional registration scheme on its behalf.

There are more than 180 recognised motoring clubs in SA with approximately 33,000 vehicles registered under the conditional registration scheme, comprising a mix of historic, left-hand drive and street rod vehicles.

The grant funding of \$500,000 per year will be available to clubs to help them meet:

- ▶ Costs of administering the conditional registration scheme
- ▶ Costs associated with hosting events and activities
- ▶ Purchasing new safety and operational equipment
- ▶ Systems improvements (e.g. IT systems, software upgrades, membership portals, data collection systems)
- ▶ Provide training for instructors, officials, administrators, and volunteers
- ▶ Initiatives to increase participation of women and girls

Labor will back South Australian car clubs to grow their membership and host more events and activities.

The grants will be administered by the Office of Recreation and Sport.



# MOCSA

# Christmas Picnic

Sunday 10 December 2023 from 11.00am  
Lobethal Sports Park, Lobethal

Please BYO salad and sweets for yourself and/or to share with your table only

Indoor airconditioned comfort for lunch seating provided

Bar facilities available (BYO alcohol not permitted)

BYO chairs, hats and sunscreen for outdoor activities

MOCSA supplying a cold meats selection and bread rolls for lunch

Plus cutlery, plates, tea and coffee

Plus soft drinks and lollies for kids

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

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

Contact Kathy Cochinos on 0402 254 761 or

email [kathy@cmkfurnishings.com](mailto:kathy@cmkfurnishings.com)

to add your name to the run sheet or if you have any enquiries

Please return form and payment (BSB 805050 A/C 2321346) by November 24<sup>th</sup> to:

Secretary

email

MOCSA PO Box 210 North Adelaide SA 5006 or

[pkilving@bigpond.net.au](mailto:pkilving@bigpond.net.au)



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

For catering purposes, how many adults are attending:

Members Lunch (free) .....

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

# Committee for 2023/2024

Election of Office Bearers for the new financial year took place on Wednesday 19<sup>th</sup> July 2023 and your Committee members are:

President  
Vice President  
Secretary/Treasurer  
Events Coordinator  
Committee

Frank Seifert  
Roger Bruys  
Tony Kilvington  
Kathy Cochinos  
Robyn Bird  
Robert Bird  
Trish Kilvington  
Julie Seifert  
Robyn Bird



Magazine Editor  
**Website Editor**  
Stock Controller  
National Delegates  
Facebook Administrator  
**Facebook Editor**  
Authorised Officers  
for Club Registration

**No nomination received**

No nomination received on the night – Dave Mace has now volunteered his time  
Kym Turner & Tony Kilvington (2-year term expires July 24)

Trish Kilvington

**No nomination received**

Kym Turner (Registrar)  
Ben Heron (VDO)  
Brett Lonnee (VDO)  
Denis Munden (VDO)  
Paul Robinson (VDO)

***PLEASE NOTE: If any member would like to volunteer their time to undertake any of the positions that we have not received a nomination for as yet please contact Tony Kilvington 0401 123 931 who can provide you with details of what the role involves.***



*People have all kinds of weird fears and phobias out there, and technology is no exception!*

*Aptly named technophobia, this fear stemmed from the Industrial Revolution and workers being afraid that*

*machines would take their jobs.*

*It applies in a similar way to today's society, as well as people being scared of technology getting too advanced, such as artificial intelligence technology.*



# Hello Mel...

... Dean Gambarotto

An invitation from Carol and Doug Wilkin to visit Mel in his home town of Coobowie eventuated on Saturday July 22<sup>nd</sup>.

Reason for the trip was that Mel is virtually a stay at home person these days due to illnesses and can't travel alone so we upped and went to see him. Mel is a **passionate** Ford Mustang person and those who know him, whilst he lived in Adelaide would know of his collection of model Mustang cars.

Mel is a foundation member of MOCSA ... membership number #8 and along with brothers Maxwell #9, Doug # 22, Carol #12, they are all Mustang driven, albeit Max has a fondness for Corvettes...we still like him.

Mel moved over to Coobowie several years ago when his sight deteriorated and movability was hampered ... so he moved in close to brother Doug and Carol for a more comfortable life with family at his side. Mel has travelled to Adelaide MOCSA meetings and gatherings when his health has allowed albeit disappointing as he would like to see some old members as he did with Jeff Illman this day.

So a mob of us at Carol's invitation to reunite with Mel got together at Ampol Bolivar and with a stopover at Ardrossan drove to Coobowie for lunch at the pub with the Wilkin clan. This was an unofficial trip but a club representation of our thoughts and love for Mel and his well being these days.

Weather suited our trip but the downpour came whilst we dined at the pub for a couple of hours then going on to Carol and Doug's residence for coffee ... tea ... scones with jam and cream. Whilst there we had a chance to go through Doug's garages and see his collection of cars ... all of some personal value to him and collectable.

Ending mid afternoon we said our goodbyes and headed home all feeling a little better that we had caught up with Mel whilst we all could ... he is ONE of our Mustang family that we wanted to catch up with some urgency.

Thanks to Kathy, Jeff, Karen, Paul, Adrian, Linda, Robert, Robyn, Andrew, Craig, Andrea, Dean for taking the time out ... It was a great day



Thanks for having us



# Club Registration Days

... Kathy Cochinos

July 8 and 15, 2023

We held two Club Registration Days this July on the 8<sup>th</sup> at Accura Harris Orchard Accountants premises on Fullarton Road at Dulwich and the other on July 15 at Autocraft Collision Repairs on Aldershot Road at Lonsdale.

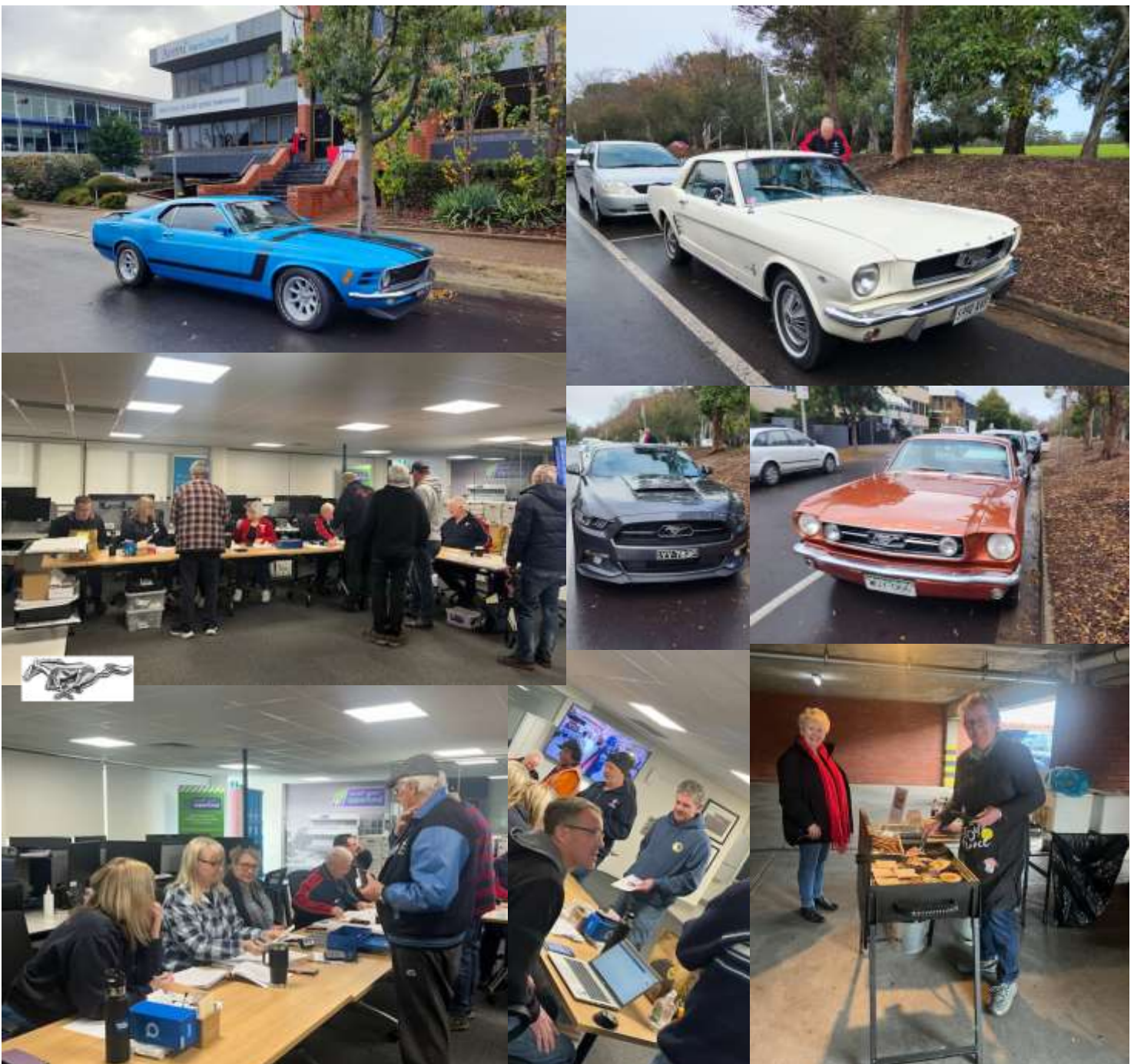
Saturday the 8<sup>th</sup> was rather cold and at times wet, we had a reasonable turnout. Registration was carried out upstairs in the relative warmth while down in the underground car park you could find the sausage sizzle in progress. Thankfully with the BBQ behind the wall facing the street it wasn't too cold and the BBQ does help to keep one a little warmer.

There were the usual helpers along for the day in the form of Kym Turner, Karen and Paul Robinson, Linda Bonnet and Adrian Zuppin, Trish and Tony Kilvington, Glenys Searle, Michael Schluter and Tania Victor, Brett Lonnee and Rick and Maree Staehr as well as myself keeping warm downstairs. We had approximately 100 members attend.

Thanks to those who came along and a big thank you to Michael Schluter whose employers allowed us to use their premises for the event.

Saturday the 15<sup>th</sup> was a bit better weatherwise from memory but it was still cold. About 30 members made the effort to attend Autocraft Collision repairs to renew their Membership and their log books for cars on Conditional registration. There was coffee and cake on offer to members. Once again Trish and Tony Kilvington, Linda Bonnet, Karen Robinson and also Denis and Karen Munden etc were in attendance to update log books and Membership renewals.

A big thanks to Denis and Karen for the use of their premises for this event.



# Club Run to Blanchetown

... Kathy Cochinos

August 20, 2023

We met at the Costco car park on Churchill Road with a departure time of 9.30 am. There was a good number in attendance with a few more to join in along the way. It was wet and cold to start with but I was sure it would clear up before lunch time.

I had booked for 50 and upped the numbers along the way and then as usual it ebbed and flowed a bit 'til I think we had just over 50 people and about 28 cars. The Hotel had asked us to prebook our meals to make it easier and hopefully a little quicker for us all to get fed.

We left the Costco car park pretty much on time and headed for the Northern Expressway on our way to Truro where we were stopping for a coffee and a pitstop. I had let the Bakery know that we were going to be there a bit before 11 am and they had extra staff on hand, but it can never be easy to make 40 plus coffees in just a few minutes. I was lucky that my coffee was already waiting for me on arrival courtesy of Jack and Briar Herlihen who joined in for the day at Truro. We made pretty good time getting to Truro so we hung about a bit so we weren't too early to the Hotel.

On our departure from Truro we again made pretty good time, and the weather changed as we crested the top of the hill and headed down into the valley and it warmed up quite considerably. We were at The Blanchetown Hotel just on 12 noon. The salads started coming out pretty soon as I guess they were all ready to go. The schnitzels, fish and chips, crumbed prawns etc were eventually all distributed. Some meals did take a while but it was all tasty and I hope everyone enjoyed their meal.

Thanks to those who came along, I hope you enjoyed the drive.



# Coming Events 2022

... Kathy Cochinos

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

## Wednesday 20/09/2023

### Monthly Meeting #563

West Torrens Birkalla at 8 pm.

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

### Long Weekend in Port Augusta

Meeting at Ampol Foodary, Port Wakefield Road, Bolivar departing at 9.15 am.

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 Ritschi Railway before making your way home.



Organised by Leanne and Rob Litchfield.

## Wednesday 18/10/2023

### Monthly Meeting #564

West Torrens Birkalla from 8pm

## Saturday, October 21, 2023

### Training Session #2 for Female Club Members

Ultra Tune. 134 Beach Road, Christies Beach

12 noon to 1.00 pm

Coordinators Chris Mosby and Tony Kilvington

Attendance Email [tony.kilvington@gmail.com](mailto:tony.kilvington@gmail.com) or

mobile 0401 123 931 if you are attending



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

### Observation Run

Meeting Churchill Centre, COSTCO end.

Start time 9.00 am, departing 9.15 am.



## Sunday, October 29, 2023

### All Ford Day

Oakbank Racecourse

Details and Registration on line

\$30 per vehicle, then \$25 for others also entered by you.



## Sunday, October 29, 2023

### Victorian State Concours

Dandenong Showground, Bennett Street, Dandenong.

SA Members are invited to attend the show day as well as the presentation dinner to be held in The Amora Hotel in Richmond with a 3 course meal at \$70 per head.

Please speak to Tony or Kym if you are interested in attending.

## Wednesday 15/11/2023

### Monthly Meeting #565

West Torrens Birkalla from 8pm.



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

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[www.sa.mustang.org.au](http://www.sa.mustang.org.au)

**Sunday, November 19, 2023\*\***

**Club Run to Swan Reach**

Meet car park in Mulberry Road off of Fullarton Road Glenside at 9.15 am for 9.45 am departure

**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 9.45 am for a 10:15 am departure.

Club will provide cold meat platters, bread rolls, cutlery, plates, tea and coffee. Plus soft drinks and lollies for kids.

Members to bring salads and sweets to share on your own table.

BYO chairs, hats and sunscreen for outdoor activities.

Bar facilities available – BYO alcohol not permitted.

Indoor air-conditioned comfort with tables and chairs provided for lunch.

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

Don't forget to get your forms in for Santa for your kids or grandkids.

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



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**

**Saturday 13/01/2024\*\***

**Dinner at Bridgewater Inn**

Meet at 5.45 pm, then cruise to Henley Beach for coffee afterwards.

**Wednesday 17/01/2024**

**Monthly Meeting #567**

**Ponies on the Pitch**

West Torrens Birkalla from 6.30pm

**Sunday, February 18, 2024**

**All American Day**



**Wednesday 21/02/2024**

**Monthly Meeting #568**

West Torrens Birkalla from 8pm.

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

January 2024							February 2024							March 2024						
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	3
8	9	10	11	12	13	14	5	6	7	8	9	10	11	4	5	6	7	8	9	10
15	16	17	18	19	20	21	12	13	14	15	16	17	18	11	12	13	14	15	16	17
22	23	24	28	26	27	28	19	20	21	22	23	24	25	18	19	20	21	22	23	24
29	30	31					26	27	28	29				25	26	27	28	29	30	31

# Photos from Quiz Night September 9th 2023





# Cobra Mustang History

... Suggested by Paul & Karen Robinson



Last Updated June 13, 2023 Meghan Drummond

The Ford Mustang Cobra's history is closely intertwined with that of the Shelby Mustangs. Both the Shelby and Cobra represent the pinnacle of Mustang performance.

It was Carroll Shelby, not Ford Motor Company, who first used the name Cobra on a car. Shelby American's AC Cobras were the perfect mix of a lightweight European sports car and American V8 power. They could blaze around corners, offering tight handling at incredible speeds.

When Shelby began creating the GT350, many of the parts had the Cobra logo on them. Since they were made in the same shop as the Cobras, many people started using the terms Shelby and Cobra interchangeably.

Unfortunately, that's where some of the confusion occurred.

When Shelby briefly left the world of fast cars, he assumed there would be no more Shelybs or Cobras. But Ford really liked the Cobra name. While they couldn't make Shelybs without Carroll Shelby, they didn't see why they couldn't make Cobras. The resulting legal dispute is most likely why Shelby worked with Dodge during the '80s and '90s.

Here's a look at the history of the Cobra, from its early Shelby roots to the rebirth in 1993 that lasted until 2004.

## THE FIRST MUSTANG COBRA

The Cobra name was first introduced in a Ford line back in 1962 with the Shelby Cobra models of fame and flair. These cars, along with the 335-hp 1968 Cobra Jet, helped establish the Cobra name as a powerhouse on the road.

The Cobra brand continued to show up in Ford cars through the 1970s. Take the 1970 Mustang Mach 1, for example, that used a 428 cubic inch Cobra Jet V8 engine. One of the Mach 1s was in the original 1974 *Gone in 60 Seconds* film.

However, Ford didn't officially develop the Mustang Cobra until after the 1974 redesign of the Mustang line, known as the Mustang II generation.

The first Mustang Cobra arrived in 1976 and was named the Cobra II. This name caused some confusion because there was no Cobra I.



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www.sa.mustang.org.au

From the start, the Cobra was a racing line. It had a hood scoop for dramatic effect and racing stripes, plus functional rear spoilers. The original Cobra was a homage to the classic Shelby Mustangs. To help build the brand, the '76 included a Cobra emblem on its front fenders.

The '77 and '78 Cobras offered small style changes and a slightly improved engine, along with other options. The 1978 model was the "King Cobra", which included a large Cobra hood decal and an optional V8. These cars helped boost the Mustang's popularity so that a new line could be introduced in 1979.

## FOX BODY MUSTANG COBRAS

Almost 18,000 Cobras were produced with the third-generation 1979 Mustang. They came with a redesigned interior to comfortably seat four. But they also kept up engine options through a full Windsor V8. Improvements to the Cobra stayed consistent with overall Mustang upgrades through 1981.



Cobras in the early 1980s were actually modelled after the 1979 Mustang Pace Car. They featured dual sport mirrors, bright tailpipe extensions, and a powerful engine. Cobra lettering was available on the body and rear quarter windows. Ford kept alive the tradition of offering a roughly \$100 Cobra hood graphic upgrade. These models offered special racing packages that would also make it more aerodynamic.

In 1982, the Mustang started its performance renaissance and dropped the Cobra line as it retooled for a stronger, more aggressive car. However, Mustangs were still offered with "Cobra" packaging from 1984 to 1992 in Canada. These mainly had cosmetic upgrades, offering little to no engine or performance improvements.

In the 1990s, the Cobra came back with a vengeance.

## THE MUSTANG SVT COBRA



Ford began producing the Mustang SVT Cobra in 1993. Built by Ford's Special Vehicle Team, the Cobra was



designed to outperform the Mustang GT. The SVT Cobra stepped on the gas three times during its lifecycle with Cobra R variants. The SVT Cobras were crafted from 1993 to 2004.

Compared to other Mustangs, the SVT Cobras were powerful beasts that came in a relatively limited quantity. They were produced for collectors as much as for racers. Some "R" models even required the owner to have a racing license to buy the car.

The first SVT Cobra made its debut at the 1992 Chicago Auto Show, highlighting the abilities of the SVT. While the exterior was like the 1993 Mustang GT, the Cobra's fangs were nestled squarely beneath the hood.

Initial Cobra Mustang specs included an impressive V8 that could put out 235 hp and go from zero to 60 mph in 5.9 seconds. An upgraded suspension gave the 5,100 SVT Cobras a gentle ride even at high speeds.

To kick off its first year of a new Cobra, Ford also created an R model of the 1993 SVT Cobra. This racing variant only came in Vibrant Red and focused on speed and power with improved brakes. It also featured a cooler for the engine, power steering, and improved wheels.

Comfort wasn't a factor as the car offered no air conditioning and no stereo. Plus, the \$26,692 ride came without a warranty. Only 107 Cobra R's (1993) were made.

On January 17, 2019, a 1993 Cobra R sold for a \$132,000 out-the-door price at the Barrett-Jackson auction, setting a record price for Fox Body Cobra Mustangs. This particular Cobra was pristine with just over 500 miles, so it may be some time before that record is broken.



### SN95 MUSTANG COBRAS

After the initial success of its 1993 Cobra, Ford reintroduced the line in the middle of 1994. It had a more powerful engine, a wider wheelbase, and an upgraded bumper with Cobra branding. The '95 stood out with its special option of a removable hardtop: a convertible with an upgrade to hold the fibreglass top and reattach a dome light.

Both coupes and convertibles were available in 1994 and 1995. But the 1995 Cobra also had an R option with a 5.8L V8 and 300 horsepower. Again, the R option nixed fancy things like air conditioning, power windows, and fog lights. Only 250 of these R models were made. Ford made 6,009 Cobra Mustangs in 1994 and dropped production to just 5,258 in 1995.

Design was a major feature for upgrades through the rest of the '90s. Ford dropped down to a smaller engine and added the now-classic air inlets on the hood. They also diversified paint colours. The 1996 Mystic Cobra used a paint that appeared to change colour when viewed from different angles, ranging from greens and purples to a light gold. The proprietary paint requires several levels of verification before an owner can get it replaced or repainted.



A big increase in production took place in 1996, with 10,003 Mustangs created. When interest peaked in 1997, production jumped up to 10,049 before falling down to 8,654 in 1998.



### NEW EDGE MUSTANG COBRAS

At the end of the decade, Ford pushed its New Edge design for the Mustang lineup, including the SVT Cobra. In addition to new style, the 1999 Cobra also made history as the first time the Mustang used IRS instead of a solid rear axle. Models through 2004 also featured a new fuel system.

The 1999 Cobra Mustang was actually only sold until August 6, 1999, when Ford recalled all 8,095 units sold. The Cobra wasn't reaching the horsepower promised, so the production of the SVT halted until 2001. While redesigning the 1999 SVT, Ford pushed ahead with its 2000 R model and created 300 cars with a 385 hp V8. 2001 returned with 7,251 cars.

The 2001 SVT Cobra was largely a fixed version of the 1999 model. There were a few changes in the engine block and a series of cosmetic differences. The rear bumper now featured "Cobra" lettering instead of "Mustang."

A nice addition to the Cobras in the new millennium was an improved intake manifold and exhaust. These upgrades allowed it to meet emission standards that were starting to pop up in the U.S.

### THE MISSING 2002 COBRA?

The 2002 Cobra is often viewed as the SVT that didn't exist. Only a hundred of the 2002 SVT Cobra models were made, all shipped and sold in Australia. There were no major changes from the previous year. Since it was an Australian model, the steering wheel was on the right side and the grille had an extra set of lights.

### THE TERMINATOR COBRA

The 2003 SVT Cobra was lovingly called "The Terminator" by the SVT team. The name stuck for the next series of models. Between the coupe and convertible, 13,476 models were made in 2003.



[Cobra Mustang History \(cjponyparts.com\)](http://CobraMustangHistory(cjponyparts.com))

The 2003 model came with an impressive 390-horsepower engine. Later, testing actually found that the engine was putting out roughly 425 hp. Thankfully, the cast-iron engine block and reinforced frame could handle the beast. The engines in the Terminator line were some of the most powerful engines Ford ever put in a car. They're still some of the toughest engines made for a mainline automobile.

For the 10th anniversary of the SVT Cobra, Ford created a red-themed vehicle with a bold interior, leather inserts, and a unique blend of black, silver metallic, and Torch Red models.

Not to be outdone, the 2004 special edition launched a series of unique colours. Ford brought back the shiny, shape-shifting colour of the 1996 Mystic Cobra. The 2004 was the last Cobra Mustang model as the SVT shifted to a new line of cars under the GT moniker. Ford ended its Mustang Cobra line with 5,664 cars in the 2004 production.

### MUSTANG COBRAS VS SHELBY

Many of the great Shelby Mustangs, from the AC Cobra through the GT500, are mistakenly grouped with Ford's line

of Cobras. This is because they originated the Cobra badge later used in Mustang Cobras. But the Mustang Cobra is considered a separate line that began with the Mustang II. They had a very different design compared to the Shelby models.

While the Shelby GT500 was designed in conjunction with the SVT, licensing remained separate. So the two cars still battle it out on the roads for who is the king of the snakes.

### THE SVT COBRA LEGACY

Though the Shelbys have returned to the Mustang world, it's unlikely that we'll see the return of the SVT Cobra again.

The Cobras were a great stand-in to the Shelby Mustang. However, the GT350 and GT500 high-performance models based on the first-gen Mustang are popular with enthusiasts. It's possible that future Mustang generations may see a resurgence in Cobra-based editions. But with Super Snakes slithering around, there hasn't been as much demand.

While the rebirth of the Cobra may be wishful thinking, the popularity and nostalgia make the Cobra SVT a possibility for the future.

## From the Kitchen

... *Andrea Gambarotto*

### No Bake Apricot Slice

#### Ingredients

200g Arnott's Marie Biscuits	250g Diced Dried Apricots
70g Brown Sugar	60g Coconut
125g Butter or Margarine	200g Condensed Milk

#### Method

Line a Slice pan with baking paper.

Place the Marie biscuits in a food processor and blitz until smooth crumbs, place in a large bowl.

Add the apricots, coconut and brown sugar to the dry ingredients.

Place condensed milk and butter in a saucepan and heat until a smooth mixture then add to dry ingredients and mix until all combined.



Pour into slice tin and press firmly.

Refrigerate for approx. 2 hours.

Ice with Lemon icing and sprinkle with coconut.

Wait until icing has set and cut into small squares and enjoy.

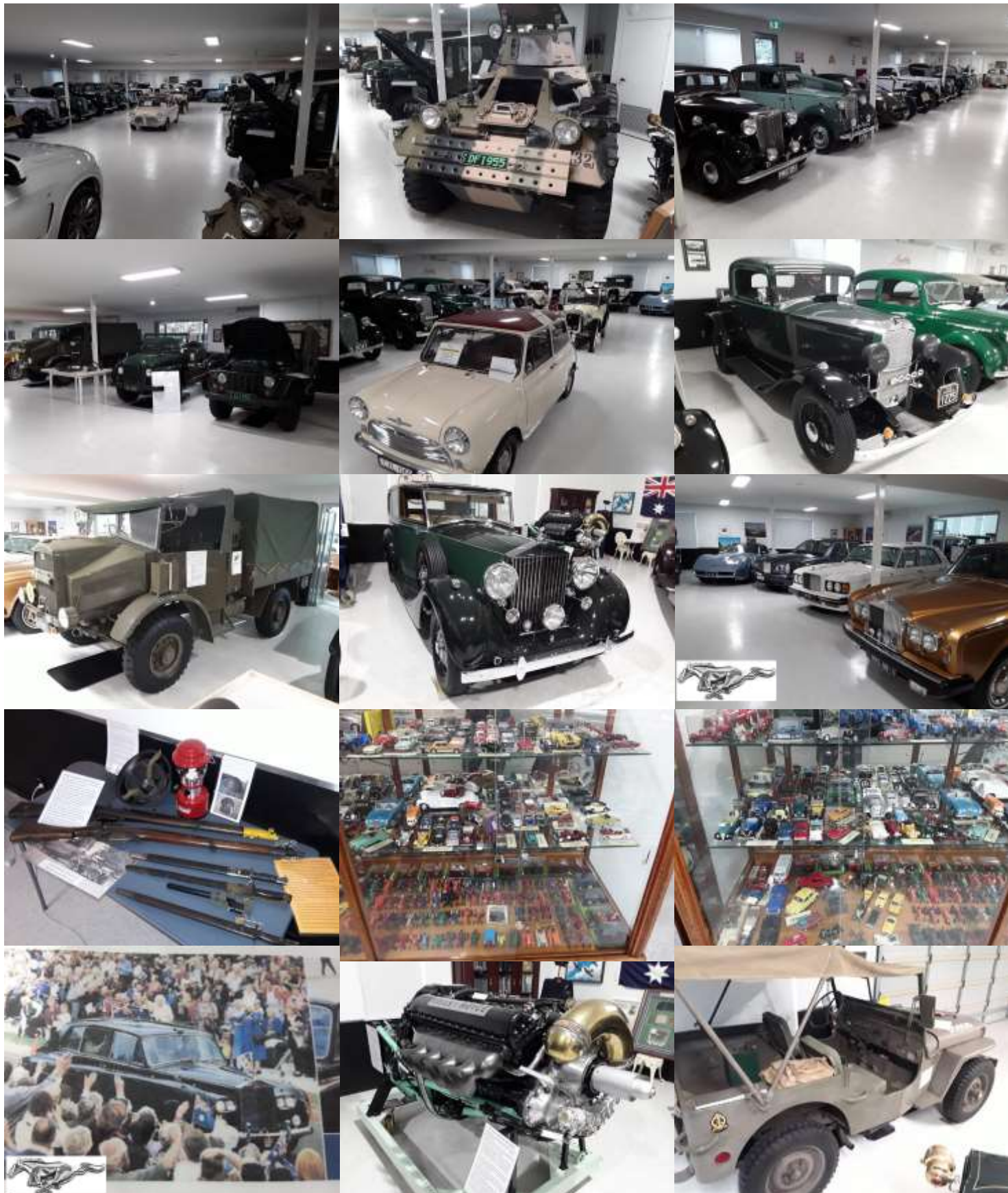


# From Interstate

... Graham Bouquet

While visiting my daughter on the sunshine coast Queensland I took the chance to visit Frank Carroll's museum at Coolumb, it is privately owned with a good mix of vehicles but also attached is the "Sir Henry Royce foundation Australia". Both in climate controlled galleries, as well as the vehicles as you can see there is also other memorabilia and models, all the exhibits have a story next to them which tells the history of that vehicle and of it's importance, one in particular is the Queen's Rolls Royce this one of two and the only one she rode in. If any members are holidaying or in the area this establishment is well worth a visit. Say hi to the gang and hope these photo's are of interest to you .

Cheers



# 2024 Ford Mustang Dark Horse Is the Ultimate 5.0

Ford's alpha barn burner has arrived

BY JOHN PEARLEY HUFFMANUP DATED: AUG 1, 2023

The Mustang has always been Ford's most fashion-conscious car. Special, and not-so-special, editions have always been how this front-engine, rear-drive coupe has sustained cultural relevance over its - next April it's 60 years - history. So, for 2024, the company has produced a new, forward-facing, high-performance, snot rocket called the Dark Horse.



*The dark magic of the Dark Horse is the massive tyres and massive Brembo brakes.*

For those of you yearning for a return riff on the 1974 Mustang II Ghia or an SSP cop car tribute, sorry. Here's hoping things go your way at the 65<sup>th</sup> anniversary in 2029.

That the Mustang is now Ford's only car doesn't mean it can afford to be anything but fashionable. Therefore, the Dark Horse's 5.0-litre Coyote V-8 sports twin throttle bodies which are pure intake porn, wears bewitching 19-inch wheels covered in monstrously wide

Pirelli PZero rubber, has gorgeous Brembo brake callipers gripping on discs more than an inch larger in diameter than that of a Domino's large pizza (agonisingly close to being an extra-large), and is otherwise trimmed in both traditional Mustang design cues and hard-edged menace. Also, the paint is impregnated with so much mica it looks as if it were mined. And a 500-hp engine rating is always très chic.



*How much mica is in the paint? Enough so that it will flop to appear as different hues in sunlight. Awesome.*

Here's some trivia. At 390 millimetres, the Dark Horse's front brake discs are the same diameter as the 1979 Mustang's optional TRX wheels. News you can use from 45 years ago.

Dark Horse is the first new name for a Mustang edition since the Bullitt tribute for 2003. Dark horse originally being a horse racing term for a steed entered into a race with which gamblers aren't familiar or have much info to consider. A winner no one saw coming. It has ported over to the political field to indicate a longshot candidacy.



*The new Dark Horse logo is the first Mustang identifier with the head facing forward. And features a horseshoe surrounding it that comes from a very sci-fi hoof.*

Ford brought some press from around the world together in North Carolina to appreciate the car along the backroads and do some hot (well, more than warm) laps around an irregular variation of the Charlotte Motor Speedway's road course. This is a short exposure; expect a more comprehensive report with extended experience later.

Press the start button and the Dark Horse roars to life as if it were opening for Aerosmith. After a momentary throat clearing, it settles into an impatient, growling idle. This fourth generation version of the Coyote 5.0-litre, DOHC, 32-valve V-8 is, like previous Coyotes, eager to rev. And that escalator ride from idle to its 7,450 rpm redline produces a dang glorious exhaust contralto accented with deep vibrato. The "active valve" exhaust is available on the Mustang GT and even on the four-cylinder models. It finds its best expression here.



*Hubbadah, hubbadah... an engine that looks like an engine.*

Automatic-equipped Dark Horse (and other Mustang) models can also be remotely started and revved from the key fob. Meaning that the guys at the local sideshow can stand next to you while you show off. And if the cops show up, they can't bust you for standing alongside your car.

Road & Track's Brian Silvestro wrote about the 2024 Mustang GT last week and criticised that car for a "numb front end with next to zero steering feel." I haven't driven the '24 GT, so I don't dispute Brian's assessment. But that's not my experience with the Dark Horse. And that's likely because the DH tyres - when the car is equipped with the "handling pack"—are mind-bogglingly massive. It rocks staggered-fitment rubber with 305/30R19s on 10.5-inch wide rims in front and 315/30R19s on 11-inchers in back. That's 50-millimetres wider in front and 40-mills wider in back than the widest tyres offered on the GT.

The Dark Horse handling package tyres are the same size as those fitted to the hardcore 2020 Shelby GT350R and that car stuck to the skidpad at a brainpan-fracturing 1.11 G. It would be unsurprising if the DH doesn't orbit the pad at a similarly impressive number.

While the GT350R ran on Michelin Pilot Sport 2S—the greatest rubber things since the dawn of vulcanisation - the Dark Horse rubber uses Pirelli PZero Trofeo RS tyres tweaked for this application. These Pirellis have essentially two treads on each tyre. About half the tyre's width (the inside half) has a rather conventional-looking tread pattern optimised to channel water away for good wet-weather traction. Meanwhile, the outer half of the tread, where most cornering adhesion occurs, is a near-slick racing radial with



*North Carolina's finest police officer not in photo.*

minimal tread or siping to maximise the surface area connecting with the pavement.

On Charlotte's road course, the immediacy of the DH to steering inputs is astonishing. The steering ratio hasn't changed from other Mustangs, and the handling package uses the same size anti-sway bars as the handling package offered on the GT. The "MagneRide" dampers are also offered on other Mustangs, so if there's a difference it has to be mostly in the tyres. Those massive meats.

Feel? You don't need no stinking feel. By the time feel enters the driver's mind, it's time to stomp the Brembos and feel the DH bleed speed even more quickly than it builds it. And it's that initial chomp when the wheel is turned that's so satisfying. The driver may not feel much through the wheel, but the whole car's instantaneous turn-in is awesome. That can be felt as the driver's kidneys slosh over toward the bolsters of the fantastic Recaro chair. Push it hard enough and the DH will rotate elegantly with some throttle application.



*Seats that make a driver happy to have a back and a butt. Guess who makes it?*

The six-speed manual transmission, on the other hand, takes some concentration and determination to operate effectively. Muscling through the gears it's too easy to miss a gate and that can leave the car ill-prepared to rocket out of a corner.

On track, the 10-speed automatic transmission usually responds quickly to triggered shifts. Usually, however, isn't always. It sometimes feels as if the torque converter is having a hard time keeping up with action.

So, there's no perfect transmission offered in the Dark Horse. Acclimation time with either could result in better shifting, but it's going to take some work.

The 2024 Mustang - the S650 - is more an extensive renovation than it is an all-new machine. The windshield, floorpan, and firewall are all pretty much carryover as are

the suspension design and most dimensions. It looks better than before, but that's subjective.



*Succumbing to the inevitable, the Mustang dash goes digital.*

What will likely prove controversial is the dumping of analogue instrumentation in favour of a huge-ass digital screen. It's not that there isn't some fun to be had with digital manipulation, but it comes at the expense of the Mustang's traditional dual-cockpit design. The Dark Horse features some animations on the screen that are entertaining, but the other tricks and magic are shared with lesser 'Stangs.

Ford obviously is preparing several more special editions of the S650 over its lifetime. They know that being on trend matters in this segment - in which the Mustang will soon be the soul entrant - and marketing matters.

For 2024 the Dark Horse will be as good as Mustang gets. (US) Prices start at \$60,865 including the rugged \$1,595 destination charge. But get all the good stuff—like the \$4,995 handling package, \$1,650 for leather seating, and \$5,495 for the wicked awesome painted stripes - and the price easily clears \$70,000, with an \$80,000 Dark Horse being conceivable.



*Spoiled.*

An \$80,000 5.0-litre Mustang. Who saw that coming?



*2024 Ford Mustang Dark Horse Review: The Ultimate 5.0 (roadandtrack.com)*

# Ian "Pete" Geoghegan's First Mustang

... by Dyno Dave

Some time ago I was browsing in an op shop and spied a small yellow box that had the label "Pete Geoghegan's '65 Mustang" on it. It contained 24 Kodachrome 35mm colour slides, probably taken by a keen amateur. Slide photography was popular in the 60s due to the high cost of colour prints. This piqued my interest so I had to buy them. They are all stamped "AUG 67" so they came from the same roll and the timeline is right. All images in this article were scanned from these slides. The quality is a bit suss but a bad photo is still better than no photo. I've picked out the best of them to support this article.

The identity of the photographer and the location is unknown.

This November marks the 20<sup>th</sup> year since the passing of motoring great, Ian "Pete" Geoghegan who, with his older brother Leo, had much success on Australian race tracks in the 1960s and '70s. Some older members who follow motor sport will recall his amazing skill on the touring car race track and how this giant of a man was loved by his followers for his keen wit and bravery behind the wheel. His prowess was felt by his racing rivals, the likes of Norm Beechey (Stormin' Norman), Bob Jane and later Allan Moffat. Beechey was the first to win a race with a Mustang in Australia and he is still with us, enjoying his retirement at the ripe old age of 91. While most drivers of the day changed cars often, Pete stuck with the Ford Mustang for several years, starting with a 1965 model with a Shelby engine. Not much is documented about this car as Pete really made his mark with his second Mustang – a modified 1967 GTA.

The ATCC (Australian Touring Car Championship) was the drawcard for the legendary racing drivers of the day. The officiating body, CAMS, had strict rules – i.e. no automatic gearboxes were allowed and fastbacks were classified as "sports cars" so they were not permitted. The Ford Mustang was defined as a sporty family car and it had loads of appeal from day one. Pete had been racing a Ford Cortina Mk1 GT and wanted more grunt. His search led him to the States where he purchased a 1965 Raven Black Mustang, fitted with a 289 Shelby Cobra engine and tricked up for racing. It was officially an R-code Shelby assembled as a hardtop.

As the car was being unloaded at the docks, Pete was informed that he had won full sponsorship from Total Oil and the car had to be repainted white.

It sported the familiar red and blue stripes, close together in the centre of the car, separated by a gap of the same width. The white body colour made it look like it actually had three stripes – red, white and blue. The sides had the same treatment.

Towards the end of 1966, an approach was made by the Castrol oil company who took over sponsorship. The Mustang did not need to be repainted but it now sported the familiar Castrol green stripes, widely separated along the top of the car with a single central strip of the same width along the sides. Geoghegan was very successful racing this car, with more than 60 wins from 80 starts.

The 1966 ATCC was held at Mt. Panorama on Easter Monday, April 11 1966. In this 20-lap race, Pete started from pole position and was quickly overtaken by Norm Beechey in his more powerful Chevy Nova II. The previous year Beechey took out the 1965 ATCC in his Mustang and looked like he had it in the bag again, this time with the



Front-on view showing Castrol bonnet stripes



Rear view, a fairly standard '65 hardtop



A bonnet scoop was added to improve induction

Chevy. However Norm had clutch problems and faded out to wind up in second place. The Geoghegan Mustang won the day.

Pete retired his '65 and went on to win three more consecutive ATCC events with his modified '67 Mustang... in 1967, '68 and '69. Whilst many classic racers vanished, were wrecked or butchered to make drag cars etc., Pete Geoghegan's '65 survived and is now in a private collection.

Ian "Pete" Geoghegan will be remembered as a true pioneer in Australian touring car racing, a big man with skill and bravery not seen so much on the track these days. He helped to cement the legacy of the Ford Mustang as a true muscle car.



View of the dash showing extra gauges



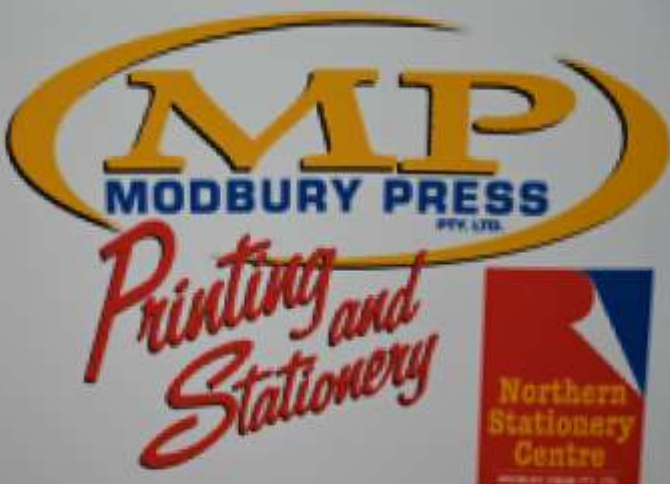
All-American mags with Firestone Indy tyres



A quad of 48mm downdraft Webers



**TurtleWax**





Throughout the decades, one of the most iconic and recognisable logos in automotive history has withstood the test of time – the Ford logo, a shining emblem that most automotive branding professionals come back to, one way or another.

It evolved from a simple black script font to its current three-dimensional design and is deeply rooted in history and American culture. Through multiple rebranding over its 100 years of existence, each subsequent version builds upon what came before it – visually and around core values that continue to inspire generations for many years to come.

Join us on a journey through time as we explore the evolution of one of America's oldest logos!

### A Brief Introduction to the Ford Brand

The Ford Motor Company is a staple of American culture and has been for over a century. From the iconic Model T to the latest Mustang, Ford's products have been beloved by generations of drivers. But who is Ford, and what do they do? Let's take a look at the brand story behind this iconic company.

### Getting to Know Ford Motor Company

The Ford Motor Company was founded in June 1903 by Henry Ford and several other investors. Its first product was the four-cylinder Model A, which quickly became a hit with consumers. This success was quickly followed by the introduction of the legendary Model T in 1908, which sold over 15 million units worldwide before being discontinued in 1927.

Since then, Ford has continued to innovate and produce reliable and stylish vehicles. Today, they offer an extensive lineup of cars, trucks, SUVs, vans, crossovers, hybrids and electric vehicles—all designed with their customer's needs in mind.

### Ford's Global Reach

Today, Ford is a household name around the globe. It has factories in Europe, South America, Asia, Africa and Australia. It also operates numerous research centres, constantly developing new technologies to improve its products and stay ahead of its competitors.

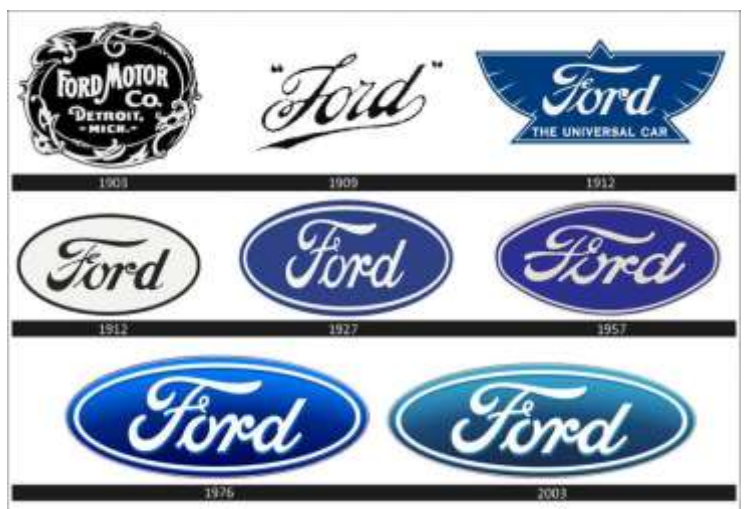
Along with producing passenger and commercial vehicles for everyday use, they also develop racing cars for both professional and recreational use. Their motorsport division plays a vital role in developing new technologies that can be applied to their production models and helping to promote their brand across the globe through various racing series such as Formula One and NASCAR.

### The Brand Mission

Ford's mission is "to be trusted worldwide by our customers, providing them with best-in-class services while contributing positively to society." This focus on trustworthiness reflects their dedication to producing reliable products that exceed consumer expectations while staying true to their roots as an American icon—something they have accomplished since day one in 1903.

Additionally, they are committed to driving progress through sustainable mobility solutions that reduce emissions while meeting customer needs. They introduced hybrid engines into their lineup and invested heavily in electric vehicle technology, such as the Mustang Mach-E crossover SUV.

Whether providing quality automobiles for everyday life or pushing forward cutting-edge technology—Ford continues striving towards its goal of being trusted worldwide by providing customers with best-in-class services while making positive contributions towards society along the way.



### History of the Iconic Ford Logo Design

Ford Motor Company logo design has been integral to the brand's identity since its founding in 1903. Going through many iterations, all of the logo design specialists that tried to evolve it retained the brand creator's original signature. Quite literally! It has gone through several changes and evolutions to become the iconic representation it is today.

#### 1903

The Ford Logo Design of 1903 was created by the then-founder of the Ford Motor Company, Henry Ford. It featured a black and white oval with the words 'Ford Motor Company' written in an elegant script font surrounding it. The oval design represents the reliability and strength of Ford's products.

#### 1909

The 1909 Ford Logo Design was an updated version of the iconic oval shape introduced in 1903. The font used for "Ford" shifted from bold, serif-style typography to stylised cursive lettering. The oval shape was also simplified and became more abstract, yet still conveying the strength and reliability associated with the brand.



#### 1976

The 1976 Ford Logo Design was the closest version to what we know now. This logo design featured an elongated oval with "Ford" written in a bold, cursive serif font. A navy-blue backdrop graces the oval, adding a layer of distinction and



vibrancy. And, of course, to add that dash of sophistication, there's a silver border finish highlighting the logo design.



### The Ford Logo Design Now - Effortlessly Timeless

The Ford logo is one of the most recognisable automotive logos in the world. Since its inception, the Ford Motor Company has continually evolved the blue oval Ford symbol to remain iconic and visible to customers.

As an instantly recognisable emblem for a household name, the Ford logo connects with the audience's emotions through its reliable, robust and simultaneously modern image.

In recent years, they have further refined the Ford symbol making it stand out on all digital channels and inspiring customers to trust in what it stands for: a classic yet modern car manufacturer.

Through its journey of refinement to simplify its design for a more straightforward yet contemporary feel, every iteration of the Ford logo design is just as timeless and iconic as ever before. To this day, its iconic composition serves as inspiration for branding experts in their pursuit of creating logos that balance tradition with modernity.

### Ford Logo Design Stays Strong with On-Brand Colour Story

The Ford Motor Company logo design employs the colours blue and silver, which significantly impacted their branding since the company's foundation in 1903.

These bold, timeless colours make up the base for logo designs used consistently throughout Ford's history, no matter how new models or designs may change over time. The logo has always included variations of the two core hues (cobalt blue and silver), making different logo design variations on-brand regardless of the other details within each logo.

Now, let's quickly dive into how these brand colours effectively communicate the brand's messaging.

Blue evokes trust between customers and the brand. It creates a calming feeling that inspires dependability. Alongside this soothing hue are streaks of striking silver to signify Ford's commitment to creating high-end products.

By maintaining the same core colour story, customers see a sense of reliability, stability, confidence and strength through the brand. This highly recognisable aesthetic only helps to



make customer loyalty and brand recognition even stronger

### Tried and Tested

Ford's logo has withstood the test of time – a design that will remain iconic for another century.

The bold and symbolic design makes it easily recognisable and memorable. Plus, it has remained relatively unchanged for over 100 years, adding to its timeless appeal.

While the logo's look may change slightly over time, it always remains true to Ford's brand story and values. The colours of strength and nobility. The stylish Ford signature. The oval frame represents the company's commitment to being a global brand.

[The Ford Logo Design Evolution Through the Years Showcases the Brand's Strive to Constantly Move Forward | DesignRush](#)

## Ford updates its blue oval badge for the first time in 20 years

It is only the ninth time in the 120-year history of Ford that it has changed its logo. The difference is subtle, can you spot it?

US car giant Ford has made a subtle but significant change to its iconic blue oval badge, in what is believed to be only the ninth change in the 120-year history of the company – and the first update in 20 years.

The new Ford badge – which has a darker blue background than before and white script, rather than chrome script – was unveiled earlier this week when the covers came off the updated Ford F-150 pick-up range in the US.

Although Ford didn't make any fuss over the new badge, it's clear it has adopted a fresh look – not dissimilar to the subtle update to the VW logo (black background, crisper white lettering).



[Ford updates its blue oval badge for the first time in 20 years - Drive](#)

Joshua Dowling 15 September 2023

# Mustang Taillight Guide



Some cars are built to look different, while some are built to get from point A to point B. As some of you may know, I am a huge Mustang fan. They look great (some generations), they function well, and they do get you from point A to point B, but with character and fun.

A defining feature (at least for most generations) of the Mustang is the tri-bar taillight. Yes, the pony emblem obviously, but since that is located on the front and most of Ford's competition sees the back, well then here is a guide to be able to identify Mustangs by their tail lights.

Keep in mind that I am writing this as a compilation of my research. I am not an expert, so while there shouldn't be any mistakes, very minuscule details may slip past me. This is also about taillights straight from the factory. As time went on, and parts became more "modular", taillights became one of the most customisable features of the Mustang in terms of aftermarket.



## First Generation (1964 ½ - 1973)

This is where it all started. It was an idea by a few great people: the men who built the Mustang. This is obviously where we first see the now famous tri-bar taillights. Shelby started changing the design in 1967 to an elongated version. While he sort of strayed from the tri-bar look, he nailed a great styling.

Now, I threw in the 1970 Mustang Milano concept for a couple reasons: one, to take up the last box and make everything even, and two, because it is probably my favourite looking Mustang (even though it doesn't exist).



## Second Generation (1974 - 1978)

This was a dark time in Mustang history. A fuel crisis and government regulations hit, and killed the age of the muscle car. Cars needed to become smaller, more fuel efficient, and more practical. Enter the Mustang II.

It is important to note that there were special edition Mustangs during this generation, such as the Ghia, Mach 1, Cobra II, and King Cobra, but they all shared the same taillights with the year of the respective base Mustang II they were built off of. I have also seen an example online of all three bars being red, as opposed to the centre being orange, but I can't figure out if that was original or not. Aside from that, from what I can tell, they are all the same for this generation.



*The word "Android" literally means a human with a male robot appearance. The female equivalent of this word is a "Gynoid."*

### Third Generation (1979 – 1993)

Enter the even more drastic change for Mustang. In the 80s, everything had to be a box. The Mustang was no exception. The Fox Body followed the small, boxy trend. Even though taillights in the past were three bars (which are boxes), that wasn't good enough for the 80s. The taillights literally became boxes, and the classic tri-bar look was gone. Occasionally, if you looked hard enough, you may see a very slight triple barred scheme going on, but it's a stretch to say the least to try and make the comparison.

The 1984 – 1986 SVO and 93 Cobra both had special pinstriped taillights. From 1987 to 1993, there were two different sets of lights: the LX had three boxes, and the GT had a louvered-like version.



### Fourth Generation (1994 – 2004)

So, we go from the 80s where everything was a box, to the 90s to where everything had to be round. Again, the fourth generation Mustang was no exception. At the beginning of this generation, there wasn't a straight edge to be seen. Toward the end of the generation, the edges thankfully started to come back, especially at the rear. However, the tri-bar look for the taillights was back! Even though they started off at a different orientation...

1996 finally brought back the classic tri-bar layout. However, they looked more like elongated bubbles due to the 90s roundness. There were special edition Mustangs during this generation, but as far as I can tell, they shared the same taillights as their lower model counterparts of the same respective year. The only exception was the 1999/2001 Cobra. That model offered a slightly different taillight (with amber colours), but the 2003/2004 Cobra had that year's standard taillight.



### Fifth Generation (2005 – 2014)

Finally Mustang went back to the retro look. That also includes the iconic taillights. Well, this at least applies up until 2009. After that, the tri-bar look still applied, but it was changed up. A cool feature was the integration of sequential turn signals later in the generation. Personally, the 2005 – 2009 and 2013 and 2014 taillights are some of my favourite of any generation.

Aftermarket really took off for these lights as well. Popular upgrades for the 2005 – 2009 included black out options and sequential plug and play kits. Even kits to resemble the 2013/2014 were made for the 2005 – 2009. Toward the end of the generation, LED taillights became standard. I would also argue to say that the 2013 and 2014 had some of the most thought and design go into the taillights. I could be technically wrong, but visually, that's what it seems.

There were a crap ton of special edition Mustangs made during this time. The only one to really stray from the norm would be the Saleens of this generation (which simply blacked out the last bar). Even the Iacocca edition (which now sells from \$100K to \$352K) used the base taillights. That's how awesome they were.



### Sixth Generation (2015 – Present)

2015 saw a complete overhaul of the Mustang from top to bottom, inside and out. It kind of went back to the roundness of the 90s unfortunately. Of course, the taillights were redesigned as well, and thankfully the classic tri-bar style was kept. It was redesigned to be quite a nice looking change as well.

What does Ford have in store for us in the future? Only time will tell, but hopefully they keep the classic tri-bar taillights. After all, since it is something that most people see in their day to day lives, why wouldn't Ford make them badass and iconic?



*Mustang Taillight Guide ~ The Random Automotive (September 2015)*

## FORD MUSTANG TAIL LIGHTS THROUGH THE YEARS (1979-PRESENT)

### 1979-82

With the introduction of the Fox Chassis, Ford went with a taillight design that had sharp edges with vertical lines that were reminiscent to the three-bar taillights of the 60's era Mustangs!

### 1983-86

The second iteration of the Fox Mustang Taillight, the vertical lines were dropped for a horizontal design and incorporated an amber turn signal.

### 1984-86

Ford did not change much for the SVO taillights. Horizontal black lines were added to the 1984 SVO and Charcoal lines for the 85-86 cars to help set it apart from the standard Mustang and the GT variants.

### 1987-93 LX

More noticeable changes were made for the 87-93 Model Years. The brake light section received its own square portion and while the turn signal bulb remained amber, the lens was changed to a clear version that flowed nicely into the backup light.

### 1987-93 GT

Known as the "cheese grater" because of its perforated appearance, the GT's of 87-93 had a built-in bezel that was painted body-colour that drastically changed the rear end appearance from the LX models.

### 1993 COBRA

Ford's Special Vehicle Team (SVT) released the Cobra in 1993. The taillights featured the same horizontal Charcoal lines that were found on the 85-86 SVO Taillight lenses.

### 1994-95

The SN95 platform marked a massive change to the Mustang! With it brought back the 3-bar taillight design. However, these were horizontal in design but was a welcomed nod to the Mustangs of the 1960s!

### 1996-98

The shape of the taillight did not change but the Mustang now had its iconic vertical three-bar design back on the rear of its Pony Car! This theme was revamped in 1996 and still continues to the current Model Mustang!



#### 1999-04

With the facelift of the 1999 Mustang, the Taillights also received a revamp! They retain the vertical design with sharper lines that flow well with the “New Edge” body style.

#### 1999-01 COBRA

Amber turn signals are back for the first time since 1993! The taillight remains unchanged with the major exception of the “import” style version featuring a flashing turn signal section on the outer bottom of the lens. These taillights are a highly sought-after modification to many New Edge owners.

#### 2005-09

2005 marked the end of the Fox Chassis and the beginning of the S197 platform. Keeping in line with the traditional three-bar design, Ford modelled this taillight to be in a rectangular shape with rounded edges.

#### 2010-12

A facelift in 2010 brought upon another new taillight design. This time, sequential taillights were instituted that flashed from inside to the outside paying homage to the Shelby Mustangs of past years! This feature would continue to the current model year Mustangs.

#### 2013-14

The final look of the S197 platform featured some of the most creative taillights to date! An LED outlined housing surrounds the continuing sequential turn signal design. The backup lights are also built-in to the middle brake light section and switch from Red to White depending on usage.

#### 2015-17

Once the S197 platform ended, the S550 came about with a completely new design! The taillights featured a three-dimensional, vertical LED sequential set up that is similar to the 1969 Mustang!

#### 2018-23

A slight change was made to the S550 design where there is a taper at the top and bottom of each of the vertical three-bar taillights. Other than that, the design was a carryover from 2015-2017.

#### 2024

The S650 Mustang features a unique design of taillights in comparison to previous year models. With sharper lines, iconic tri-bar styling, and a convex rear section, the S650 has much more in store for us down the road!

**Siping** is a process of cutting thin slits across a rubber surface to improve traction in wet or icy conditions.

Siping was invented and patented in 1923 under the name of John F. Sipe. The story told on various websites is that, in the 1920s, Sipe worked in a slaughterhouse and grew tired of slipping on the wet floors. He found that cutting slits in the tread on the bottoms of his shoes provided better traction than the uncut tread. Another story is that he was a deckhand and wanted to avoid slipping on a wet deck.

#### Tyres

John Sipe's invention was unsuccessful. It was applied to solid rubber tyres, rather than pneumatic tyres, and so the tyres had poor wet grip anyway, owing to their limited contact patch. It was his son, Harry E. Sipe, who popularised the use of sipes in the USA for the new low-pressure balloon tyres around 1939.

The process was not applied to vehicle tyres on a large scale until the 1950s, when superior tread compounds were developed that could stand up to the siping process. On roads covered with snow, ice, mud, and water,

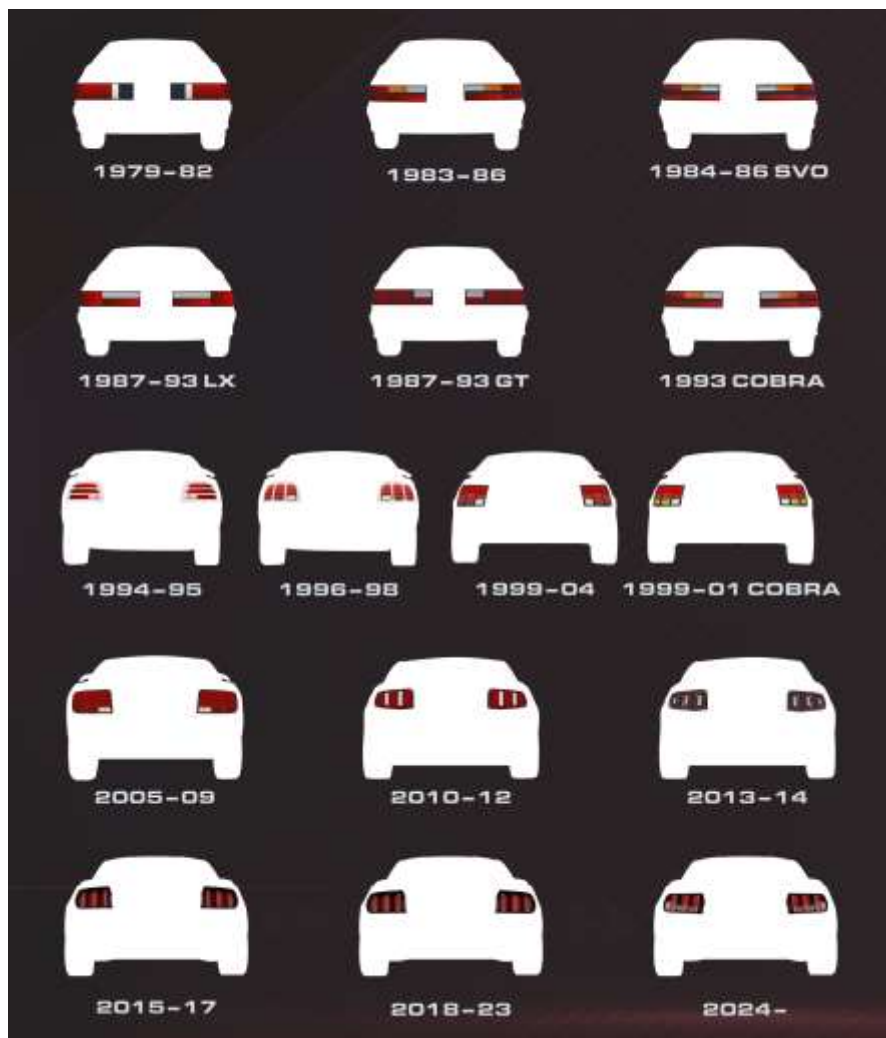


sipes usually increase traction. A US patent to Goodyear also claimed sipes improve tyre traction, and tend to close completely in the tyre “footprint” on the road. A 1978 study by the US National Safety Council found siping improved stopping distances by 22 percent, breakaway traction by 65 percent, and rolling traction by 28 percent on glare ice. Since then, the council has retracted that study and is “not currently recommending or endorsing the siping procedure”.

Tyre tread block shapes, groove configurations, and sipes affect tyre noise pattern and traction characteristics. Typically, wide, straight grooves have a low noise level and good water removal. More lateral grooves usually increase traction. Sipes are small grooves that are cut across larger tread elements. Up to a point, more sipes give more traction in snow or mud.

As is often the case, there are compromises. Winter tyres, and “mud and snow” tyres, may have thousands of sipes and give good traction. But, they may feel “squirmy” on a warm, dry road. Unpatterned racing “slicks” on dry roads give maximum traction. These have no sipes, no grooves, and no tread blocks. However, they have very poor traction on even slightly wet surfaces. Tyre manufacturers use different tread rubber compounds and tread designs for different tyres' usages.

Large sipes are usually built into the tread during manufacturing. Sipes



[Ford Mustang Tail Lights Through The Years | 1979-Present \(lmr.com\)](https://www.lmr.com)



may also be cut into the tread at a later date, called "microsiping". Bandag developed a machine for microsiping which places a curved knife blade at a slight angle on a rotating drum. The drum is placed so when it is pressed against the tread the tyre is pressed into an exaggerated hollow, as if driving down a rail. The drum is lubricated and rotated and the knife makes a series of diagonal cuts across the tread. For improved traction, the tyre may be siped twice, leaving diamond-shaped blocks. A significant problem with field siping is that the tread picks up rocks, glass, and other hard road debris in use, and even with thorough cleaning the knife service life is often poor.

Microsiping can dramatically improve tyre traction in rain and snow. However, microsiped tyres may also have increased road noise and tyre wear when operated on dry surfaces. Consumer Reports recommends against adding more than "the sipes that your tyres come with" because of longevity and dry performance. Some companies such as Les Schwab claim that microsiped tyres reduce tyre friction heat and tyre wear and extends the life of the tyre.

Both Bridgestone and Michelin sell snow tyres that are siped at the factory, while Saf-Tee Siping and Grooving sells machines that can sipe most standard vehicle tyres. Siping can also be done by hand. Siping tyres may void the manufacturer's warranty. Claims that extended life is achieved by siping may only apply to certain environments, operating temperatures, and rubber compound builds.

**Use in racing tyres]**

Fine slits are cut into the tyre with a narrow blade, not near the size of a groove. Racing tyres are siped to increase speed. The increased traction allows better contact to the dirt racing surface for increased braking, acceleration, and turning. The sipes allow the tyre to heat quicker at the start of their use and cool quicker.<sup>[6]</sup>



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