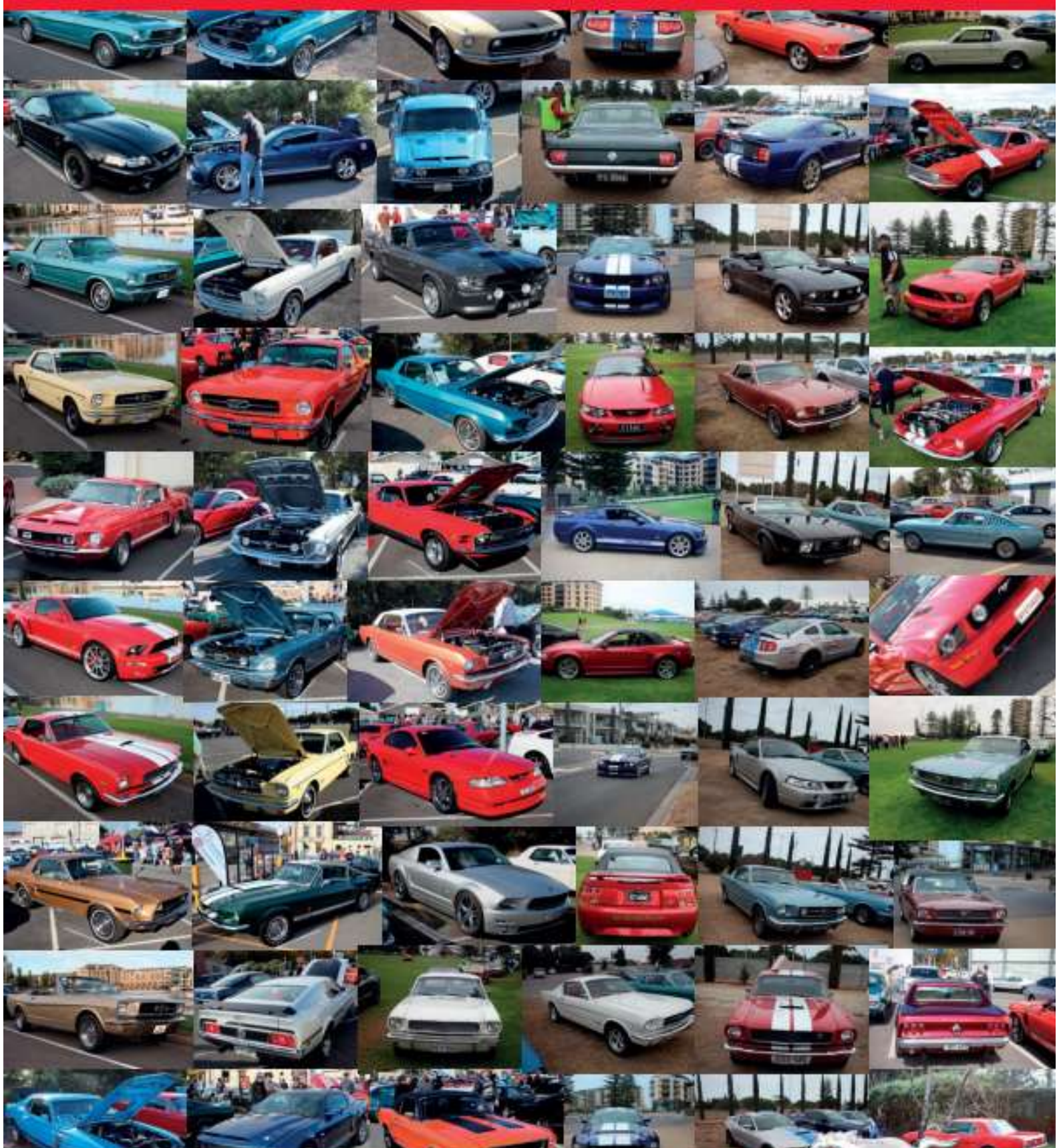




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Executive Committee 2023/2024



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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May 2024

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President's Report 2023/2024

... Frank Seifert

Another club year is almost up and it's time to make sure we get our Mustangs prepped over the colder months so we can enjoy trouble-free cruises for spring and summer. This is also a time to prepare for your legal obligations if your car is on club rego. As we have pointed out many times, if you are on the log book, please ensure it is current or you will have no registration, regardless of what your receipt may say. This can be an expensive exercise for fines but it can get much worse. If your car is unregistered, the prospect of having no insurance while your car is on the road is just horrific.

So please get your log book stamped at either of the two locations outlined in this publication.

We've seen a healthy increase in new members joining the club since the previous magazine was published. At last count (the May club meeting), we had 460 on the books. We also gained the first electric Mustang in the club, a 2023 Mach-E.



By sheer coincidence, the April club meeting fell on the same date as the official public release of the Mustang ... April 17 back in 1964. We celebrated the 60th anniversary of the Mustang with several functions, outlined in this edition. It included printing of decals and T-shirts to commemorate this historic occasion.

Next year the Nationals will be hosted by MOCA NSW, with a break in tradition – a month before Easter. This should improve attendance, travelling and accommodation compared to having it at one of the busiest times of the year. The location is Mt. Panorama at Bathurst, NSW. Contact Tony Kilvington for details if you are considering attending.

Kathy continues to find interesting things for us to do as our Events Coordinator and it is encouraging to see other members assist with hosting runs etc., - as Ben and Bianca did recently with the run to Langhorne Creek. Kathy is open to all suggestions so please help her with this big task.

In closing, I'd like to thank members for assisting at our events and for donating raffle prizes. Volunteering to help and giving something to the raffles is always appreciated. Keep cruisin'.

Cheers



Frank

Vale Michael Muirhead

Mike and Jan Muirhead joined the club on January 17 this year with their silver 2017 Mustang GT. They immediately endeared themselves to the members and Jan mentioned what a friendly bunch we were, welcoming them to the club and embracing them as new members.

Shortly after joining, Mike was diagnosed with a terminal illness and only got to attend two meetings.

He put up a brave fight but passed away on April 30th. It was a pleasure knowing Mike for a short time and the members pass on their sincere condolences to his family.

RIP



From the Editor

... Robyn Bird

rbird2@bigpond.net.au

0418 745 553



For 60 years the world has made the Ford Mustang an icon, right from its birth in 1964. I think the celebrations will go well into 2025, because officially the first Mustang was a 1965. The 2025 Mustang is being styled on the original design, but a lot safer I expect. If you own a Mustang I don't think this milestone would have passed without you noticing the celebrations and paraphernalia. I've got a shirt and a couple of decals.

I really need you to think carefully about joining the MOCSA committee at the AGM. There is a form in this magazine for you to fill in, and submit to the Secretary (Tony Kilvington), by 5th July (a couple of weeks before the AGM).



We are in need specifically for someone to look after the Facebook and/or web pages. This is the most efficient way to get information out, and we really would appreciate someone out there to apply for the position(s). If you prefer you don't have to be on the committee.

Keep Safe

The next magazine is due in September. It would be great if you could write a story for us.

New Members Since the Last Edition

<u>M/Ship No.</u>		
1387	Donald & Heather Reynolds	2020 Shadow Black Coupe GT 5.0L
1388	Graeme Kirkham & Karyn Stevens	1966 Vintage Burgundy Hardtop 289 LHD
1389	Samuel Kollis	1969 Candyapple Red MACH 1 351 LHD
1390	Chris & Belinda Mosby	1995 Sapphire Blue Convertible GT 5.0L
1391	Damien & Natalie Albany	1970 Calypso Coral MACH 1 351 LHD
1392	Mike & Jenny Doe	2022 Cyber Orange Convertible GT 5.0L
1393	Charlie & Joy Saba	1967 Narooma Blue Hardtop 289 LHD
1394	Corey Fowler & Lauren Dillway	1966 Arcadian Blue Hardtop 200 LHD
1395	Sebastian Fitzjohn	2017 Grabber Blue Coupe GT 5.0L
1396	Allan & Wendy Starr	1966 Signalfare Red Convertible 302
1397	Peter & Mandy Richardson	1965 Red Hardtop 289 LHD
1398	Tony & Josie Latassa	2018 Kona Blue Coupe GT 5.0L



We extend a warm welcome to the new members mentioned above. Happy Mustanging and we look forward to seeing you at a Club meeting or run where possible.

Maughan Thiem Ford Sponsorship:

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

Magazine Publication Update

... Tony Kilvington

Hi Members,

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

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

When the magazine is published, members will be advised via an email from Paul Robinson advising the password for you to access the "Members Area" and view the magazine editions online.

The Committee has also agreed that for those members wishing to continue to have the magazine printed in hardcopy format and posted to them, this process will continue for those members who have advised Tony Kilvington (Sec/Treasurer), and if you want to change the process of accessing the magazine (hardcopy or online through the website), you need to advise either:

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

or ... SMS to Tony on 0401 123 931


or ... notify Tony at a Club Run or Monthly meetings.

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

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

Kind regards MOCSA Committee

FIRESTARTER TIP

When you peel an orange, don't throw those peelings away. Lay them on a cookie sheet to dry out over night then save the dried peels in a zip lock bag. When you want to start a fire in your fireplace these are great fire starters and help to catch big logs on fire, plus it makes your home smell amazing! Tried and true. You  can also use at a campsite to start a fire and it helps to repel bugs!



Subscription Renewal for 2024/25

... Tony Kilvington

Attention Club Members

Your \$60 subscriptions for the 2024/25 financial year are due from 1 August 2024 and can be paid direct to the Club Account:

BSB	805050
ACCT	2321346
NAME	Mustang Owners Club of SA
DETAILS	(Your surname) Fees 24/25
AMT	\$60.00



OR

You can attend the Club Meetings on Wed 19th June or Wed 17th July at the West Torrens Birkalla Soccer Club Novar Gardens and make your payment

OR

You can attend either of the CLUB REGISTRATION days on

Saturday 06/07/2024	Where:	Alpha Industries Site
		12 Stock Rd Cavan
	Time:	9.30am - 1.30pm.

If you travel via Grand Junction Road or Churchill Road onto Cavan Road.

Take the first turn left onto Churchill Road North and travel 2kms towards Port Wakefield Road. Turn left onto Bradford Way and then turn right after 50 metres onto continuation of Bradford Way and Stock Road is the next street on your left. When you turn left onto Stock Road Alpha Industries Site is No12 on your right.

If you travel via Port Wakefield Road from Gepps Cross intersection travel 3kms.

Turn left onto Churchill Road North at the Cavan intersection and Montague Road.

Then turn right onto Bradford Way - the first street on your right.

Then turn right after 50 metres onto continuation of Bradford Way and Stock Road is the next street on your left.

When you turn left onto Stock Road Alpha Industries Site is No 12 on your right.

If you travel via Port Wakefield Road from the northern areas, turn right onto Churchill Road North at the Cavan intersection and Montague Road.

Then turn right onto Bradford Way - the first street on your right.

Then turn right after 50 metres onto continuation of Bradford Way and Stock Road is the next street on your left.

When you turn left onto Stock Road Alpha Industries Site is No 12 on your right.

~~~~~

|                            |               |                                                         |
|----------------------------|---------------|---------------------------------------------------------|
| <b>Saturday 13/07/2024</b> | <b>Where:</b> | <b>Autocraft Collision Repairs</b>                      |
|                            |               | <b>(Owners are Denis and Karen Munden Club Members)</b> |
|                            |               | <b>Unit 1 / 24 Aldershot Rd Lonsdale</b>                |
|                            | <b>Time:</b>  | <b>9.00am – 12.00noon</b>                               |

Please note, if your membership card displays a date of 25/7/25 and/or you have a receipt displaying Subscriptions to 25/7/25, then you are a financial member for the coming year 2024/25.

If you are unsure whether you have paid your subscriptions for the 2024/25 Club year, contact Tony Kilvington (Sec/Treasurer) on 0401 123 931 or [tony.kilvington@gmail.com](mailto:tony.kilvington@gmail.com)



# Globe Derby Park– Saturday Night 2<sup>nd</sup> March 2024 ... Tony Kilvington

The SHRC Pacing Cup was held at Globe Derby Park on Saturday night 2<sup>nd</sup> March and the Club was invited by Max Beasley (CEO of Harness Racing SA) to attend and display our Mustangs to be a highlight for the night in addition to the 12 races.

14 Members and their Mustang attended the night and the general public were very excited to see the Mustangs and take photos during the evening.

4 Mustangs were parked in the middle of the track with 2 each side of the Club banner.

4 Mustangs were parked next to the Club marquee in front of the grandstand and the other 6 Mustangs were parked on the southern mound.

We were positioned in front of the grandstand on the grass area in a marquee with tables and chairs and on the finish line and the 34 people had a wonderful night.

Members in attendance were:

Tony Kilvington 1965 Red Hardtop  
Merv and Marg Davies 1966 White Hardtop  
Brenton and Heather Smith 1966 Red Hardtop  
Jim and Jenny Haskett 1966 Red Convertible  
Warren and Ros Whenan 1967 Yellow Hardtop  
Jim and Lyn Brooks 2016 Triple Yellow Coupe GT  
David Osborne and Charlene Crothers 2016 Race Red Convertible GT  
Paul, Amber and Millie King 2016 Deep Impact Blue Coupe GT  
Phil Hunt and Helena Collins 2016 Ruby Red Coupe GT  
Mike Nolan and Kayne Lennox 2017 Lightning Blue Coupe  
Gavin Thrum and Amanda Roberts 2017 Race Red Coupe GT  
Bob and Margaret Braithwaite 2018 Shadow Black Coupe GT  
Jo-Anne Sumner and Andrew Collins 2019 Race Red Coupe GT  
Beau and Angela Zito 2019 Magnetic Coupe GT



The event was televised nation-wide and I received some SMS messages from members interstate who watch the Pacing Cup and saw the Mustangs on display during the night.

Max Beasley (CEO of Harness Racing SA), Anna – the head chef and Trevor Morgan (Sec/Treasurer) have congratulated the Club on our attendance and indicated the trotting horse owners and general public were really impressed by the Mustangs on display.







Club Members Paul and Amber King attended the event with daughter Millie-Rose and she loved the horses and photos were taken.

After I retired, my wife insisted that I accompany her on her trips to the local grocery store. Unfortunately, like most men; I found shopping boring and preferred to get in and get out. Equally unfortunate, my wife is like most women - she loves to browse. Yesterday my dear wife received the following letter, from the local store manager:

Dear Mrs. Harris:

Over the past six months, your husband has caused quite a commotion, in our store.

We cannot tolerate this behaviour and have been forced to, ban both of you from the store.

Our complaints against your husband, Mr. Harris, are listed below and are documented by our video surveillance cameras:

1. June 15: He took 24 boxes of condoms and randomly put them in other people's carts when they weren't looking.
2. July 2: Set all the alarm clocks in Housewares to go off at 5-minute intervals.
3. July 7: He made a trail of tomato juice on the floor leading to the women's restroom.
4. July 19: Walked up to an employee and told her in an official voice, 'Code 3 in Housewares. Get on it right away'. This caused the employee to leave her assigned station and receive a reprimand from her Supervisor that in turn resulted with a union grievance, causing management to lose time and costing the company money. We don't have a Code 3.
5. August 4: Went to the Service Desk and tried to put a bag of M&Ms on layaway.

6. August 14: Moved a, 'CAUTION - WET FLOOR' sign to a carpeted area.
7. August 15: Set up a tent in the camping department and told the children shoppers he'd invite them in if they would bring pillows and blankets from the bedding department to which twenty children obliged.
8. August 23: When a clerk asked if they could help him he began crying and screamed, 'Why can't you people just leave me alone?' EMTs were called.
9. September 4: Looked right into the security camera and used it as a mirror while he picked his nose.
10. September 10: While handling guns in the hunting department, he asked the clerk where the antidepressants were.
11. October 3: Darted around the store suspiciously while, loudly humming the, 'Mission Impossible' theme.
12. October 6: In the auto department, he practiced his, 'Madonna Look' using different sizes of funnels.
13. October 18: Hid in a clothing rack and when people browsed through, yelled 'PICK ME! PICK ME!'
14. October 22: When an announcement came over the loud speaker, he assumed a foetal position and screamed; 'OH NO! IT'S THOSE VOICES AGAIN!'
15. Took a box of condoms to the checkout clerk and asked where is the fitting room?

And last, but not least:

16. October 23: Went into a fitting room, shut the door, waited awhile; then yelled very loudly, 'Hey! There's no toilet paper in here.' One of the clerks passed out.

# Old Tailem Town and The Bridgeport Hotel for lunch. ... Kathy Cochinos

Sunday January 24, 2024 was the day we were booked to visit Old Tailem Town and then cruise across to Murray Bridge to The Bridgeport Hotel for lunch.

We met at Glenside, back in behind the Frewville Foodland and we were heading off for Tailem Town at 8.45 am. As we wanted to see as much of Old Tailem Town as we could we started earlier than usual. We made good time up the South Eastern Freeway and were at Tailem Town by 9.30 am.

It is a really interesting place with buildings and vehicles, trains, trucks and all the associated paraphernalia that goes with all those things that were hip and cool in the 1950's. The Owner has been collecting for many years and has exhibits from all over the state and probably the Country. The Police car on display even had bullet holes in it. There were grocery stores, probably better known as General Stores back in the day. There was the Police Station, Service Station, the Drapery store, a Post Office, the Bank and a myriad of others, and also many gravestones. We all meandered around at our own pace and when we were ready we headed back towards Murray Bridge for lunch.

Lunch was booked for 1.30pm as I was unsure how long we would spend in Tailem Town. We ended up arriving at The Bridgeport a little early but they were happy for us to take our seats and they would begin food service at 1.30pm. The meals had been pre ordered so the service was pretty good in so far as the rate at which the meals arrived. My steak was pretty good and as far as I am aware all the meals were good.

After lunch a few made their way home and a few others lingered a little longer, it was a nice day out. The weather was good, the company is always good and it was a nice drive.

My car was out of action for this run so thanks to Glenys Searle who took on the job of chauffeuring me on the day. It was a pickup and delivery service which was really good. Thanks Glenys ☺

We had almost 50 people and about 25 cars along for the drive. Thanks for coming and I hope you enjoyed your visit to Tailem Town ... you never know how much longer it will be there as the owner is getting older and in declining health. Thanks again.



# Show 'n' Shine Sunday 31<sup>st</sup> March 2024

... Tony Kilvington

On Easter Sunday 31<sup>st</sup> March we arranged a Show 'n' Shine Day and boot sale at the West Torrens Birkalla Soccer Club for all Mustang owners with Clubrooms open and Vans on site providing food and drinks. It was FREE Entry with a gold coin donation at the gate for Cars and the General Public. The weather was good and we had 48 Mustangs on display and only 2 Mustangs were involved in a boot sale and only 100 general public entered the gates on the day. Coast FM 88.7 telecast their daily radio program from our facilities and as usual it was very well appreciated.



We had a People's Choice Award on the day and that was won by Peter and Drika Carson with their 1969 Acapulco Blue MACH 1.

We also had 10 Show 'n' Shine Awards presented on the day to Mustangs that the Coast FM team would like to take home and the winners were –

|                              |                                  |
|------------------------------|----------------------------------|
| Peter and Drika Carson       | 1969 Acapulco Blue MACH 1        |
| Bob and Margaret Braithwaite | 2018 Shadow Black Coupe GT       |
| Bobby Millar                 | 2020 Kona Blue Coupe GT          |
| Dale and Mary Smith          | 1966 Black/Gold Fastback GT      |
| Graeme Shannon               | 1967 Red Hardtop                 |
| Steven Kent                  | 1968 Black Shelby GT350 Fastback |
| Vic and Lyn Brereton         | 1967 Red Hardtop                 |
| Steve Winter                 | 2021 Velocity Blue Coupe Mach 1  |
| Graham Anderson              | 2020 Red Coupe GT                |
| Tony and Trish Kilvington    | 1965 Red Hardtop                 |

The event and photos of the Mustangs on the day are on the website under Galleries.

The Club appreciates the support from Amin Ayoubi (Secretary of the West Torrens Birkalla Soccer Club) for allowing us to use the facilities and support from the West Torrens Council for chairs and tables to accommodate the attendees. Many thanks to Phil Johns, Bernie Baker, Mike Nolan, Merv Davies, Dave Mace and Frank Seifert for helping Tony Kilvington collect tables, chairs and Club gear from storage to set up the event. Many thanks also to the members who arranged the parking of the Mustangs on the pitch and the placing of drip trays under the cars and to those members who helped on the gates.





To celebrate the Anniversary of when the first Mustang was introduced to the American public by Henry Ford 11 on the 17<sup>th</sup> April 1964 at the New York World Fair, Club Member Aidan Pirakis designed a 60<sup>th</sup> Anniversary decal to celebrate the occasion and the Club was very appreciative of the effort Aidan put in.

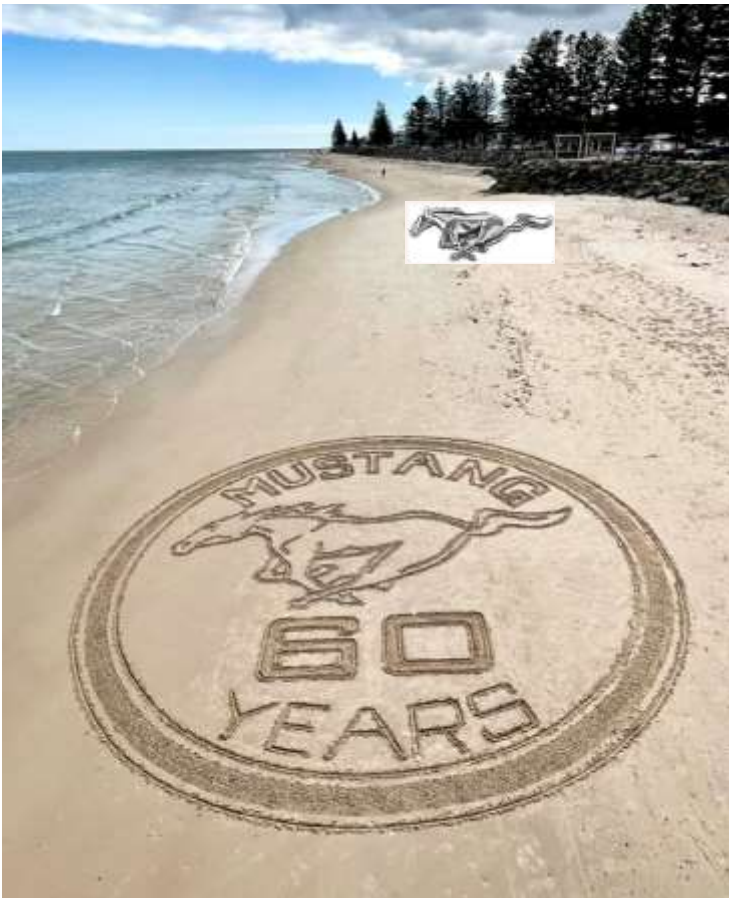
Dean Gambarotto then arranged the printing of the decals for the Club at Kwik Kopy Norwood and the decals have been delivered to all members in the Club for placing on their Mustangs. In addition to the decal, Dean also arranged coloured T-shirts for members with the decal design on the front and back and this printing was arranged through Kwik Kopy Norwood. Members were keen on the T-shirts with the colours being Black, Red, Blue and White and has been very popular with the members. Many thanks to Aidan Pirakis and Dean Gambarotto for organising this wonderful celebration for the Club.

The Mustang was a sensation from the moment it was unveiled, with crowds of people flocking to see the new vehicle. The first Mustang rolled off the assembly line on the 9<sup>th</sup> March 1964, and when it made its national debut on the 17<sup>th</sup> April, with a list price of \$2,368, by the weekend, 22,000 cars were ordered and some 303,408 were built that first year.

Through to 1966, Ford sold more than 1.4 million Mustangs for 1964½, 1965 and 1966 models.

On Wednesday 17<sup>th</sup> April, Dean and Andy Gambarotto arranged lunch for members at the BIG SHED BREWING, 1154 Old Port Rd Royal Park at 12 noon to celebrate the 60<sup>th</sup> birthday of our Ford Mustangs. Members were encouraged to bring their Mustang and dress in Mustang attire and Maughan Thiem Ford CEO and Sales staff were invited to attend and they brought a Blue MACH E to put on display at the front of the location. A good crowd attended the luncheon.

On Wednesday night, our Club Meeting coincided with the Anniversary of the Mustang and we had the room decorated with balloons on all tables, pizza supper and birthday cake to celebrate the occasion with 96 members in attendance.



It was amazing to also hear and see that Sue Norman created the sand mandala – 60<sup>th</sup> Anniversary of the Mustang logo on the beach by the Brighton Jetty on Wednesday 17<sup>th</sup> April 2024. It was 10 metres in diameter and took 2 hours to create. Sue has been creating these sand mandalas for 8 years at Brighton and also on her international and national travel holidays. The Mustang sand mandala was #649.

You can access Sue's website and see all the artistry that she creates to impress the community and highlight the State, National and World occasional events. Sue's web site is ... <https://suenormanartist.wixsite.com/artlife>

While she loves creating Sandalas, her deepest passion is painting. Sue has been selling art in various mediums since she was 14 and she especially loves creating commission art as it means something very special to the client. If you've ever wanted to have your favourite moment or place created especially for you with all the 'heart and soul' only contained in the original art ... send Sue a message and she will chat with you about what moves your heart.



New Members on the night



All the attending presidents



# Langhorne Creek and The Bridge Hotel ... Kathy Cochinos

21/4/2024. Our Club run this April was to The Bridge Hotel in Langhorne Creek. Ben and Bianca and Kaylee Heron were helping me out on this one. Ben offered to organise the route and chose the starting point of Munno Para which was a bit out of the way for some.

Meeting in Munno Para we departed at 9.45 am heading to Gawler, on to Rowland Flat through Mt Pleasant and in to Birdwood for a coffee and pitstop. Once we were fed and watered we hopped back on the road and headed through to Nairne where we would catch up with those that felt it was too far from home to start at Munno Para. I think there were 5 cars in Nairne and pulling off of the road into the park where they were waiting turned out to be a very bad idea, as the park wasn't big enough for us all to pull into which meant some were stuck out on Nairne Road and it could have ended very badly as it is quite a busy road and when 10 or more Mustangs just stop on the main road it is a very dangerous situation. Thankfully there was no incident but there was at least one very close call that I know of ... so note to self, if we are meeting others along the way they need to be parked up on the side of the road and not in a park that we need to pull into and then attempt to get back on to the main road.

Leaving Nairne we meandered through the countryside and made our way into Langhorne creek and The Bridge Hotel. They had not asked for any pre-orders so I was hoping everything would be good as far as the meals and the timing to feed us all, and it was. Once ordered the meals were arriving thick and fast and they all looked really good and I think they were all tasty as well.

It was a well supported run with around 50 people once again and a few members who hadn't been on a run previously so I hope they enjoyed the experience and we hope to see them along again on a run soon.

Many thanks to Ben and Bianca Heron, who had left Kaylee home sick that morning, but still managed to put the run together and I thought it was a great run through the countryside. Please also remember that if you don't start at the start point and join in along the way then you won't get a run sheet and maybe you won't know the route we are taking!!!!

Thanks to all those who came along and I hope you enjoyed the day.





ELECTION OF OFFICE BEARERS 2024/25

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

|                                    |  |
|------------------------------------|--|
| President                          |  |
| Vice-President                     |  |
| Secretary                          |  |
| Treasurer                          |  |
| Events Coordinator                 |  |
| Committee                          |  |
| Magazine Editor                    |  |
| Website Editor                     |  |
| Stock Controller                   |  |
| National Delegate<br>(2-year term) |  |



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

Name \_\_\_\_\_

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

Name \_\_\_\_\_

I am willing to undertake the duties of the above mentioned office(s) for the year 2024/25 if elected to that office.

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

**NOTES:**

- i) *Proposer, seconder and nominee must be a financial member of the Mustang Owners Club of SA Inc.*
- ii) *If nominating a member for **more** than one position, place numbers in boxes in order of preference (eg. 1,2,3 etc) - otherwise tick box.*
- iii) *When all particulars have been completed, the form must be returned to the Secretary PO Box 210, North Adelaide 5006 no later than the last mail on Friday 5<sup>th</sup> July 2024.*



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

Club members and holders of a Log Book authorised by the Club for Prescribed Left Hand Drive, Historic (i.e. Right Hand Drive) and Street Rod Vehicles are notified that if your Log Book expiry date is currently 24/7/24, then you need to renew your membership and have your Log Book stamped for the new year which will be extended to 25/7/25. We are planning Club Rego days as per details below and you are invited to attend with your Log Book(s) for signing for the 2024/25 year and you can renew your membership at the same time:

|                            |               |                                                                                                                               |
|----------------------------|---------------|-------------------------------------------------------------------------------------------------------------------------------|
| <b>Saturday 06/07/2024</b> | <b>Where:</b> | <b>Alpha Industries Site<br/>12 Stock Rd Cavan</b>                                                                            |
|                            | <b>Time:</b>  | <b>9.30am - 1.30pm.</b>                                                                                                       |
| <b>Saturday 13/07/2024</b> | <b>Where:</b> | <b>Autocraft Collision Repairs<br/>(Owners are Denis and Karen Munden Club Members)<br/>Unit 1 / 24 Aldershot Rd Lonsdale</b> |
|                            | <b>Time:</b>  | <b>9.00am – 12.00noon</b>                                                                                                     |

### What do YOU need to bring to the Inspection day?

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

The Log Book renewal fee for 2024/25 remains at \$30/book/vehicle.

However, if you have a second or subsequent vehicle on Club Registration, the Log Book renewal fee for 2024/25 will be \$20/book/vehicle. Card facilities are available on the day.

**NOTE:** If your Log Book has already been stamped to **25/7/2025**, then your renewal has been recorded and there is no need for your attendance.

If you are unable to attend either of the Club Registration days, you can post your Log Book to the Secretary PO Box 210 North Adelaide SA 5006 and Tony will arrange the stamping of your book and post back to you.

If you have any issues with regards to not attending the Club Registration days, you can contact either the Club's Vehicle Dating Registrar Kym Turner (0408 088 470) or the Secretary Tony Kilvington (0401 123 931) and explain your reasoning.

## The Club has obligations to Transport SA and the Federation of Historic Motoring Clubs SA in updating Log Books and that responsibility rests with the owner not the Club.

## Ford Mustang Celebrates 60<sup>th</sup> Anniversary with Classic Gauges, a Chance for Australia

Damion Smy 21 April 2024 [www.drive.com.au](http://www.drive.com.au)



Classic instruments are a downloadable anniversary gift to new Mustang owners, and may be offered locally.

Owners of the new Ford Mustang in the US can now update their digital instruments to look like the dials on the first-generation 1965 Ford Mustang. The downloadable over-the-air update (OTA) is available in North America and brings a retro-style speedometer and tachometer with classic numbering to any new-generation Mustang.



While made available to US Mustang owners from 17 April – Mustang’s 60th anniversary – Ford Australia told *Drive* the classic gauges may become available locally. A spokesperson for the carmaker said: “We will be able to share an update on the local availability of gauge cluster options closer to [the] Australian launch.”

The new Mustang is due in Australian showrooms in the second half of 2024 – after repeated delays – with production expected to begin in August.

In the US, owners of the latest Mustang can also make the instruments look like those of a 1980s ‘Foxbody’ Mustang.

The instrument update comes as Ford celebrated a milestone for its iconic sports car, with the 60th Anniversary package also announced on 17 April – six decades to the day since the original Mustang was revealed at The World’s Fair in 1964. The Ford Mustang 60th Anniversary is offered in the US on V8-powered GT Premium models and features unique 20-inch alloy wheels, retro-style brake callipers and unique graphics. The colour palette has also gone back to the 1960s, with the classic Wimbledon White, Race Red, and Vapor Blue as the sole exterior paint choices.

Sadly, none of the celebratory Mustangs – limited to a production run of 1965 individually numbered examples – will be sold in Australia.

A batch of about 160 to 200 Mustangs was offered in Australia in the 1960s, before returning to showrooms in

2001 with coupes and convertibles converted to right-hand drive by Ford Falcon tuner Tickford in Melbourne. After sales of the Tickford-tweaked version ended in the early 2000s, Australia had to wait until 2015 for the first factory right-hand-drive Mustang with the arrival of the S550 model.

The Mustang has since enjoyed a seven-year run as Australia’s best-selling sports car from 2016 before a lack of stock during the change-over from old to new models helped the Subaru BRZ claim the number-one annual spot for the first time in 2023.



## Mustang Owners Club of South Australia Inc Committee Roles

### RESPONSIBILITIES OF OFFICE BEARERS

#### **Executive Committee**

3 (a) Membership shall be limited to the following persons:

- (i) Persons who currently own a Mustang defined as the sole owner, joint owners, or principal registered owner/owners and are known as a Full Member.
- (ii) Persons who have been awarded Life Membership of the Club.

#### **President:**

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

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

#### **Vice-President:**

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

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

**Secretary:**

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

- Records minutes of all meetings;
- Provides minutes to members at every Club Meeting;
- Distributes minutes to Committee prior to next meeting;
- Arranges time and venue for Committee meetings;
- Addresses correspondence received by Club and presents to Committee and members as required;
- Responds to correspondence as agreed to by Committee;
- Responds to emails received from members, interested Mustang owners wanting to join the Club, local organisations wanting the Club to be involved in events, Interstate Clubs;
- Monitors the contents and format of the newsletter;
- Provides new members, on receipt of fees and endorsement by Committee, associated Club literature and membership pack;
- Is the custodian of historical and current records of membership (i.e. Club membership listing and vehicle registry);
- **Note: Registry details may be made available to members, or to an organisation making a lawful request, but not to any individual or company for commercial purposes, nor for general interest;**

**Treasurer:**

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

- Maintains appropriate financial records of the Club in accordance with Audit advice;
- Financial controller of all receipts and payments and uses software application ZERO;
- Manages the Bank Account to control Club funds;
- Arranges audit of financial records at year-end and presents Profit and Loss statement to Committee prior to AGM if possible.

**Events Coordinator:**

- Co-ordinates all social activities of the Club under direction of the Committee;
- Co-ordinates the monthly Club meeting raffle;
- Provides information to the Magazine Editor, Facebook and Website Editor on Club events to keep members informed.

**Committee Member:**

- Assists the Events Coordinator and Committee as directed.
- Assists the Club in coordinating activities and Monthly Club Meetings.

**Stock Controller:**

- Responsible for the purchase and inventory of Club merchandise;
- Purchase of stock is to be approved by the Committee;
- Sells Merchandise at Club Meetings and Club events as required.

**Magazine Editor:**

- Provides an informative publication on activities of the Club to all members;
- Contents, format and distribution date of Bulletin and /or other forms of notification to be agreed upon by the Committee;
- Publication to be distributed periodically according to agreed timeframes and/or at the discretion of the Committee.
- Currently editions are produced in every 4 months – January, May, September.

**Website Editor:**

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

**Facebook Editor/Administrator:**

- Monitors and provides up to date information to all members and the general public via this page administered by the Club;
- Contents and format of the page to be agreed upon by the Committee.

**National Delegate:**

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

- Represents the Club at the National Delegates Annual General Meeting of the Mustang Owners Club of Australia Inc. held annually (Easter in Concours host State) and the mid-year meeting October in Victoria (or nominated State) each year;
- Promotes the views of the Club as it pertains to issues under discussion at National Delegates meetings;
- Provides Club members with feedback on the National Delegates AGM and any other issues that are deemed appropriate;
- Delegates are elected for a 2-year term;
- If elected Delegate terminates their term for any reason, the Committee has the power to replace the Delegate from within the membership until the current term expires.

What do you call a rock that never goes to school?

*A skipping stone!*

# Coming Events 2024/2025

... Kathy Cochinos

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

**Sunday 26/05/2024\*\***

## Pier 28, Clayton Bay

Departing Kmart Kurralt Park at 10 am.  
Exiting the Freeway at Bridgewater travelling through Mylor, Macclesfield, Strathalbyn, Milang and on to Clayton Bay.

**Wednesday 19/06/2024**

## Monthly Meeting #572

West Torrens Birkalla from 8 pm.



**Saturday 06/07/2024**

## Club Registration Day

to be held at Alpha Industries 12 Stock Road, Cavan 9.30am 'til 1.30 pm.

**Saturday 13/07/2024**

## Club Registration Day

to be held at Autocraft Collision Repairs 1/24 Aldershot Road, Lonsdale 9am to 12 noon.



**Wednesday 17/07/2024**

## Monthly Meeting #573

West Torrens Birkalla from 8pm.  
Also the AGM will be held after our Monthly Meeting.  
Get your nominations in to join the Committee J

**Sunday 28/07/2024\*\***

## Club Run to Bon Accord Mining Museum, Burra.

And lunch at the Royal Exchange Hotel. Depart Costco Car park, Churchill Road, Kilburn at 10am.

**Sunday 11/08/2024\*\***

## Cruise the Bend

Two laps of the track and lunch in the Apex Bar as we have done previously.

Alternate drop menu of chicken and beef,

any dietary requirements you need to include at the time of registration.

Depart from Lucy Harriet Drive off of Mulberry Road, Glenside which is off of Fullarton Road.

Departing at 10.15 am.

The link to register is on our Facebook page, scroll back down to April 17 to find it or it is on the Club Website. Click on the link and fill in the details and send the form to The Bend.

Price is \$60 per person includes 2 laps of the circuit and lunch.

**Wednesday 21/08/2024**

## Monthly Meeting #574

West Torrens Birkalla from 8 pm.

**Sunday 25/08/2024\*\***

## Club Run to Whalers at Encounter Bay.

Meet rear carpark of The Flagstaff Hotel, Main South Road, Darlington  
For a 10 am departure.



**Wednesday 18/09/2024**

## Monthly Meeting #575

West Torrens Birkalla from 8pm.

**Sunday 22/09/2024\*\***

## Club run to 1837 Winery in Barossa Valley

Details to come.

**Saturday 5 to Monday 7 October, 2024 inclusive \*\***

## Club run to The Riverland

Accommodation Berri Hotel.

Ring and book your room direct and tell them you are part of The Mustang Owners Club group.  
Standard Room \$163, Deluxe room \$183.

| June 2024 |     |     |     |     |     |     | July 2024 |     |     |     |     |     |     | August 2024 |     |     |     |     |     |     |
|-----------|-----|-----|-----|-----|-----|-----|-----------|-----|-----|-----|-----|-----|-----|-------------|-----|-----|-----|-----|-----|-----|
| Mon       | Tue | Wed | Thu | Fri | Sat | Sun | Mon       | Tue | Wed | Thu | Fri | Sat | Sun | Mon         | Tue | Wed | Thu | Fri | Sat | Sun |
|           |     |     |     |     | 1   | 2   | 1         | 2   | 3   | 4   | 5   | 6   | 7   |             |     |     | 1   | 2   | 3   | 4   |
| 3         | 4   | 5   | 6   | 7   | 8   | 9   | 8         | 9   | 10  | 11  | 12  | 13  | 14  | 5           | 6   | 7   | 8   | 9   | 10  | 11  |
| 10        | 11  | 12  | 13  | 14  | 15  | 16  | 15        | 16  | 17  | 18  | 19  | 20  | 21  | 12          | 13  | 14  | 15  | 16  | 17  | 18  |
| 17        | 18  | 19  | 20  | 21  | 22  | 23  | 22        | 23  | 24  | 25  | 26  | 27  | 28  | 19          | 20  | 21  | 22  | 23  | 24  | 25  |
| 24        | 25  | 26  | 27  | 28  | 29  | 30  | 29        | 30  | 31  |     |     |     |     | 26          | 27  | 28  | 29  | 30  | 31  |     |

**Wednesday 16/10/2024**

**Monthly Meeting #576**

West Torrens Birkalla from 8 pm.

**Sunday 20/10/2024\*\***

**Observation Run**

Organised by Alice and Phil Johns  
Meeting at car wash in Harbour Town Carpark,  
Tapleys Hill Road at 9.30am for a 10am  
departure.

**November 14 to 17, 2024**

**Vailo Adelaide 500 Victoria Park**

Display of our Mustangs to acknowledge the  
60 years of Mustangs.

**Wednesday 20/11/2024**

**Monthly Club Meeting #577**

West Torrens Birkalla from 8pm.

**Sunday 24/11/2024\*\***

**Club Run to The Rising Sun Hotel,  
Auburn.**

There will be a reduced menu and probably pre-  
order for meals.  
Departing Costco car park, Churchill Road, Kilburn  
at 10am.

**Sunday 8/12/2024\*\***

**Club Christmas Picnic**

Lobethal Oval.  
Meet rear carpark Kmart Kurrulta Park for a 10.30  
departure.

**Wednesday 11/12/2024**

**Monthly Meeting #578**

West Torrens Birkalla from 8pm.



**Wednesday 15/01/2025**

**Monthly Meeting #578**

West Torrens Birkalla from 8pm.  
Ponies on the Pitch.

**Sunday 16/02/2025\*\***

**All American Day**

**Wednesday 19/02/2025**

**Monthly Meeting #579**

West Torrens Birkalla from 8 pm.

**Wednesday 19/03/2025**

**Monthly Meeting #580**

West Torrens Birkalla from 8pm.  
*This may change due to the Nationals starting on  
Friday 21/3.*

**21-23 March 2024**

**Mustang Nationals Bathurst, NSW \*\***

Registration form is on the website  
Details for travel arrangements will be advised at a  
later date.

**Wednesday 16/04/2025**

**Monthly Meeting #581**

West Torrens Birkalla from 8pm.



**\*\*Denotes Official Club Run**

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 0402 254 761 or [kathy@cmkfurnishings.com](mailto:kathy@cmkfurnishings.com)  
and let me know you are coming.

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



| September 2024 |     |     |     |     |     |     | October 2024 |     |     |     |     |     |     | November 2024 |     |     |     |     |     |     |
|----------------|-----|-----|-----|-----|-----|-----|--------------|-----|-----|-----|-----|-----|-----|---------------|-----|-----|-----|-----|-----|-----|
| 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   | 6   |               |     |     |     | 1   | 2   | 3   |
| 2              | 3   | 4   | 5   | 6   | 7   | 8   | 7            | 8   | 9   | 10  | 11  | 12  | 13  | 4             | 5   | 6   | 7   | 8   | 9   | 10  |
| 9              | 10  | 11  | 12  | 13  | 14  | 15  | 14           | 15  | 16  | 17  | 18  | 19  | 20  | 11            | 12  | 13  | 14  | 15  | 16  | 17  |
| 16             | 17  | 18  | 19  | 20  | 21  | 22  | 21           | 22  | 23  | 24  | 25  | 26  | 27  | 18            | 19  | 20  | 21  | 22  | 23  | 24  |
| 23             | 24  | 25  | 26  | 27  | 28  | 29  | 28           | 29  | 30  | 31  |     |     |     | 25            | 26  | 27  | 28  | 29  | 30  |     |
| 30             |     |     |     |     |     |     |              |     |     |     |     |     |     |               |     |     |     |     |     |     |

# Cruise and Lunch at 1837 Barossa Winery Lyndoch on Sunday 22nd September 2024

The 1837 Barossa Winery is an iconic Australian wine producer that commemorates the date on which Colonel William Light, founder of Adelaide and first Surveyor-General of South Australia named the Barossa in December 1837. The Barossa Colonel Light Monument, a life-size bronze monument of Colonel Light on horseback and the iconic Barossa Manor honour the birthplace of Barossa on the estate.

Generations of our winemakers have dedicated their work to our grand tradition, embodying our heritage of outstanding wine-making in every bottle. We produce extraordinary wines of distinction. As such all our wines wear a cordon sash. The cordon sash recalls the uniform decorations of 1837. It is a sign of extraordinary achievements. Our logo symbolises Colonel William Light on horseback while pointing towards the Barossa Range when naming them in 1837.



Described as a Mediterranean climate, Barossa typically experiences cool, wet winters and warm, dry summers which is ideal for grape growing. Our red varieties are grown in the Barossa Valley, reserve red wines hail exclusively from the estate near Lyndoch on

190 metre elevation. The characteristic estate soil consists of a very small top layer of red brown silty clay on a bed

of creamy limestone. A soil profile which makes the vines work very hard and rewards with a well-structured flavour profile full of tannins. Our white varieties are grown in the cool climate of Eden Valley on 485 metre elevation in fertile sandy loam over deep soil with organic matter. Our vineyards are sustainable practice certified. Certification is granted by NASAA Certified Organic (NCO). Viticulture is overseen with a philosophy of minimal chemical input.

Unrivalled, sweeping views of the picturesque Barossa Valley are what awaits you as you enter through the gates of this Barossa landmark destination. From the moment you arrive up the long driveway you are instantly encapsulated by the stunning architecture of the historic building that perfectly combines antiquity with modern designs. The spectacular estate in the Southern Barossa town of Lyndoch has breathtaking views over a landscape of rolling hills blanketed in rows of vines, punctuated with modern art sculptures.



## The wine estate features:

- 1837 Barossa – Wine Pavilion and Seminar Centre
- 1837 Luxury Vineyard Cottages
- 1837 Barossa Wine and gift shop
- Restaurant Horizon@1837
- 1837 Barossa Modern Art Trail
- Barossa Colonel Light Monument, commemorating the birthplace of the Barossa
- The famous welcome to the Barossa sign
- Iconic Barossa Manor
- ATP sized tennis court
- Guided Vineyard Walks and Wine Experiences
- Home of the Barossa Legend Wine Club
- 25ha with estate vineyard
- Probably the best views of the Barossa



1837 Barossa is Australian family owned. The family is Guido and Nelly Auchli (Club members) who own a 1965 Candyapple Red Convertible GT 289 has Swiss roots with a tech entrepreneurial background. The stunning architecture of the landmark buildings is allowing for the spectacular views over the Barossa from each angle of the estate. Antique centre pieces as far back as 1720 and classic modern design classic have been hand-selected by the Auchli family from their various travels in Europe and can be found in the various premises of the 1837 Barossa estate.



Why did the tectonic plates break up?  
*It wasn't her fault, but there was just too much friction between them.*

What do you do with dead geologists?

*You barium.*

Where do rocks like to sleep?

*In bedrocks!*

## 200 MPH Wind Tunnel Treadmill Helped Design the Most Aerodynamic, Track Capable Mustang

by [shnack](#) on Tuesday, June 13, 2023

[200 MPH Wind Tunnel Treadmill Helped Design the Most Aerodynamic, Track Capable Mustang | Shnack.com](#)

Wind tunnels have long been used to design and test aerodynamic and energy efficient vehicles. Now, Ford has combined the latest wind tunnel technology with the equivalent of a vehicle-sized treadmill to help create its next-generation of production vehicles, including the all-new Mustang Dark Horse.

Capable of simulating wind and road surface speeds of 200 mph, the Rolling Road Wind Tunnel (RRWT) supports testing for efficient and performance-driven vehicles across the Ford lineup – including the next generation of Ford electric, hybrid and gas vehicles.

One key benefit of the RRWT is that it gives more accurate data in terms of both wind drag and downforce compared to other earlier wind tunnel designs, which are key factors when optimising for range and efficiency. It also allows for more in-house testing that simulates open-road conditions, which can help reduce design costs while also accelerating the design process.

“The closer we can get to reality in the lab, the better and faster we can create more energy efficient vehicles with great on-road and track stability,” said Toth. “Testing while the wheels and tyres move is instrumental to improving aerodynamics for track-ready vehicles, like Mustang Dark Horse which has to balance both aerodynamic drags and downforce.”

A new five-belt rolling road system can replicate real-world drag through a rolling road aerodynamic tunnel that enables Ford to bring the road to the vehicle, rather than the vehicle to the road.

To test for optimal aerodynamic performance, each wheel gets its own belt, making up the first four belts. A large fifth belt runs under the centre of the vehicle. A crane is used to switch between the five belt and single belt systems – an industrial-sized plug-and-play. The single belt – which operates at up to 200 mph – opens up a new breed of testing for high-speed performance vehicles.



### Maximizing downforce on Mustang Dark Horse

The Mustang Dark Horse is among the first of many vehicles to be tested in this wind tunnel.

Tailored aerodynamics are a key step in the development of new vehicles.

For passenger vehicles and trucks, the goal is to achieve low drag, creating a more efficient vehicle. However, for vehicles such as the Mustang Dark Horse that prioritise track-ready performance, aerodynamicists will trade low drag for increased downforce, which helps cars stick to the road or track and improves handling feel while cornering.

The Mustang Dark Horse comes with an available Gurney flap, which is an extra plate attached to the rear wing to help generate additional downforce, as well as three vertical plates coming off the under body near each front wheel called strakes. The strakes help disrupt airflow generating greater downforce on the underside of the vehicle, which can help the car stick better in corners at higher speeds.

Overall, Mustang Dark Horse includes multiple changes and additional features, including a redesigned front bumper, a lower valence, a spoiler, and unique wheels. The front design is optimised to potentially increase air flow for engine cooling, brakes and air intake, while also reducing front lift. On the Mustang Dark Horse, the lower air spoiler and splitter is unique allowing the car to be tuned for greater downforce. The upgraded handling package on the Dark Horse provides a unique splitter, spoiler, and wheels – changes that may seem small but that make all the difference when hitting the road or track with performance in mind.

“We spent approximately 250 hours in the wind tunnel developing the 2024 Ford Mustang which includes Dark Horse,” said Program Aerodynamicists for Mustang and Bronco, Jonathan Gesek. “The aerodynamics of Mustang, Dark Horse along with several other factors, have created the most track- and street-capable 5.0-litre Mustang to date.”

# Ford boss admits Mustang Mach-E electric SUV not a real Mustang – report

The top Ford executive behind the Mustang Mach-E EV, who rose to become company CEO, has reportedly hinted the SUV is not a real Mustang – and says the two-door version will “never” go electric.



The global boss of Ford has all-but vindicated hardcore V8 fans who thought the new Ford Mustang Mach-E electric family SUV was not worthy of the 60-year-old Mustang badge. It is public knowledge the electric SUV was not originally meant to be known as a Mustang, but the iconic badge was added after Ford executives were impressed by the performance of early prototypes – and to help the Mach-E stand out in an inbound onslaught of new EV rivals. The designers were sent back to the drawing board to make the SUV look more like a Mustang, with front and rear fascias inspired by the V8 coupe, and bulging wheel arches.



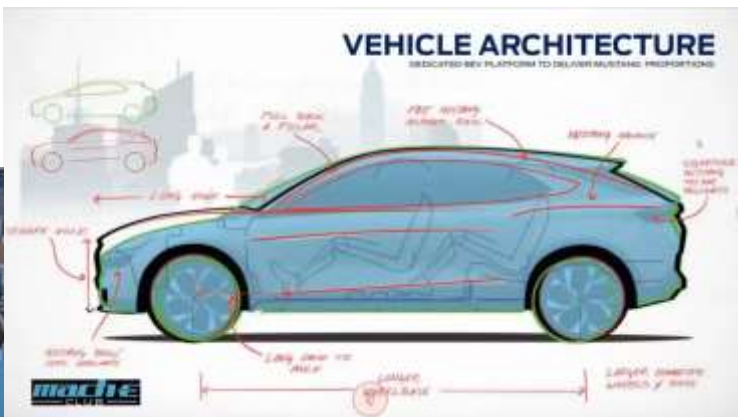
Now Ford CEO Jim Farley – one of the lead executives behind the project in a previous role – has implicitly admitted to UK media that the Mach-E is not considered a true Mustang in the same vein as the petrol-powered two-door. Speaking with the UK’s *Autocar*, Mr Farley said “one thing I can promise, however, is that we will never make an all-electric Mustang,” appearing to discount the Mach-E as a Mustang. “We will never build a Mustang that isn’t a Mustang. For instance, there will never be room for a small, two-row Ford SUV with a Mustang badge stuck on it.”



Although Mr Farley does not name the Mach-E in his remark, the Mustang SUV is considered a ‘small crossover’ in the US, has two rows of seating, and wears Mustang badges. “I look at other users of pure-electric power such as Formula E [racing], and even companies like Rimac, and I just don’t think that would be right for Mustang. Great for other Fords – look at the worldwide success of Transit – but not for Mustang,” he said.

It appears to be a surprising turn in opinion for the global Ford boss, who played a key role in the Mach-E’s development, and helped unveil the vehicle in November 2019 – about a year before becoming Ford CEO. He previously told industry journal *Automotive News* that a meeting to convince Bill Ford Jr. – the great-grandson of company founder Henry – the SUV deserved the Mustang name was “one of the top few” important discussions he had been involved in at the US car giant.

“Bill came in the room, we had all the information, we had a really open discussion with him. We had to prove to him it has all the substance of a Mustang.”



Recounting his account of the meeting, Mr Ford told *Automotive News*: “I certainly wasn’t sold at the beginning — far from it. “They came to me and said, ‘We really think we can make this Mustang-inspired, really Mustang-like’. I said, ‘You guys aren’t telling me you want to call this a Mustang’. “No one would say yes, but nobody would say no, either. I said, ‘No, I’m sorry, I don’t want to hurt the brand. This is not going to be a Mustang’.”

It was reportedly a test drive in a prototype of the Mach-E – and a look at the specification sheet, which includes a high-performance GT version capable of 0-100km/h in a claimed 3.7 seconds – that got Mr Ford over the line.





"When I drove it, I knew it had to be a Mustang," he told Automotive News. "Frankly, I was getting there before because I believed the team when they were laying all the specs out. "As it evolved and I started to see the performance characteristics ... at some point I realised: 'Yeah, this is a Mustang. The pony could go on the grille'."

The decision to send the SUV back to the drawing board, and style it to look like a Mustang, was reportedly made in June 2017 by Mr Farley.



While the Ford CEO now seems to admit the Mach-E is not a true Mustang, he said expanding the range to other body styles is not out of consideration as long as they are worthy of the badge. "Could we do other Mustang body forms – a four-door or whatever? I believe we could, as long as these models have all the performance and attitude of the original," he said.

Design sketches published at the unveiling of the latest-generation two-door Mustang – due in Australian showrooms in the second half of 2024 – show a Mustang sedan has been considered.



Mr Farley committed to building V8s "as long as God and the politicians let us," and has previously said sales of the Mach-E help keep V8 Mustang coupes in showrooms by the CO2 emission savings they represent. He said further derivatives of the Mustang coupe are under consideration in the same vein as Porsche's sprawling range of 911 GT models. "Porsche has been smart about creating derivatives over the past 20 years. But we wouldn't want to

do things their way. We want to give them a good, American-style run for their money."

"Some people think we could mix Mustang with off-road driving – look at what Porsche has done with the 911 Dakar, and what Lamborghini has been doing [with the Huracan Sterrato]. But I'm not so sure about that."



The executive told *Autocar* the new Mustang GTD – a road-going version of the Mustang GT3 race car with hardcore aerodynamics, a circa-600kW supercharged V8 and a half-a-million-dollar price – is a "down payment" for future high-performance Mustangs. "We won't stop with the GTD," he said, "at our best, we are an irreverent company. We need to keep doing derivatives that will surprise people."

Mr Farley said hybrid power is under consideration: "We've been testing and we really do believe partial electric powertrains work well for performance drivers."



The top executive also spoke highly of the Mustang's global popularity, naming Australia as a key market for the model. "When we decided, in around 2015, that Mustang should go global – with right-hand drive and other expensive changes – it looked like we were taking a big risk," said Mr Farley. "But it has paid off. Nowadays some of our biggest dealers are in countries like Sweden and Australia. I'd say Mustang's future has never been brighter."

[Ford boss admits Mustang Mach-E electric SUV not a real Mustang – report - Drive](#)

Alex Misoyannis 20 May 2024

Why was the sedimentary rock extra cheap?  
*Because it was on shale.*

Who is a geologist's favourite band?  
*The Rolling Stones.*



Did you hear about the geologist who was reading a book about Helium?  
*He just couldn't put it down.*

What did the metamorphic rock say during the test?  
*This is too much pressure!*

# The T5 Mustang

... Dyno Dave

The Ford Motor Company saw Europe as a relatively small market in the 1950s and 60s. Petrol was always expensive and setting up a spare parts distribution proved to be difficult. But the Europeans held American imports in high regard and there was considerable interest in the Mustang from US service personnel stationed in Germany. The US government made life easy for these guys, offering them the opportunity to buy brand new American cars at low freight costs and greatly reduced fuel prices from bowlers within their bases. To top it off, the cars were shipped back to the States at no cost when they completed their tour of duty.

The Mustang hysteria experienced following its release in April 1964 was just as strong in Europe, mainly from the Americans stationed there. Ford recognised the market potential and prepared to ship Mustangs to Germany ... but there was a spanner in the works. A German manufacturer of trucks, Krupp, produced a model called the Mustang. They held the copyright to this name and built Mustang trucks for several years before Ford even thought of the name. In addition, a small bicycle manufacturer called Kreidler also held copyright on the name. They made several models of Mustang bikes, including small motorbikes. Together they gave Ford a giant headache. Local laws allowed copyrights to be sold by agreement between parties and Krupp and Kreidler were prepared to relinquish the name for a total of \$10,000 US. This would be just under \$100,000 today.

What followed has puzzled people to this day. Ford refused to come to the party. They'd made millions from the sale of the Mustang on their home turf, but decided not to spend 10 grand to have free use of the name Mustang throughout Europe. Instead, they opted to remove all trace of the name and call the car something else. You would think that changing all the badges, decals, manuals, fuel cap insignias, parts inventories etc., would've cost a lot more but they went ahead with their plan. It included printing owners manuals in German for the non-military car dealers that offered the T5 to the local public, many of whom could not read English.

The name they chose was the "Ford T5". It has no special significance but was the original name given to the Mustang project in the early 1960s. Ford chose not to just change the name but also some of the cosmetic bits to try and give it a sense of uniqueness. The 65s had hubcaps with a plain black centre and both the 65 and 66 had a modified horn ring with the T5 logo. There were changes in size and orientation of emblems for the T5 over the years. The T5 designation applied to all Mustangs exported to Europe till December 1979 when the Krupp copyright expired. Ford was now able to sell the Mustang as a Mustang, identical to every other Mustang sold in the States.

It can be hard to positively identify early T5s as Ford didn't use any special DSO codes. Those didn't come about until the 90s. All T5s were built at either the Dearborn or Metuchen plants and shipped as complete cars. There was no official local assembly in Europe however there are claims of some T5s being assembled at the Ford plant in the Netherlands. Some of these have bobbed up and left people scratching their heads. There are many inconsistencies in the T5 story. To list them all would fill several pages.

All up, 4,531 T5s were exported to Germany between 1965 and 1973 for sale to service personnel. They were available through the American military's PX-system or from several civilian dealers in Germany. While some soldiers decided to ship their cars back to the States at the end of their tour of duty, many were sold to local civilians. Today, remaining T5s are highly valued for their rarity and the part they played in automotive history. Many have been sold off because of high insurance costs that were difficult for the average owner to justify. Others are in museums but there's still the odd T5 seen cruising around Europe or back in the States.



# FORD T5



How did the geology student drown?  
*His grades were below C-level.*

How do geologists like to relax?  
*In rocking chairs, of course!*

Bill's house was rocking last night, everyone got stoned.  
*Too bad Bill didn't have avalanche insurance.*

What did the boy volcano say to the girl volcano?  
*I really lava you!*

When were rock puns the funniest?  
*During the stone age.*



What did the motivational speaker say?  
*Don't take life for granite.*

What do you call an Irish gem that's a fake?  
*A sham rock.*

What kind of magazine does a rock like to read?  
*Rolling Stone.*

Why can't minerals ever lie?  
*They're always in their pure form.*



Watson: Sherlock, what type of rock is this amazing specimen?  
Holmes: *It's sedimentary, my dear Watson.*

What did the rock say to the word processor?  
*Boulder.*

Why shouldn't you lend a geologist money?  
*They consider a million years ago to be Recent.*

# 60<sup>th</sup> Anniversary - The Decal... The T-shirt... .. *Dean Gambarotto*

Back in late 2023 MOCSA we were talking about the anniversary of the Mustang in 2024 and that is all it was until November that year.

So at a bingo session at the clubrooms it was playing on my mind with Christmas coming close and a need to get the show on the road ... How? I started scribbling on a coaster at the table and submitted a poor diagram to Aidan Pirakis who has the talent for computer imaging and more having created posters for the club over several Easter Nationals and had produced some neat variances. Sitting down and thinking about this idea I got a reply within a couple of hours or less with a decal that got my attention and instantly thought how awesome it was. Some correspondence took place with Aidan but he wanted the idea to be put to the members but with an open invitation to anyone else who would like to submit an alternative. My reply was that we didn't have time to look elsewhere so with his "permission" I went to the December meeting with his design and all the necessary information to proceed with printing the decal so we could get on with any other ideas for April 17<sup>th</sup> 2024.

With all the work done in the background (software reprogram, printer ready to go at the drop of a hat) all I needed was a positive reply from the members of the club as the committee didn't know that this was happening until the night I fronted with samples. It went to the vote and I got the "go ahead" to print with an interruption from Bob Braithwaite ... what about T-shirts?. I replied that I would investigate the idea, which I did, and at the next meeting asked the members for an idea of who would like one. Another positive reply had me sourcing shirts through my decal printer who said it could be done. The choice of colours was the next item so we went with the tribar colours (red, blue and white) with Bob's favourite, black.

The samples arrived for sight and fitting purposes and away we went with orders and a price that was calculated on the quantity we purchased ... \$30..shirt and print inclusive.

Many phone calls with Jay H at Kwik Kopy and seeking stocks calculated on feedback and guesswork we started taking orders at two meetings and emails with an up front payment so that we could verify purchase from the printer as the final product was coming from New Zealand.

To inform you of some of the issues we had to the final night that orders were taken would take this story to extra pages ... even after putting items in reserve to fulfill our order, ie stock shortages, size changes, some colours and specific sizes not available at the very point of delivery ... it was stressful.

Dave Mace and I overcame it with Kwik Kopy being so helpful and customer focused, that if it wasn't for them and Jay H personally, along with MOCSA members who accepted the issues to get their shirt, achievement seemed a problem ... but the result of 110 coloured T-shirts supplied on the eve of our April 17<sup>th</sup> meeting and issued on the 60<sup>th</sup> birthday evening. We got there. WOW!



## ... and the Lunch

*By Dean Gambarotto*

Although the club was holding a meeting with supper and beverages for the April 17<sup>th</sup> celebrations I felt that the day lacked some "guts" in advance without some personal member interaction so I arranged a luncheon for the day at The Big Shed, Royal Park, 12 noon, open to anyone who wanted to attend from within the club and the Mustang world in Adelaide.

Despite the short notice, tables were booked for the 30 people who replied, which I thought was terrific. But this expected number expanded to 52 attendees all participating by wearing their Mustang attire and bringing their cars where possible. We believe the car count was 20 plus cars parked outside the venue. The people attending enjoyed the friendship, meals and beverages, leaving at 3pm, before going on to the club meeting later in the evening .

Whilst at the luncheon, a couple of people got a text message that a reproduction of the 60th anniversary decal had been placed on the sand, near the jetty, at Brighton beach. I had heard about this possibility in advance through Mark Field who knew Sue Norman through a friend. Sue does sand sculptures and there it was. We did not know, until it was complete, of its existence ... awesome, and thank you, Sue.

An old friend and sponsor associate of the club came along for lunch bringing a new blue Mach E Mustang (which received a lot of attention). It was so nice to see Mike Perry return to the pony stable. He has had a very long association with the club through Maughan Thiem Cheltenham, who have been a major sponsor of MOCSA, and it was nice to see him join us again for this historic occasion now that he has retired and is enjoying life.

The past three months were demanding to get the final products for the specific time schedule of the Mustang's birthday date. This was achieved.

The people who helped get this started and processed to a finality I cannot thank enough but must get a mention:

|                                                                                                              |                                   |
|--------------------------------------------------------------------------------------------------------------|-----------------------------------|
| Aidan Pirakis                                                                                                | design                            |
| Dino Talladira                                                                                               |                                   |
| Jay Haynes                                                                                                   | Kwik Kopy printing and supplies   |
| Mike Perry                                                                                                   | Maughan Thiem Mustang Mach E      |
| Dave Mace                                                                                                    | Andrea Gambarotto Bob Braithwaite |
| Mark Field                                                                                                   | Sue Norman                        |
| MOCSA committee and members who helped get the final result with all obtaining their ordered T-shirt on time |                                   |

**THANK YOU EVERYBODY**





# Quilts of Valour

Quilts of Valour Australia is a not for profit organisation that presents beautifully made quilts to people affected by war this includes serving and returned service personnel, wives, widows and children, we've even given a few smaller ones to service dogs. The quilts are made by groups and individuals in all states and territories and there are representatives in every state. The aim is to acknowledge the Service, Sacrifice and Valour of the Australian Defence Force and our Allies in recognition of their service to their country.

Bob and I travel all around the state to award quilts to nominated recipients, visiting RSL clubs, nursing homes, bowls clubs, private homes and now a car club. It can be a very emotional time for the people receiving this gift of appreciation as its often the first time they've been thanked for their service. For the first few year of doing it I used to tear up but I think I've got that under control now.

We're happy to accept nominations if you know someone who you think might benefit from a quilt. Contact Bob 0418 808 906 or Margaret 0430 808 906.

Bob and Margaret presented a quilt to Andy Buckingham at the May 2024 MOCSA meeting in honour of his service .



# Julie's Kitchen ... Best Ever Brownie Recipe:

Servings: 16 Brownies

Ingredients:

1 cup (225g) unsalted butter, melted and cooled  
(if using salted butter just omit the 1 tspn of salt)

2 tablespoons vegetable oil (like canola)

1 cup plus 2 tablespoons (177g) dark brown sugar

1 cup plus 2 tablespoons (227g) caster sugar

4 large eggs, at room temperature

4 teaspoons vanilla extract

1 teaspoon salt (see above note)

1 cup (142g) plain flour

1 cup (115g) unsweetened, good quality cocoa powder  
(\*I use Dutch)

1 ½ cups (255g) roughly chopped bittersweet (70%)  
chocolate or large chocolate chips, divided in half



Instructions:

- Preheat the oven to 180°C and line a 9"x13" (23 x 33 cm) baking pan with parchment paper. Set aside.
- In a large bowl combine the melted butter, oil, brown sugar and granulated sugar.
- Add the eggs, vanilla and salt, then whisk for about one minute until evenly combined and light in colour.
- Sift in the flour and cocoa powder over the butter mixture. Gently fold the dry ingredients into the wet ingredients until JUST combined (do NOT over mix). Fold in half of the chocolate chunks.
- Pour the batter into the prepared pan, then smooth the top. Top with the remaining chocolate chunks.
- Bake for 35-40 minutes, or until the centre of the brownies no longer jiggles and is JUST set to the touch.
- Remove from the oven and allow to cool to room temperature before removing from the baking tray and slicing into 16 brownies. Enjoy!
- Store leftovers in an airtight container at room temperature for up to 3 days.

NOTES:

We prefer extra rich bittersweet chocolate (70%) chunks for this recipe but you can use semi-sweet or even milk chocolate if you like that better.



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What do rocks eat? *Pom-a-granites.*

What do you call a can of pop found in a conglomerate?  
*Coca-Cola Clastic.*

You want to hear the best rock puns?  
*Give me a moment and I'll dig something up.*

Why shouldn't you let a geologist drive your car?  
*Because they get hammered and stoned.*

Why are geologists good at stand up comedy?  
*They know really "dirty" jokes*

This rock was magma before it was cool.

Why are geologists so good in school?  
*They take nothing for granite.*

Did you hear about the geologist who went to jail?  
*He was charged with basalt and battery.*

What happens when you keep reading geology jokes in your free time?  
*You know that you have really hit rock bottom.*

What do you call a periodic table when the gold is missing? *Au revoir.*

What did the teenage rock say after failing its drive test?  
*I don't want to talc about it.*

Why are geologists great dates?  
*They are very sedimental.*

Why are geologists no fun at parties?  
*They like to be stone-cold sober.*

Why did the geologist go on a date to the quarry?  
*He wanted to be a little boulder.*

Why was the geologist always depressed?  
*He had a hard rock life.*

What did Darth Vader tell the geologist?  
*May the quartz be with you!*

I really hate rock puns. *My sediments exactly*

What did the gold say to the pyrite?  
*You're a fool and a fake!*

What do you call a benzene ring where the iron atoms replacing all of the carbon atoms? *A ferrous wheel*

Why should you never expect perfection from geologists?  
*Because they all have their faults.*

What did the diamond say to its friend copper?  
*Nothing, silly, minerals don't talc!*

What is black, purple, blue, yellow and white?  
*Sugilite, sardonyx and opal all fighting over a gumball.*



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TO PLACE AN ORDER, PLEASE CONTACT

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Payments for orders to the Moca(Qld) Bank account.

Postage from \$15

### 60TH ANNIVERSARY MERCHANDISE

MUSTANG OWNERS CLUB OF AUSTRALIA (QLD)

TO PLACE AN ORDER, PLEASE CONTACT

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PAYMENTS FOR ORDERS TO THE MOCA(QLD) BANK ACCOUNT.

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*They're underground*

What kind of rocks are sour?

*Limestone*

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\* Ends 11.59PM Sunday, 23rd June 2024



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My wife told me she is thinking about selling Egyptian rocks. *It sounds like a pyramid scheme to me.*

What do you call it when two carbons are in a relationship? *Carbon dating*

What did the rock do when it rolled down the road? *It rock 'n' rolled*

Why was the geologist confused at the new mineral he discovered? *Because its whereabouts weren't crystal clear.*

Why isn't it safe for a rock to marry a piece of paper? *Because paper beats rock.*



Where do the posh stones live? *Rockefeller Street!*

Why was the gemstone scared for his exams? *Because he thought he wasn't going topaz.*



### Should a man in his 50's be allowed out in a Mustang?

Let's consider what might happen. To begin with, he'll go around with a mysterious little smile on his face, new spring in his walk. Mustang acts on a man that way, what with standard equipment like bucket seats, husky 200 cubic-inch Six, all-vinyl interiors, floor-shift, wall-to-wall carpeting, the works. Driving a Mustang can be like finding the Fountain of Youth! Then there's this: Mustang might give a man an incurable taste for luxury. Options include Stereo Tape System, air-conditioning, front disc brakes, power steering, big smooth 289 cubic-inch V-8. Finally, remember Mustang's low price. It will give a man a sense of spending power he's never had before. Do you know a man in his 50's who'd like all this to happen to him? *You do!* Well, welcome him to 1966—and tell him to get into a Mustang fast!



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1966 Mustang Hardtop



# Differences Between 1964.5 and 1965 Mustangs



Between April 1964 and April 1965, Ford sold over 418,000 Mustangs. The first year had been an unexpected success, and Mustang Mania wasn't even in full effect yet. Ford classifies all of the Mustangs produced during this time as '65s, and it's only Mustang enthusiasts who have differentiated between the two.

1964 1/2 Mustangs were manufactured between March 9, 1964, and August 17, 1964. Though at first glance these cars might look the same, there are several key differences that serve as dead giveaways for the year of manufacture.

## 1964.5 VS 1965 MUSTANG DIFFERENCES: EXTERIOR

Fastbacks weren't available until 1965, but convertibles and hardtops were available in both 1964 and 1965. Even between these similar models, however, there are small differences in the exterior of these two cars.

The first thing to check is the hood of the car. '64-and-a-half Mustangs have what's commonly referred to as a "stiffening skirt" along the edges of their hoods. This gives it an edge that's very different from the more rounded edges of the '65. This skirt necessitated a matching bevelling around the headlights as well. Many '64 1/2 Mustangs didn't have the Ford hood moldings that were given to rest of first-generation Mustangs, but of course some did.



Mustang SA

Even if you find a stiffening edge though, it doesn't absolutely verify that you're looking at a '64. The other external marker many look for are the hood moldings. The '64.5 Mustang typically doesn't have the hood moldings that are seen in '65 Mustangs.

Unfortunately, there are several early promotional Mustangs, like the Indy Pace Car, that also had stiffening skirts, and due to the speed Mustangs were being manufactured at, more than a few '65 Mustangs also made it out of the factory without their hood moldings.

A smaller difference that is a little more telling is in the gas cap. Though the gas cap on either will be styled in the three-notched '65 style, on the '64.5 there won't be a security cable.

Seven paint colours were only available for '64.5 Mustangs. These colours were Guardsman Blue, Skylight Blue, Cascade Green, Phoenician Yellow, Twilight Turquoise, Pagoda Green, Chantilly Beige and Pace Car White.

| EXTERIOR COLORS |                   |  |                    |
|-----------------|-------------------|--|--------------------|
|                 | Raven Black       |  | Pagoda Green       |
|                 | Dynasty Green     |  | Guardsman Blue     |
|                 | Caspian Blue      |  | Rangoon Red        |
|                 | Poppy Red         |  | SilverSmoke Gray   |
|                 | Wimbledon White   |  | Prairie Bronze     |
|                 | Cascade Green     |  | Sunlight Yellow    |
|                 | Vintage Burgundy  |  | Skylight Blue      |
|                 | Chantilly Beige   |  | Twilight Turquoise |
|                 | Phoenician Yellow |  |                    |

Image Credit: Ford

In 1965, these colours were replaced with Springtime Yellow, Champagne Beige, Silver Blue, Honey Gold, Tropical Turquoise, and Ivy Green.

## 1964.5 VS 1965 MUSTANG DIFFERENCES: INTERIOR

The interior differences are as subtle as the exterior ones. The easiest thing to check is whether or not the passenger side seat is adjustable. In '64, Ford bolted the passenger seat straight to the floor instead of adding the mechanics to allow for fore/aft adjustments. Fortunately this was fixed by '65.

EXTERIOR COLORS

|                                                                                                   |                                                                                                      |
|---------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------|
|  Raven Black      |  Honey Gold          |
|  Dynasty Green   |  Caspian Blue       |
|  Champagne Beige |  Rangoon Red        |
|  Poppy Red       |  Siversmoke Gray    |
|  Wimbledon White |  Tropical Turquoise |
|  Prairie Bronze  |  Ivy Green          |
|  Sunlight Yellow |  Vintage Burgundy   |
|  Silver Blue     |  Springtime Yellow  |



Likewise, on the floorboard, the 1964.5 Mustang only had a heel pad, no toe pad, while as the '65 has both.

The driver's fresh air knob in the 1964 Mustang is stamped with the letter "A", and "Off" is centred in between the two possible fan speeds. For '65, the A is gone, and in its place is a third fan setting.

The door locks of the 1964-and-a-half Mustang were colour matched to the interior, but by 1965 Ford decided to make them chrome.



One interior difference that points to an important mechanical difference is in the instrument cluster. In the '64.5 one of the lights says "GEN" but in '65 the text had changed to "ALT." Each of these years also had the option to install a rally pac.



1964.5 VS 1965 MUSTANG DIFFERENCES: UNDER THE HOOD:

The '64 Mustang used a generator instead of an alternator to keep its battery powered, hence the corresponding dash-light change. By '65 Ford had already changed the 12V generator over to a 12V alternator. Generators use DC current while alternators use AC current. It's a difference as fundamental as Tesla vs Edison. Though Edison gets more fame, most homes and cars run off of Tesla's AC current.

Generators create power by spinning a winding of wires inside a magnetic field. Alternators reverse this and spin a magnetic field inside a winding of wires. The alternator has less work to do because the wire winding is heavier than the magnetic field. The alternator is less likely to wear out and is more consistently able to make power.



This means that a car with a generator definitely has more collectible value, but a car with an alternator makes for a better daily driver.

MUSTANG ENGINES AVAILABLE IN 1964.5

| Engine Code | Engine | Displacement | Horsepower |
|-------------|--------|--------------|------------|
| U           | I6     | 2.8L         | 101 hp     |
| F           | V8     | 4.3L         | 164 hp     |
| D           | V8     | 4.7L         | 210 hp     |
| K           | V8     | 4.7L         | 271 hp     |

MUSTANG ENGINES AVAILABLE IN 1965

| Engine Code | Engine | Displacement | Horsepower |
|-------------|--------|--------------|------------|
| T           | I6     | 3.3L         | 120 hp     |
| C           | V8     | 4.7L         | 200 hp     |
| A           | V8     | 4.7L         | 225 hp     |
| K           | V8     | 4.7L         | 271 hp     |

There are other differences under the hood of the '64.5 and '65 Mustang. Some are just unusual, like an oil dipstick on the '64.5's passenger side that's excessively long. Others are more critical.

One fairly critical difference between '64.5 and '65 Mustangs was that the engine options changed.

#### VIN NUMBERS FOR 1964 AND 1965 MUSTANGS

VINs weren't standardised until the 1980s, but you can still find out the information you need to know about a classic Mustang as long as you understand Ford's identification system. The first digit refers to the year produced, unfortunately, that won't help distinguish between the 1964 and 1965 because Ford used a "5" for both years.

The second digit refers to the manufacturing location. For a Mustang you'll either see an F or an R. F for Dearborn, Michigan, and R for San Jose, California.

The fifth digit of a Mustang's VIN refers to the engine code. Only one engine is shared between the '64.5 and the '65. For Mustangs with a K code engine, it is considered a 64.5 if it has a serial number that's less than 25,000 from Dearborn or 125,000 if out of San Jose.

Shelby's and GTs were '65 only and while we do know that some extra or mislabelled cars slipped through and made it to Shelby in later years, for '65 they were all fastbacks, so, to the best of our knowledge, no mythical '64 Shelby exists.

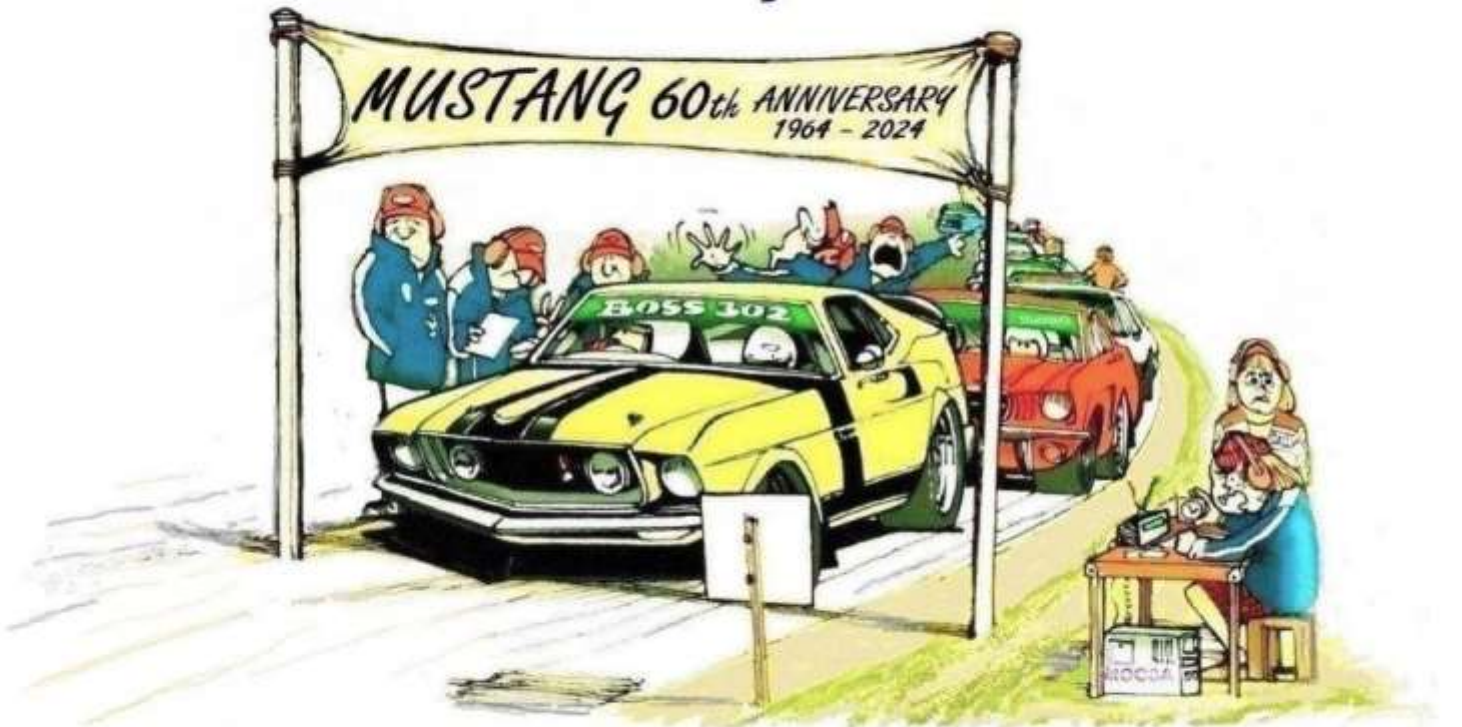


Please keep in mind that this guide is for informational purposes only. It's incredibly difficult to tell these vehicles apart especially as these vehicles get older and more restoration is required. It's never a bad idea to get a second, or even third, opinion before investing in a classic Mustang.

*1964.5 vs 1965 Mustang (cjponyparts.com)  
Last Updated July 28, 2023 Meghan Drummond*



## *Observation Run Sunday 20th October*



**Leaving from Harbour Town you'll enjoy a fun day driving in every direction, finding places somewhere in-between and then lunch at a mystery location.**



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