



# MUSTANG SA



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## Mustang Owners Club of SA Inc



PO Box 210  
North Adelaide SA 5006

Executive Committee 2024/2025



Kym Turner  
President



Robert Bird  
Vice President



Tony Kilvington  
Secretary



Robyn Bird  
Treasurer



Kathy Cochinos  
Events  
Coordinator



Dave Mace  
Stock Controller



Trish Kilvington  
Facebook  
Administrator



Maree Staehr  
Magazine Editor

### **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.

# Inside this Edition

January 2025

## Club Matters

Message from the President	3
New Members	3

## Club Events

Christmas Picnic	4/5
Rising Sun Hotel Auburn	8
Observation Run	9
Weekend in Berri	14
Coming Events	16/17
1837 Barossa Valley Winery, Lyndoch	18/19

## General Interest

2020 Mustang RSPEC	6/7
The 'Dark Horse'	10/11
Meet the VAILO Drivers	12
VAILO Summary	12
All Ford Day	13
The Black Stump	15
Mustang Unknown Stories	20
V8 Nation at VAILO Adelaide 500	21-23
A Visit to Canberra via Darwin	24-29
Mustangs in the Movies	30
In the Kitchen	31

## Advertising / Merchandise

Mustang Merchandise	32
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For those who do not know me, my name is Kym Turner and I am a life member of the Mustang Owners Club of South Australia (386) and I am also one of the National Delegates for SA. Over the past 25 years I have held many committee positions both state and national and when I was asked by the committee to step back into this position, I was happy to do so.

There has been some disharmony in the club over the last few months which is not what the club needs nor stands for, along with Robert Bird as VP and the rest of the existing current committee we will endeavour to review and get the club back on track for the enjoyment of the members. We need the fun and happiness back!

With the ever-changing environment there are always ways to streamline and improve the club, with this in mind the committee will look into and evaluate options put forward to us and will present to the members. The old story its your club is very true and we are looking for people to step up and join the committee and bring those fresh ideas. Kathy is continually arranging events and runs for us however it's not an easy job to do but with your support the events run well.

Feel free to talk to me or a committee member if you have some ideas or thoughts on things that can make the club enjoyable for all.

***Remember, It's just a car club!***

## New Members Since the Last Edition

### Member #

1417	Dirk & Tania Jesussek	2017 Magnetic Coupe GT 5.0L
1418	Dwayne Hameister & Sharon Watson	2017 Ruby Red Coupe GT 5.0L 2023 Atlas Blue Coupe GT 5.0L
1419	Robert & Marilyn Monteleone	2024 Yellow Splash Coupe GT 5.0L
1420	Steve & Michelle Gould	2022 Grabber Blue Coupe GT/CS 5.0L
1421	Mark & Lauren Thompson	1973 Red/White Top Convertible 351 LHD
1422	Doug & Debra Lorimer	2019 Oxford White Coupe GT 5.0L
1423	Geoff & Trudy Rosser	1968 Red Hardtop 289 LHD
1424	Rob & Michele McGauchie	1970 Candyapple Red Sportsroof 5.0L
1425	Leigh Dighton & Toni Cohrs	2019 Shadow Black Coupe GT 5.0L

### Re-joined:

170	Graham & Jude Modra	1966 Red/White Top Convertible 289 1965 Hardtop 289 1965 Convertible 200 1967 Dark Moss Green Fastback 390 1970 Blue Sportsroof 351
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We extend a warm welcome to the new members mentioned above, who have recently joined the Club and a special welcome back to Graham and Jude Modra (Membership #170) who have re- joined the Club with a 1966 Red/White Top Convertible 289 and has 4 other Mustangs in the process of restoration. Great to have them back as part of the Mustang family.

Happy Mustanging and we look forward to seeing you all 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 (New Vehicle Sales Manager 8300 1200) 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.

December 8, 2024 was the date for our Christmas Picnic at Lobethal Oval, a venue we have used for the past few years as it works really well for our event.

We left Kmart on Anzac highway at about 10.30, once we had gotten across onto Cross Road we all waited to get all our cars back together, it's amazing how 2 sets of traffic lights can split the bunch so quickly. Once we were all together again we headed up Cross Road to the Freeway and made our way through to Lobethal.

There were Members already at the oval setting up and getting things ready for the rest of us. On arrival we drove across the oval and parked along the fence with a pretty good array of cars for us all to have a wander around and chat to each other about. We had a Dark Horse along for the day, belonging to Brad and Sherie Walczak, it is a pretty nice car.



Around 11.45 am Maree Staehr and I trundled off to Foodland to collect the chickens and cold meats that had been ordered previously during the week by Bianca and Ben Heron. The staff at Foodland rolled the trolley out with our order on it and I think my jaw hit the floor. I left Maree inside to pay for the food and the trolley was wheeled out to the car and we packed the car with food. Once back at the oval numerous people came out to the car to help take all the boxes of food inside. From there it was set up time and lunch began. As usual there was more than enough food to go around and I'm sure it would have been enjoyed by all.



Once we all had our fill of food it was time for games out on the oval for the little kids and some of the big kids as well. The games were sorted by Tony Kilvington and he was ably assisted by various other Members. The games were popular and enjoyed by everyone but it wasn't too long before the attention was turned toward the blue Mustang, driven by Member Chris Mosby, that had a very much anticipated guest inside. It was Santa, who had managed to take some time out of his busy schedule to come along and meet the children and to give gifts to them.

Santa is always a very popular attendee and our thanks must go to Santa and his Elf (Mike Nolan) that came along to help him out. A very helpful Elf at that.



Once Santa had made many children smile he was on his way back to the North Pole to get ready for the big day in a few weeks time.

There were a few more games out on the Oval after Santa's departure and it was clean up time inside as well.

Our Christmas Picnic is always a good and successful Club Event but it couldn't happen without the work put in by the Committee in particular and other helpful Members on the day. Thanks of course to Maree and Rick Staehr, Robert and Robyn Bird, Tony and Trish Kilvington, Dave Mace, Ben and Bianca Heron, Chris Mosby and to Mike Nolan who helped us to get Santa along on the day as well as helping out as his Elf. If I have left anyone out, my apologies as your help was certainly appreciated.

Thanks to all the Members who attended, I hope you enjoyed the day and everyone had a happy and safe Christmas.

Happy New Year to everyone and I look forward to seeing you all in 2025.



# 2020 Mustang RSPEC

...*Marina Champion*

When Darren and I rescued the R-SPEC from Pickles Salvage Auction back in February 2023, as a repairable write-off little did we know the challenge that lay ahead. The car had been listed twice before and passed in with no bidders. The car was relisted two weeks later and Darren made the winning bid, purchasing the vehicle for around a third of the RRP.

Three very long days later Darren heard back from the auctioneer to confirm that the vendor had accepted the bid. We were very excited, because we had wanted a Mustang for many years, but thought we would never be able to achieve this dream.

When it arrived 3 days later, we were extremely surprised to find there was only 2,300km on the odometer, as there was no mention of mileage on the listing. It was practically a new car, with "SOME ASSEMBLY REQUIRED". Darren is an accomplished, self-taught welder, mechanic and general handyman, having spent most of his career in quarries, working on heavy machinery and crushing plants. He currently works as a Quarry Manager for Holcim Australia. Little did he know the mammoth task that lay ahead of him would take all of his skills, plus acquiring new ones to bring this Aussie perfected muscle car back to life.



I sourced parts, obtained vehicle permits, got the windscreen replaced, had it inspected at Ford, took it to Regency Park for all the inspections, and occasionally assisted with repairs.

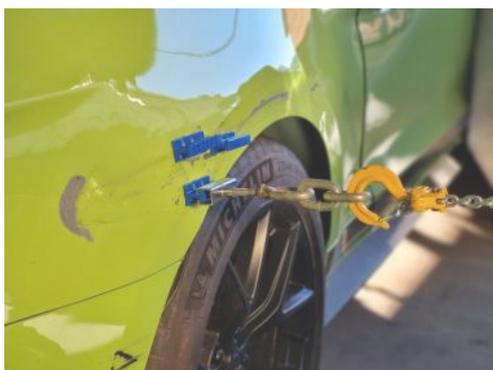
The process of procuring parts proved to be quite challenging. Some came from Ford here in Adelaide, while others came from as far away as Lithuania and the USA. The only hurdle we faced was from a supplier in Victoria (Flexx Motorsport). As most of the front of the car had to be replaced, Darren decided to implement his vision of how Ford should have presented the R-Spec at the time of sale.

A GT500 front bumper, Cervini Stalker bonnet and GT350 front guards were ordered for the reconstruction. However not all the parts were in stock and it took 5 months, with several emails and phone calls just to get the guards. Eventually I requested a refund for the remainder of the parts. Needless to say, we will not be dealing with that supplier again.

Four excellent suppliers worthy of mention, for the quality of their parts and fast delivery times were Mars Motorsport and Mustang Motorsport for new parts and Grant Walker and S-Twin Spares for second-hand parts.

One of the most challenging aspects of the build was the body and paint work, which Darren took on himself, following quotes in excess of \$20k from local crash repairers to cut out and replace the rear quarter and paint the car. After several practice runs and some do-overs, Darren was happy with the final result. The R-SPEC will get the original black stripes added to the bonnet and bumper, with some custom side decals to tie it all together, in the future.

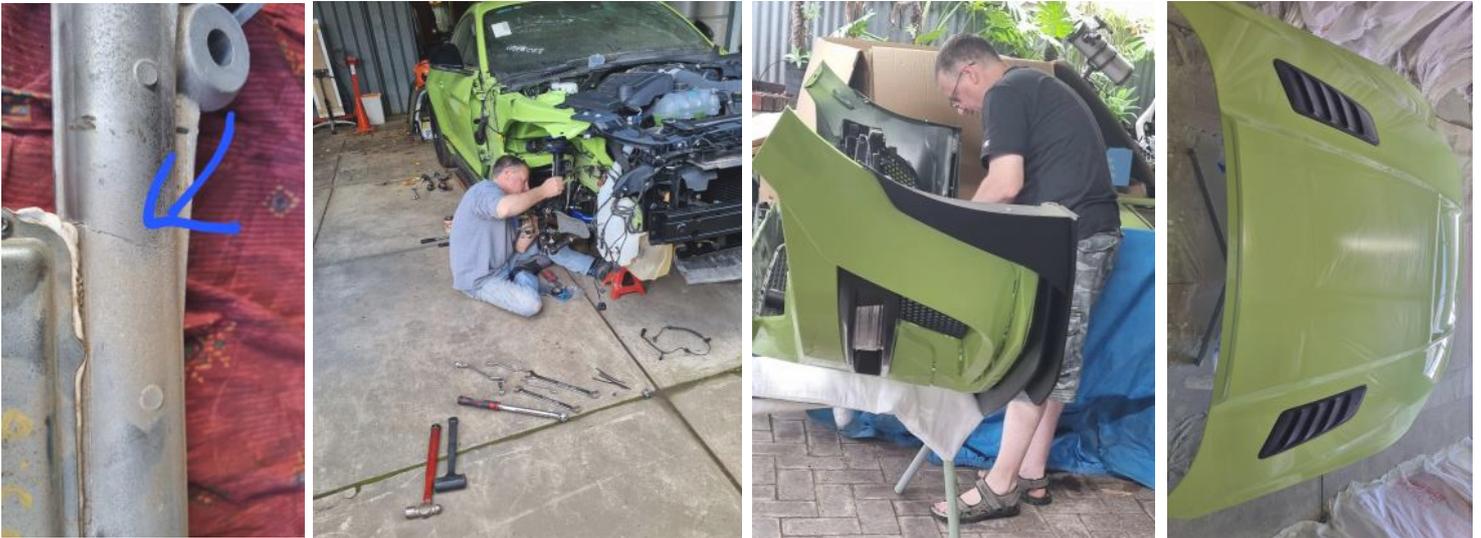
Darren achieved the rear quarter panel repair through a process called Paintless Dent Repair (PDR). He constructed the frame that held the glue tabs in place, creating the force to pull the dents out.



We made significant savings, sourcing a second hand dash from S Twin Spares in Sydney for \$1,250 delivered. Two front 9" Ford Performance 'Y' rims came from Jefferson Ford (USA) at a cost of \$1,850 delivered. Combined we saved over \$7,000 just on these parts alone. It definitely paid to shop around.

Many hours were spent online looking for suitable replacement parts for the suspension, Magneride shock absorber and the heavy-duty wheel hub.

Just when we thought everything was done, an inspection at Rebel Ford at Elizabeth discovered a cracked steering column, so it was back to S-Twin Spares for that purchase.



Finally after a year of hard work, and checking we had everything in order, I took it in for its Tier 3 inspection for Repairable Write-Off vehicles. The inspectors were very impressed with the professionalism of all the repairs, so there was no problem there. However, one invoice was missing (from that problem supplier mentioned earlier) and they needed a photo of the donor car from the dashboard and airbag purchase. So, another appointment was rescheduled, this time it passing with flying colours.

The next step was the roadworthy inspection. All was well until they got to the fibreglass bonnet, which the inspectors spent quite a bit of time discussing. I was advised that bonnet pins would need to be installed, so that in the event of an accident, the bonnet would not dislodge from the hinges. An engineer's report would also be required to verify this.

With GT500 bonnet pins installed and a \$650 2-page engineers report in hand, I headed back to Regency Park. It took just 5 minutes to approve and sign it off enabling the Mustang to finally be registered in May 2024.

To say that it has been quite a journey for us is an understatement. However, the joy of owning and driving our dream car has made all the challenges and hurdles worthwhile. The R-SPEC is one of the most powerful factory Mustangs on the market, boasting 700bhp at the engine. Whatever you do, **DON'T TURN THE TRACTION CONTROL OFF!**

Joining MOCSA was just the icing on the cake. Now we are able to enjoy the car out on highways, put it through its paces with other enthusiasts, and talk with them about their vehicles. This has added another dimension to our lives and reward for all of our hard work.



On November 24th our monthly Clun run was to The Rising Sun Hotel in Auburn on the southern edge of the Clare Valley. We all met up at the Costco car park at The Churchill Centre at Kilburn.

Our departure time was 10 am and we all headed out of the carpark along Churchill Road towards the North South Motorway. We cruised along the Motorway taking the exit to Port Wakefield Road and continued on taking the Mallala Road into Mallala. We stopped in Mallala for a coffee/pit stop and it took quite a while before all the coffee orders were filled.

On the road again we took Traeger Road through to Balaklava then out from Balaklava we took a left turn on to the Blyth Plains Road to the T junction with Blyth Road where we took a right turn into Blyth, continuing through Armagh which brought us in to Clare. Going right again we turned in to Main North Road and headed down to Auburn, driving through Sevenhill, Penwortham, Watervale and Leasingham.

Our arrival in Auburn was eagerly awaited by Matt Crosby and his family, our Honorary Member from Yorke Peninsula. Matt had turned 30 earlier in the week and was really looking forward to a day out with The Mustang Club. He got a lot of birthday wishes and I'm sure he had a great day out. Then it was time to sit down and have a chat with others along on the day, the Hotel doesn't have a huge dining room and as we had 50 people along for the day we took the place over. We were even seated in the hallways. Our lunches had needed to be pre ordered and they came out bit by bit. I overheard a local complaining they were told by the staff that they couldn't have lunch in the Hotel that day as there was no way they would be able to take any more lunch orders that day. I hope they went back for dinner.

The food took a while to get to some of us but it was worth the wait, I hope everyone enjoyed their meals and their day out. We had 50 people along and that equates to about 27 cars.

It was a really great day with Members we don't see very often and others that are always along for the drive.

Thanks for coming along and hope to see you again soon.



# Observation Run

... Maree Staehr



The starting point was the Glenelg Football Club on Brighton Road, the area had been sectioned off by the organisers Phil and Alice Johns for the Mustang Owners Club vehicles. The cars came rolling in, meeting at 9.30am for a 10am start, due to unexpected activities on the Foreshore the original meeting place was moved. This did not deter the excited observers, ready to tackle any question thrown at them.

We started a little after 10.30am turning onto Brighton Road and ventured briefly onto the Esplanade to discover our first set of questions, then through the suburbs where the questions came thick and fast. Through the Hills to Crafrers, Summertown or for at least one of us who didn't take the correct turn went to Stirling.

Then we made our way back to Greenhill Road where we ventured via the CBD, back onto Anzac Highway to find ourselves finishing at the Glenelg Football Club, which Phil proudly pointed out is the 2024 SANFL Premiership winning team.

27 Mustangers attended the run with 13 Mustangs and a Ford Falcon. The venue and lunch were the perfect end to our adventure, with everyone enjoying their meals, a refreshing drink and good company.

Phil and Alice were hard at work marking the answers, everyone waited in anticipation as this year the rules had changed slightly, the top 3 places had immunity. This ensured that everyone gave it their best shot of getting the answers correct. The winner was responsible for drawing a lucky ticket and the person that with that lucky ticket got to plan the next Observation run for 2025.

The top three place holders were Carol and Steve Andrae coming in 3<sup>rd</sup> place, Bianca and Ben Heron in 2<sup>nd</sup> place, Julie Edge and Brenton Chellew who took out the win for 1<sup>st</sup> place.

Brenton picked the lucky ticket, Congratulations to Rob and Lisa Urbancic who will be our hosts for the 2025 Observation Run.

Thank you to Phil and Alice Johns for organising the event, and Kathy Cochinos for her assistance.



We are so pleased to finally have taken delivery of our Mustang Dark Horse! We placed our order in September 2022 when Ford announced the new limited edition, track ready, Mustang – badged 'the Dark Horse'.

We had a 2019 Metallic grey S550 Mustang and have been MOCSA members since 2020. We were originally informed that the Dark Horse would arrive shortly after the S650 GTs which were due in June 2023. So, we sold our Mustang in April that year before the new stock arrived and second hand Mustang prices went down. Little did we know that multiple delays affected delivery and we endured 16 months without our beloved Mustang... we eventually received our Dark Horse just 2 weeks shy of 2 years from date of order.



**2024.5MY Mustang GT Dark Horse**  
5.0L Petrol  
6 Speed Manual  
Blue Ember

**Build Date:**  
May 2024

**Build Location:**  
Flatrock Assembly Plant, Dearborn, MI, USA

**VEHICLE STANDARD EQUIPMENT**

- 350kW @ 7,250rpm
- 550Nm @ 4,850rpm
- Front Brakes - 390 x 36mm vented discs, Brembo™ six-piston 36 mm fixed aluminum callipers
- Rear Brakes - 355 x 28mm vented discs, Brembo™ four-piston 30mm fixed aluminum callipers
- Front Suspension - Double ball joint independent Macpherson strut, tubular stabilisation bar
- Rear Suspension - Integral-link independent with coil springs, solid stabiliser bar, and twin-tube dampers
- Drivetrain - Rear wheel drive with Torsen® limited-slip differential
- Front Wheels - 19" x 9.5" alloy wheels
- Rear Wheels - 19" x 10" alloy wheels
- Selectable Drive Modes - Normal, Sport, Track, Drag Strip, Snow/Wet, Custom
- Active Valve Exhaust with Four Selectable Modes
- Hood Vents
- Darkened LED Headlamps with Auto Highbeam and Signature Tri-Bar Tail Lamps
- Metal Foot Pedals
- Customisable 12" Digital Instrument Cluster
- B&O Play 1,000W 12 Speaker Sound System with Amplifier and Subwoofer
- Line Lock

**DARK HORSE PACKAGE**

- Unique Dark Horse badging & Dark Front Pony Logo
- Unique Springs, Sway Bar, Toe Link
- Unique Illuminated Dark Horse Scuff Plate
- Unique Grille, Diffuser and Spoiler
- MagneRide suspension
- Dark Horse premium interior accents
- Flat-Bottomed steering wheel with Indigo Accent
- Indigo Accent Stitching
- Indigo seatbelts
- Manual gear knob finished in Titanium Indigo
- Dark Horse instrument panel badge w/ Chassis ID

**DARK HORSE APPEARANCE PACK**

- Black Painted Roof
- Unique Hood Graphics
- Notorious Blue Brake Callipers w/ Grabber Blue Brembo® Logo

Specifications are subject to change without notice and may vary slightly from Model Year to Model Year. The above list is general in nature and may not be an exhaustive list of specifications for your particular vehicle build.

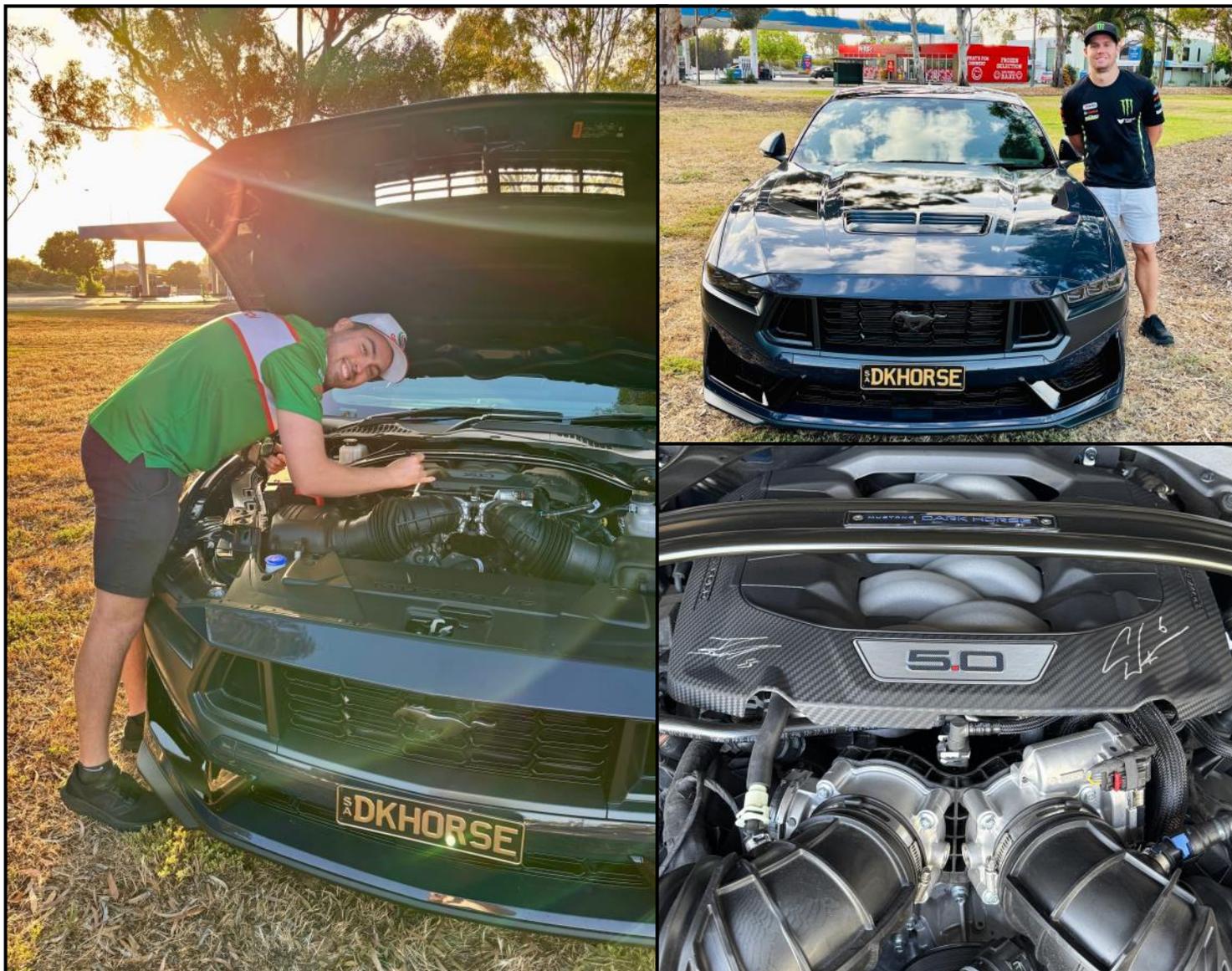
We love the look of the 7<sup>th</sup> generation Mustang, it's body has much sharper lines and looks like it's ready for business. The unique new Dark Horse logo is the first alternate logo appearing on a Mustang however there are many traditional pony logos still on the car – if you look closely. The interior has been uplifted and boasts a customisable 12" Digital Instrument Cluster that is not only impressive in size but the flashy graphics will also catch your eye! It also has a range of layouts based on your drive mode. The Flat-Bottomed steering wheel with Indigo Accents looks great and feels good in your hands, and the manual gear knob finished in Titanium Indigo is a nice touch. We were happy to retain the standard seats as we quite like the indigo accent faux leather and suede plus we wanted to retain the tooshy heating and cooling, which you lose if you upgrade to the Recaro seats.

How does it drive? Well, what can we say... The Dark Horse is a lot of fun to drive! It has more power, MagneRide suspension and a Tremec gearbox. The Coyote engine pumps out 350kW of power, 550Nm of torque and the notorious blue Brembo brakes are designed to pull you up quick. The variable exhaust allows you to switch from track mode when you are having fun or quiet mode for the early mornings (if you like your neighbours).



We recently attended a meet and greet with Tickford drivers, Cam Waters and Thomas Randle, at Maughan Thiem Ford Cheltenham. We were fortunate to have Cam and Thomas both sign the engine cover and our Build Certificate from Ford.

We love driving our Mustang Dark Horse and going on runs with MOCSA so we look forward to driving with you at an upcoming meet!



Sourced from Steve Magnante's 1001 Mustang Facts

#### Fact 1.

There is no such thing as a 1964 ½ Mustang. Every one of the 680,989 first-year Mustangs built carries a Vehicle Identification Number (VIN) formally designating it as a 1965 model year product (5 stamped into the first position of the VIN sequence). The 1964 ½ myth stems from the fact that Ford (wisely) began building '65 Mustangs in March 1964 to get a running start and ensure availability on the official April 17, 1964, launch date. Better informed Mustang enthusiasts refer to these cars as early 1965s instead of 1964 ½.

#### Fact 2.

Ford product planners expected to sell 1000,000 1965 Mustangs. The number was surpassed a mere three months after introduction. By the end of the 1965 model run, the sales target had been exceeded nearly sevenfold (680,989). For some perspective, Ford's iconic 1955-1957 two-seat Thunderbird (Mustang's thematic precursor) only sold 53,166 units (16,155 in 1955, 15,631 in 1956 and 21,380 in 1957) over its three year model run. That Ford was able to expand Mustang output to meet demand without curbing production of Falcon, Fairlane, Galaxie, Thunderbird, and truck models speaks to the expertise of the plant managers.

## Meet the VAILO Drivers

... Dave Mace

On 12<sup>th</sup> November, members were invited to Maughan Thiem Ford at Cheltenham. As in previous years of the Adelaide V8 race, several drivers from a Mustang team were present.

This year four drivers were available for photos, autographs and a question and answer session. Cam Waters, Thomas Randle, James Courtney and Aaron Love. Each driver was given the opportunity to talk about how they came through the system to be where they currently are. Despite the fact that numbers were down the drivers told a few good stories and all had a sense of humour. While the audience was probably less than 40, there were around 15 club members present. Overall a good evening with a BBQ and soft drinks provided.



## VAILO Summery

... Dave Mace

The Adelaide V8 race in November was held in near perfect conditions. The weekend was well supported for the racing along with massive crowds for Crowded House on Saturday and Cold Chisel on Sunday evening. There were still 2 drivers in the running for the title making for exciting racing.

The club was in attendance with a display of some 20 cars with a model shown for most generations. As this was the last race for the teams and with the usual driver changes for next season there were plenty of bargains in merchandise. Overall it was a great 4 days.



All Ford Day South Australia, 27th October 2024, Oakbank Racecourse

All Ford Day SA “shares in the tradition and celebration of what makes the Ford Motor Company great. With past cars including the oldest models like the Model T, right through to the newest Mustangs fresh from the USA”.

MOCSA's member, Mike Perry, booked a spot at the All Ford Day SA and invited his friends to share the day. He had approx. 30 cars join his exhibition, with about 11 of them Mustangs, and we enjoyed a fantastic day. A big thank you to Mike for arranging such a great day out.



**TurtleWax**

Mustang SA



January 2025



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For our annual long weekend run in October it was decided we would head to Berri for the weekend. Leaving The Churchill centre at 9.30am we made our way up the North South Motorway, then onto the Sturt Highway and made our first stop at Truro. We had 13 cars and 22 people along for the weekend, we had a coffee and a pit stop in Truro before continuing on to Banrock Station where I had booked us in for lunch. A local Club Member, Bruce Armstrong, came out to Banrock to see us and joined us for lunch. We were also joined at Banrock Station by Members Steve and Marion Clasohm, who were also along for the weekend, coming across from Yorke Peninsula.

After lunch we headed for Berri and the Berri Hotel where we were booked for the 2 nights. Saturday afternoon I zipped across to River Jacks Cafe to book 20 seats for breakfast the next morning. The rest of the afternoon we spent near the pool area and Brett and Angie Lonnee's room enjoying a few beverages, some nibbles and the usual banter that goes with that. Saturday night we were booked into the Berri Hotel for dinner at 7pm. Food was good and quick service too.

Sunday morning most of us met at River Jacks for breakfast. Once that was done and dusted we headed back to the Hotel and would meet up at 9ish to head to Renmark and hopefully take a cruise on the PS Industry paddle boat, the paddle boat unfortunately was a no go but we stood and watched some Morris dancers on the dock before heading back to Olivewood Homestead and Museum where we spent an hour or so having a look at some very old history and some that took you back to school days with the text books they had on display. It is a very good museum and homestead and certainly worth a stop if you are in the area anytime. Brett and Angie caught up with us at the Museum as they had gone into Barmera to have a look at the Farmers Market that was there that morning.

From here we made a quick stop in at the 23<sup>rd</sup> Street Gin Distillery for a look and then headed to Paringa to see the Black Stump which wasn't where it was supposed to be. It has been moved in to the Museum if you're ever going looking for it. A number of us wandered across the road to the Antique/Collectable shop and looked around for a short while. Our intended lunch stop was The Woolshed Brewery at Murtho. Brett and Angie went on ahead and managed to get some tables and chairs sorted for us and all but one couple spent the afternoon at the Woolshed. They do really excellent pizza, there was a band playing and the hard lemonade was pretty good too. While at The Woolshed we spied some other Members in the crowd in the form of Jim and Jenny Haskett who were up on the river in a houseboat that they had parked up at The Woolshed. It was a very pleasant afternoon.

Dinner was back at the Berri Hotel at 6pm and once again the service was good and so was the food. After dinner the majority of us lingered for an hour or more in the Dining room chatting amongst ourselves and getting to know newer Members and getting to know older Members better too.

I had booked River Jacks for breakfast again on Monday morning and the majority of us were there. Some had a bit of a sleep in and once breakfast was done it was back to the Hotel to check out and make our way home. Some made their way to Loxton to stop in at the Loxton Show which was on and others detoured through the Barossa, others just heading off when they were ready.

It was a fun weekend and I hope it was enjoyed by all. If you missed it make sure to come along next year. Not sure where that will be yet, but keep it in mind.

Thanks for coming.



# The Black Stump

... by Dyno Dave

The SA river town of Paringa, 4.5km upstream from Renmark and 22km from Berri is home to a couple of notable attractions. The first is the Paringa Bridge, the only one of its type in SA. This State Heritage listed bridge was opened in January 1927 to allow road and rail traffic to cross the Murray. It has a 24m long section which can be lifted up by 9.1m. Rail services ceased in 1986 and the tracks were pulled up, making way for a pedestrian walkway. The bridge was designed by SA Railways and built by Adelaide firm, Perry Engineering. At 9:30am and 2:30pm daily, it is raised to allow the queue of predominantly houseboats to pass. At other times you can contact the bridge operator by phone or two-way radio to arrange an opening. It has been like this for 98 years and it comprises part of the Sturt Highway connecting Renmark to Paringa. It's centenary comes up in 2 years and I am sure the local community will celebrate this local landmark, still in daily use after all these years.



Paringa is also home to the Black Stump, the largest of 11 black stumps known across the country. It was originally on display in front of a private residence but was being moved to a museum at Paringa so we didn't get to see it on the Berri run. The story of how it came to be there is an example of determination in the face of huge odds. The picture shows the stump prior to its recent move and was taken at a visit some months earlier. Australia has many "big" things but they are nearly all constructed to aid tourism in the relative regions. This exhibit is totally natural, comprising a stump cut from a 600 year old 2m diameter river red gum tree that had fallen and was hanging over the bank of the Murray posing navigation hazards. It was found more than 50km from Paringa and looked like it would stay there forever.



Frank "the chook man" Turton, a local resident of Paringa and wood carver by trade was returning from a houseboat holiday to Chowilla in 1984 when he found the huge tree that had fallen into the river during the flood of 1917. He was impressed by the massive root system and decided to take it home to his residence in Paringa. He got approval from local authorities to do this but it was no easy feat. He had to hire a special chainsaw to cut the stump from the main part of the tree. After attaching a dozen 44 gallon drums to help it float and bolting up a 15HP outboard motor, Frank sailed downstream for several days to get it to Paringa. He ran out of fuel 3 times, hit multiple snags and had a couple of near misses with other water craft before he got the 8 tonne 8 m wide stump home. It was lifted out of the water by a crane that was set up near the bridge.



"I spent 12 or 14 days and nights – it was dead winter and we were going about a mile an hour – choofing the stump back to the bridge at Paringa," Mr Turton said. You can see it now at the Community Museum in Paringa.

*With thanks to the ABC and on-line sources for historical text and images.*

# Coming Events 2025

... Kathy Cochinos

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

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

## All American Day

Gleneagles Oval, Seaton.

Meet at Bunnings Woodville, Port Road

at 8am to travel as a group to the venue, enabling us to park together.

Classic American Cars enter for FREE to be displayed on the OVAL

The event does not enforce cars to be locked in, but encourages cars to remain parked for the duration of the event from 9am - 2pm.

The air-conditioned clubrooms offer access to public toilets and a place to have your lunch. The event will have a array of food and beverage vendors.



**Sunday 9/03/2025\*\***

## Club Run to the Old Spot Hotel

1955 Main North Road, Salisbury Heights.

Meet at Carisbrooke Park, Main North Road Salisbury Park

at 9.15am for 9.45am departure.



**21-23 March 2024\*\***

## Mustang Nationals Bathurst, NSW

Details can be found on the MOCSA Website.



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.

**Wednesday 19/02/2025**

### Monthly Meeting #580

West Torrens Birkalla  
Soccer Club

Meeting starts at 8 pm.  
Light supper provided.

**Wednesday 12/03/2025**

### Monthly Meeting #581

West Torrens Birkalla  
Soccer Club

Meeting starts at 8pm.  
Light supper provided.

Please note, this meeting has been  
rescheduled due to the Mustang  
Nationals

**Wednesday 16/04/2025**

### Monthly Meeting #582

West Torrens Birkalla  
Soccer Club

Meeting starts at 8pm.  
Light supper provided.

February 2025						
Mon	Tue	Wed	Thur	Fri	Sat	Sun
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28		

March 2025						
Mon	Tue	Wed	Thur	Fri	Sat	Sun
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
2	25	26	27	28	29	30
31						

April 2025						
Mon	Tue	Wed	Thur	Fri	Sat	Sun
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

16 Mustang SA

January 2025

www.sa.Mustang.org.au

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

**Sunday 13/4/2025\*\***

**Victoria Hotel Strathalbyn**

Meet at rear carpark Frewville Foodland at 9.30am for 10am departure to Collectable Classics, 5-7 Rankine Street, Strathalbyn. Followed by lunch at 12.30pm.



**Sunday 25/5/2025\*\***

**Club Run to SixTwelve Brewery**

3/132 Tolley Road, St Agnes. Meet at the Tower Hotel, Magill Road, Magill at 9.30am for 10.00am departure.



**Sunday 22/6/2025\*\***

**Club Run to Little Blessings Brewing, Laura.**

Meet at Churchill Centre at 9.00am for a 9.30am departure.

Discover a divine brew experience at Australia's only Church Brewery!



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.

**Wednesday 21/5/2025**

**Monthly Meeting #583**

West Torrens Birkalla Soccer Club

Meeting starts at 8pm. Light supper provided.

**Wednesday 18/6/2025**

**Monthly Meeting #584**

West Torrens Birkalla Soccer Club

Meeting starts at 8pm. Light supper provided.

**Wednesday 16/07/2025**

**Monthly Meeting #585**

**AGM to follow General Meeting.**

West Torrens Birkalla Soccer Club

Meeting starts at 8pm. Light supper provided.

May 2025						
Mon	Tue	Wed	Thur	Fri	Sat	Sun
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

June 2025						
Mon	Tue	Wed	Thur	Fri	Sat	Sun
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30						

July 2025						
Mon	Tue	Wed	Thur	Fri	Sat	Sun
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

# 1837 Barossa Valley Winery, Lyndoch

... Tony Kilvington

We cruised to Melba's Chocolate Factory and Cafe at Angaston for morning tea with 23 Mustangs and 2 private cars in attendance. The Dessert Bar and Shop was wonderful with a huge assortment of chocolates and confectionery sweets, delightful cakes and a range of savoury treats that were available to the general public. We had coffee, tea and cakes in the shop and bought lots of sweets.



We then cruised to the 1837 Barossa Valley Winery at Lyndoch with 14 Mustangs and 2 private cars for wine tasting and lunch at the Horizon Restaurant and had 30 members in attendance. Club members Guido and Nelly Auchli who own the Winery provided an introduction to us on the winery and benefits of wine tasting and the cruise to Lyndoch was picturesque and lunch was delicious.



Guido advised that Colonel William Light, founder of Adelaide and first Surveyor-General of South Australia, traversed the ground to the estate on 13th December 1837, when exploring the north-east of Adelaide. On this historic occasion he bestowed the name of the town Lyndoch and the entire hill range Barossa.



The Barossa Colonel William Light Monument commemorates the birthplace and naming of today's world-famous Barossa and Lyndoch and is located on Guido's estate. The statue is a life sized bronze statue of William Light on horseback and is a landmark for the region.

The 1837 Barossa winery commemorates the date on which Colonel William Light, founder of Adelaide and first Surveyor-General of South Australia, named the Barossa in 1837.

Generations of the winemakers have dedicated their work to our grand tradition, embodying the heritage of outstanding winemaking in every bottle.

We had lunch in the Horizon Restaurant at the winery and that was provided in platters. The restaurant celebrates a marriage of contemporary Australian cuisine where Barossa's local produce enhances the buttery flavour of SA's phenomenal seasonal produce.

Guido asked us to park around the winery within the fenced off area so he could take photos of the cars. The 1837 Winery is on the top of a hill and has pristine views and serene beauty of vineyards surrounding the winery, Horizon restaurant, Guido and Nelly's house and wine tasting shed and rental cabins.





## BIG BOLD BAROSSA SHIRAZ

To celebrate the 60th Anniversary of the Ford Mustang that occurred on 17th April 2024. Members have the opportunity to purchase this special limited wine release, this is to acknowledge one of the world's most iconic muscle cars, the Ford Mustang.

Ford Motor Company's contender in the muscle car battle started the "pony car genre" over half a century ago. April 17th, 1964 saw the birth and release of the Ford Mustang, now one of the most respected muscle cars on the roads around the world today.

Since 1964, the Ford has built a new model every year covering Coupe/Hardtop, Fastback & Convertible styles with unmatched success in the motoring world. Today the Ford Mustang is a sophisticated engineering masterpiece yet retains all the brute power which makes it so exhilarating to drive. If you have driven one, you know "the feeling".



Members can order any number of bottles by emailing the Secretary Tony Kilvington [secretary@sa.mustang.org.au](mailto:secretary@sa.mustang.org.au) with the number of bottles you are ordering.

Payment of \$70 per bottle can be processed as follows into the MOCSA Bank Account.

BSB:	805050
ACCOUNT:	2321346
NAME:	Mustang Owners Club
REFERENCE:	Your Surname Wine
AMOUNT:	\$

All bottles will be delivered to the West Torrens Birkalla Soccer Club for collection at Monthly Club Meetings.

Peter Liebich is providing the Club with a \$5 payment for every bottle sold given its a limited release.

Wine of Australia produced for Peter Liebich Fine Designer Wines by Liebichwein, Steingarten Road, Rowland Flat, South Australia 5352

## Ford and 7-Up's Failed Collaboration Resulted in a Fox-Body Special Edition

In 1990, Ford and soda brand 7-Up had a big promotion planned during the NCAA basketball finals that would have seen 30 winners drive home in green-metallic Mustang convertibles with V8s and white tops.

At the last minute, the contest was cancelled, but Ford decided to build the prize cars anyway. They even went a little overboard and sold more than 4,000 of them. Aficionados call them 7-Up Mustangs.



7-Up

## The Ford Mustang Almost Switched to Front-Wheel Drive — Twice

Ford has seriously considered swapping the Mustang from rear-wheel-drive muscle machine to front-drive compact coupe twice in the car's history. The first time was at the end of the 1980s, when the Ford Probe very nearly replaced the Mustang in dealerships before selling alongside it instead. The second was in the early '90s when the company looked at the entry-level platform underpinning the modest Escort as a potential Mustang successor.

## A V10 Mustang Prototype Was Built but Never Produced

When Ford started manufacturing its 4.6-litre modular V8 in the 1990s, it also produced a 6.8-litre 10-cylinder version for its heavy-duty trucks and vans. It wasn't long before some Mustang engineers built a secret V10 project of their own.

They didn't just cram a truck engine into the Mustang; that would have been too tall. Instead, they crafted a custom block by melding the front cylinders from one V8 to a (mostly) intact 4.6-litre, resulting in a 5.8-litre V10 that made around 450 horsepower.

## There Have Been Three One-of-One Mustangs

Carroll Shelby helped Ford build some of its most exciting high-performance models. He also built a handful of vehicles that were intended for production but for various reasons never made it.

Three such Mustangs - the 1967 Shelby GT500 convertible, 1967 Shelby GT500 Super Snake, and 1968 Shelby Green Hornet - are the only ones of their kind ever produced, and they remain the rarest Mustangs in history.



**GREEN HORNET**



V8 Nation at the 2024 VAILO Adelaide 500 incorporating 60 years of Mustang was held from the 14th - 17th November 2024 at Victoria Park. 2024 marks 25 years since the first running of the Adelaide 500 Supercars, an event where the sound and emotion of a V8 engine has always been at the core of the experience for fans and drivers alike. The Mustang Owners Club of South Australia had arranged a display of their Mustangs to promote the 60th Anniversary of the Mustang and the members who registered their Mustangs for the event were sensational and very well appreciated by the organisers. We had 21 members register their Mustang for the 4 days.

The area for the display was between gates 6 and 7 in Rymill Park on the North side of Bartels Road along the Brock Straight.

What else happened over the 6 weeks prior to the event was Shannons Insurance wanting to promote the V8 Nation classic cars to celebrate the 25th anniversary of the supercars event in Adelaide. V8's from around the world were also displayed alongside our Club Mustangs as special invitational V8 cars.

As a result of the V8 Nation registration of classic cars, the Shannons Insurance team took over the upper park area of Rymill Park and the Mustang Club were moved to the Rymill Park lake area.

On Wednesday I met Geoff Tartoosi and he told me where the Mustang Club was on display and I discussed with him how many Mustangs we had and where the marquee was being placed. Geoff Tartoosi agreed with me to place the Mustangs on the south side of the lake on the top side rather than spread them around the western side of the lake on the bank. I arranged a Marquee, tables and chairs from Affordable Marquees for Members near our Club display. Food and beverage offerings, as well as a big screen were also available to view on the upper park area of Rymill Park. A family area, celebrity interviews, Q&A sessions and some amazing meet and greet opportunities were active over the 4 days.

The VAILO organisers were very impressed with the Mustang models and the Shannons Insurance team had 70 classic cars on display including the MG Car Club and 5 other Mustangs.

Jarvis Ford parked a 2024 Dark Horse Mustang in our area to promote the model.

3 additional Mustangs were placed in our display area.

2017 Magnetic Coupe GT (Wally Vincent from Burra – I've encouraged Wally to join the Club), 2 x 1966 Red Hardtops and the other Mustang was a 1966 Black Hardtop near Shannons shed – George Apostolidis who is a Shannons Insurance officer. 20 Club member Mustangs arrived by 7.00am on Thursday 14th November for setup on Rymill Park as follows:

#### 1st Generation 1964½ - 1973

- |                            |                                                               |
|----------------------------|---------------------------------------------------------------|
| 1. Dave & Glenda Mace      | 1964½ Prairie Bronze Hardtop 200                              |
| 2. Tony & Trish Kilvington | 1965 Red Hardtop 289                                          |
| 3. Steve & Sandra Tully    | 1965 White/Blue Stripes Hardtop 289                           |
| 4. Howie & Lauren Chuang   | 1967 Springtime Yellow Hardtop 289                            |
| 5. Andrew & Renee Burton   | 1967 Grey/Black Stripes Convertible GT500 Eleanor Tribute 302 |
| 6. Steve & Robyn Coro      | 1967 Wimbledon White Fastback 289                             |
| 7. Alex & Maria Carrabs    | 1967 Red Convertible 280                                      |
| 8. Kim Jury & Lisa Gill    | 1968 Black Hardtop CS GT 289                                  |
| 9. Eric & Gillian Coro     | 1969 Indian Fire MACH 1 Sportsroof 351                        |
| 10. Pat & Louise McNamara  | 1969 Vintage Burgundy Convertible 302                         |
| 11. Samuel Kollis          | 1969 Candyapple Red MACH 1 Sportsroof 351                     |
| 12. Yette Poulsen          | 1971 Metallic Blue MACH 1 Sportsroof 351                      |

#### 2nd Generation 1974 - 1978

#### 3rd Generation 1979 - 1993

- |                            |                                                   |
|----------------------------|---------------------------------------------------|
| 13. Lech & Monica Kotowski | 1991 Vermillion Red/White Top Convertible GT 5.0L |
| 14. John & Jenny Wilson    | 1992 Vibrant Red/White Top Convertible LX 5.0L    |

#### 4th Generation 1994 - 2004

- |                                |                                 |
|--------------------------------|---------------------------------|
| 15. Mark Walker & Nelita Allen | 2000 Laser Red Convertible 4.6L |
|--------------------------------|---------------------------------|

#### 5th Generation 2005 – 2014

- |                                     |                           |
|-------------------------------------|---------------------------|
| 16. Steve Constable & Lesley Wilson | 2007 White Coupe GT 4.6YL |
|-------------------------------------|---------------------------|

#### 6th Generation 2015 – 2023

- |                                       |                                           |
|---------------------------------------|-------------------------------------------|
| 17. David Osborne & Charlene Crothers | 2016 Race Red Convertible 5.0L            |
| 18. Paul Drever & Valerie Dellow      | 2016 Triple Yellow Convertible GT 5.0L    |
| 19. Tony & Josie Latassa              | 2018 Kona Blue Coupe GT 5.0L              |
| 20. Bobby Millar                      | 2020 Kona Blue/White Stripes Coupe GT 5.0 |



The registration fee for each car was \$189, we also paid \$50 each for grandstand seating at the end of Brock Straight. I placed a A2 Sheet on the inside of the front window for each Mustang describing which Generation it was and description of the car which the general public thought was wonderful information. Other Club members came to visit our display and also view the Shannons classic cars spread over the Rymill park. On Friday the V8 Supercar drivers came to Rymill Park and looked at all the classic cars.

Due to the dust coming from the pathway Kim Jury, Mark Walker and Steve Coro assisted me to clean the Mustangs, each day. Tony Latassa had his blower which helped in blowing the dust off the cars before we used the shammy and towels.

Dave Kindig and Kevin 'Kevdogg' Schiele from Kindig Customs in Salt Lake City Utah USA visited the 2024 VAILO Adelaide 500 event and selected their favourite cars on display. Kindig Customs is on Channel 96 every Thursday night at 7.30pm and they restore classic cars in the US.

When the Kindig team of 10 staff came to see the Mustangs on Saturday they spoke to me and I advised them that the Mustang Owners Club of SA had cars on display covering the 60th Anniversary of the Mustang this year on the 17th April 2024. I spoke to Dave and Kevin and said that I just saw their latest show on Channel 96 last night when they restored a 1966 Black Corvette Convertible for a family and the work they did was fantastic. David said to me it took them a month to restore the Corvette and the family were glad the car was operational on the road and the interior and top roof cover was very neat. Dave and Kevin were impressed by the sheet I placed on the front window of all the Club cars detailing what generation they were built and the description of the model.

After viewing all the Club cars, they spoke to me and advised me that the following Mustangs were their favourite looking models:

Favourite Mustang - 1965 Red Hardtop 289  
Tony & Trish Kilvington

1969 Candyapple Red MACH 1 Sportsroof 351  
Samuel Kollis

1965 White/Blue Stripes Hardtop 289 LHD  
Steve & Sandra Tully

1991 Vermillion Red/White Top Convertible GT 5.0L  
Lech & Monica Kotowski

1967 Grey/Black Stripes Convertible GT500 Eleanor Tribute  
Andrew & Renee Burton

1992 Vibrant Red/White Top Convertible LX 5.0L  
John & Jenny Wilson

1967 Wimbledon White Fastback 289  
Steve & Robyn Coro

2016 Triple Yellow Convertible GT 5.0L  
Paul Drever & Valerie Dellow

1968 Black Hardtop Californian Special GT 289  
Kim Jury



Kindig Customs team - Dave Kindig (Owner) – Tony Kilvington – Kevin Schiele (Kindig Workshop Foreman) taking a photo of Tony's 1965 Red Hardtop 289 as their favourite looking model.

I thanked the security team for looking after all the cars in Rymill Park for the 4 days and they were grateful to sit in our marquee each night to keep an eye on our Mustangs and move around the area to check on the safety of the cars. We all left Rymill Park on Sunday after 6.00pm and everyone got home safely.

The VAILO team advised me that they were impressed by the Club Mustangs on display and Shannons also indicated they were impressed by the different Mustang models.



The 2024 Dark Horse Mustang 5.0L from Jarvis Ford was parked in our Club area on Wednesday.

Sourced from Steve Magnante's 1001 Mustang Facts

**Fact 9**

Did Ford really hang a new Mustang from the Empire State Building?

Yes, but unlike the famed 1933 movie primate clutching a Fay Wray doll, the car wasn't clinging to the spire, but was instead carefully positioned atop the outdoor observation deck, 1,472 feet above the sidewalk.

Most folks today assume the stunt was part of the initial 1965 Mustang launch, but it happened on October 20, 1965, as part of the hoopla surrounding the 1966 model rollout, Mustang's second year of production.

# A Visit to Canberra via Darwin

... Robyn Bird



## Why?

Immediately after the 2019 Nationals in Victoria, we took our Ember-Glo 1966 Coupe to Hobart, which left Darwin the only capital city in Australia to which we hadn't driven the car. So, come the 2021 Queensland Nationals we were going to drive up to Brisbane, then go across to Darwin from there. Now we all know why that didn't happen.

Our Tasmanian friends decided we had waited long enough, the Queensland Nationals are still a fair way off, probably 2029, so we all decided we'd just go.

**Day 1 Saturday, 13<sup>th</sup> July Home to Woomera**  
Brian and Denise (Tasmanian members of our club, formerly from Roxby Downs) in their Silver 2002 Cobra, and Craig and Sandie in their Red 2001 Cobra Convertible, arrived at our place on Friday 12<sup>th</sup>, ready to start our trip.



At about 8:00am on Saturday, loaded up to the maximum, we started our trip, escorted by the two cobras. We took the scenic route, rather than going on Port Wakefield Road, our first stop was at Yacka, followed by Laura with our first fuel stop and essential shopping at Port Augusta.

After driving through flat gibber plains and low level densish scrub, past unfenced herds of cattle and flocks of sheep, we stopped at the Island Lagoon Lookout.



24 Mustang SA

Upon setting up for the night's stay at the Woomera Travellers Village & Caravan Park (OK... but I doubt I'd choose to go back) we spent the afternoon wandering around the Woomera historic display sites. A little bit of trivia—I was born in Woomera. We went back to Spuds Roadhouse for dinner.



**Day 2 Sunday, 14<sup>th</sup> July**  
*Wirraminna, Coondambo, Glendambo, Mcdougall Peak, Ingomar, Coober Pedy, Wintinna, Marla.*  
Driving on the Stuart Highway, we saw a few deceased kangaroos on the roadside, nothing alive except for abundant black crows feasting on the roadkill. Our next stop was at Lake Hart, before stopping for a late breakfast at Glendambo, where I had the bestest ever egg and bacon toasted sandwich. The only available petrol was 95.



January 2025

www.sa.Mustang.org.au

Being Sunday of course we went to church in Coober Pedy—there was no-one but us there!



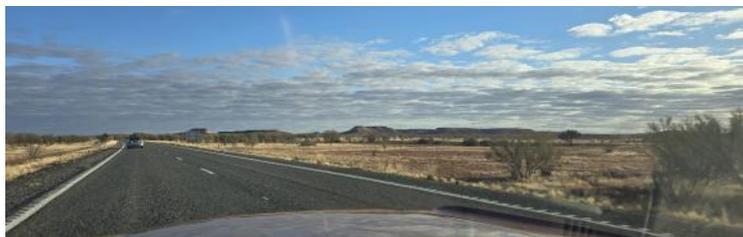
Then we explored the Umoona Opal Mine & Museum. Fabulous display of Sturt Desert Pea out the front.



On to Alice Springs - trivia again - I lived in The Alice twice, from 1960 to 1963 and again 1982-1983. Much nicer town back then. We went to the Kenworth Dealer Hall of Fame and Railway Institute before finding our accommodation. Very surprisingly a very interesting place to visit.



We continued the drive, I laid back in the passenger seat and listened to 60s music, (the only music our mustang plays) feeling the warmth of the sun for the first time in months. Next stop was Cadney Homestead, ending the day at the Travellers Rest Motel Marla.. Recommended! Far superior room to Woomera. Each room had a lovely king bed (and two singles). There was a mini-mart, large casual restaurant and lots of caravan sites.



*Day 3 Monday, 15<sup>th</sup> July*  
*Ghan, Arumbera, Erldunda, Hugh, Alice Springs*  
 Next morning back on the Stuart Highway we drove to the South Australian Northern Territory Border.

Then disaster hit. The beer fridge stopped cooling. Pulled the back seat out to find the power unit from the car had ceased working. Purchased a part from Repco so that the beer would now remain cool for the rest of the trip.

*Day 4 Tuesday, 16<sup>th</sup> July*  
*Alice Springs, Davenport, Devils Marbles Warumungu, Tennant Creek*



Next day we did a little sight-seeing around The Alice. Visited the Olive Pink Botanic Garden. Off we ventured to re-find where our old house used to be. It's now Harvey Norman's. And then up to the top of Anzac Hill.



We stopped at the memorial for the accident during the inaugural Northern Territory Cannonball run.



Next stop Aileron Roadhouse, where I had the most disgusting sandwich for lunch, the bread was so very dry. And then on to Ti Tree Roadhouse, and another stop at the Barrow Creek Roadhouse (where I think we got some bad fuel, causing high fuel consumption over the next couple of weeks).



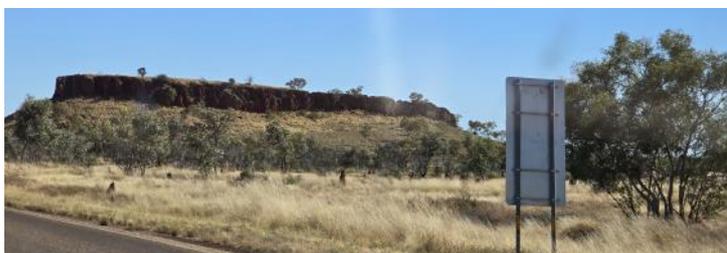
The fabulous Devil's Marbles was our next stop.



In the evening we stayed at the Tennant Creek Outback Caravan Park in a cabin. Quite a nice gated community. In Tennant Creek everyone is required to produce a driver's licence (or other identification) to both enter the bottle shop and then again to purchase alcohol.

*Day 5 Wednesday, 17th July  
Bank Banka Station, Pamayu, Birdum, Daly Waters,  
Larrimah, Mataranka*

After a tour of Tennant Creek we started the day travelling through the Tablelands, passing thousands of termite mounds, up to four foot tall, (no I didn't get out and measure them), and driving on roads which were obviously water raceways after rains. I reckon that if we got lost out there in the bush nobody would ever find us as the car is the same colour as the dirt. The area was beautiful at that moment with lots of scenic waterholes because of the very many creeks holding water at the time. Locals we spoke to said that they had more than 22 inches of rain. There are lots of potholes due to the rain, but otherwise the road is quite good.



We stopped at the Renner Springs Desert Hotel, where we picked up another mustang, an orange S550. They drove past us with arms out and thumbs up. We became a four car convoy with Carol and Mark joining us as we all were heading for Mataranka for the evening.

Next stop was the Daly Waters Pub. Slightly off the Stuart Highway, but not far. Naturally we stopped for a beverage and something to eat. The place was very popular, full of "junk", a pub and caravan park. As we left we noticed on the roadside the anthills were decorated with articles of clothing which made them look like people.



Then on to Larrimah. Another stop for a beverage. That night we stayed at Mataranka, where we dined in the fresh air with a live rock and roll band. The accommodation was quite good, with interesting décor of a corrugated iron bed-head.



You can't explain the beauty of the long roads stretching to the horizon. The more north we travel the trees were getting taller. The controlled burn-offs were either side of the road, offset most sections from the road. I suppose the scrub is low density, but it gets denser the further you look from the road.

**Day 6** *Thursday, 18<sup>th</sup> July*  
*Katherine, Pine Creek, Adelaide River, Acacia Hills, Darwin*  
 Caravans, pop-tops, camper trailers everywhere, there were fewer road trains than I expected.



The post office at Pine Creek is a must visit. It's a café with accommodation, swimming pool etc all styled like trains, spotlessly clean, great coffee and snack foods. Aim achieved. We have now driven our mustang to every capital city in Australia. Arrived in Darwin. The RAAF gave us a special welcome flyer as we unpacked our cars at the Berrimah Caravan Park where we hired cabins for four nights. To be fair it was a Australia's biggest international air combat training activity, Exercise Pitch Black, with approximately 140 aircraft and over 4,000 personnel from 20 nations participating, held every two years I believe. That evening we viewed some of the display from the Darwin casino, with a meal and of course, a few beverages.



**Days 7-10** *Friday, 19<sup>th</sup> -Monday 22<sup>nd</sup> July*  
*Darwin City, Fanny Bay, East Point, Winnellie, Berrimah, Lake Bennet*

Sandie left us at this point in time, she had work commitments back in Tasmania, but mate Nigel flew in from Tassie to help Craig with the rest of the driving. A lazy first day of touring Darwin city and environs, just by ourselves, and caught up with some washing.



On the second day we travelled the city as tourists via the big bus (double ducker/decker—inside joke!).



**Mustang SA**



We visited a crocodile museum, a war museum, air museum amongst a lot of things we all did over the four days.



Leaving Darwin, we got up at 6:30 am for the long drive, passing lots of abandoned, burnt out, vehicles on the side of the road, we retraced our drive back to our booked accommodation at Three Ways - never again. The place smelled really bad, and the accommodation was, well, plainly put, dirty! The restaurant, with alcoholic beverages of course, was good.

**Day 11** *Tuesday, 23<sup>rd</sup> July*  
*Waramungu, Mount Isa*

Roadwork everywhere, due to rain damage - stop - start. Nothing to see, a straight road and beautiful landscape both sides— amazing how there is green amongst the ashes.



The Barkly Highway service station is stunning, we had a late breakfast there, absolutely delicious even though they had a planned power outage for maintenance. We saw an anthill with a green trilby hat.

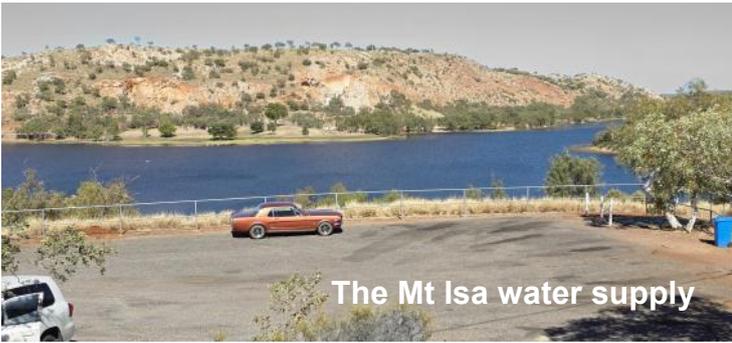


**January 2025**

**www.sa.Mustang.org.au 27**



It's amazing, looking over the side of the road you see hundreds of little running creeks.



The Mt Isa water supply

The mountainous terrain driving from Mt Isa is quite spectacular. We certainly chose the right time to travel. The weather had been great, cooler nights under 10°C but climbing through the day to about 28. We certainly didn't need it to get any warmer whilst driving. Multiple creeks cross the road. I think it would be interesting to see an aerial view of the area - just to see the creek system.

As we drove Dorothea McKellar's poem came to mind

I love a sunburnt country,  
A land of sweeping plains,  
Of ragged mountain ranges,  
Of droughts and flooding rains.  
I love her far horizons,  
I love her jewel-sea,  
Her beauty and her terror  
The wide brown land for me!  
Certainly written about this area of Queensland  
(FYI she lived in Sydney).

Day 13 Thursday, 25<sup>th</sup> July Longreach, Cloncurry  
Went for a cruise on the Thomson River before having an evening under the stars with country music and a meal.



Day 14 Friday, 26<sup>th</sup> July Longreach, Blackall, Tambo  
Interestingly, (maybe only to us), all the CBD streets in Longreach are named after birds.  
We visited the Longreach Stockman's Hall off Fame, surprising a very interesting, modern, interactive museum.  
Ran into the local policeman outside the local saddlery



where we also met a CAFHS nurse from Cherry Gardens with whom I worked a few years ago, whilst providing an unexpected car show with the only mustang (the policeman's) in Longreach and our 3.

The policeman escorted us out of Longreach in his Mustang. For several kilometres outside of Longreach the road was littered with wildlife carcasses, a warning I suppose to drive safe.

We stopped our 3 cars outside the Blackall pub. Whilst we were partaking in a refreshing drink in walked a fellow member of the South Australian car fraternity in the form of Kevin Rohlach and his wife, Marie. They'd seen the ember-glo car and knew it was us. We filled up the car fridge with beer (it takes four of us apparently) and continued on to Tambo to see the chicken racing, before having a pleasant evening in their pub.



The chicken races consisted of nine different coloured chickens, each of which was raffled off - not to be taken home-just for the race. They used a remote controlled car with a bucket of chicken feed attached. Proceeds went to charities for kids in the outback, the flying doctors.  
Ben's Chicken Racing [www.chickenracing.com.au](http://www.chickenracing.com.au).



*Day 15 Saturday, 27<sup>th</sup> July  
Tambo, Morven, Roma, Saint George*

Drove to Saint George in the pouring rain, first time we encountered rain. Phoned one pub for evening meal, no chef, rang second pub, pickup? Yeah, probably have to wait 2-3hours because they had lots of customers due to the rain and some cancelled horse race. Decided to get Chinese dinner in our rooms due to over-crowding of restaurants and pubs - no delivery, so had to pickup. The shop was completely Australian in nature, run by what appeared to be CWA volunteers. Delicious food though. The day was all about the rain and beer consumption. Major problem was I had run out of bubbles a day or so previously.

*Day 16 Sunday, 28<sup>th</sup> July  
Saint George, Mungindi, Narrabri, Tamworth*



Woke up in Tamworth and the cars were frozen. You could see the snowflake patterns on all exterior surfaces of the cars. It was zero or below.

It was apparent that staff are difficult to find in the country. A lot of places simply can't get chefs.

We discovered the town of Scone appears to be the centre for race horses, but don't eat a scone in Scone because the one I had was like a rock.

As we continued our drive I had to wonder, why do we live in a house? Australia is beautiful. We all should see and experience it. Even when man scars the earth (coal mining) the views can be quite beautiful. On this part of our drive we saw lots of ice-covered ponds, the remnants of convict trails, and as mentioned from Scone to Cessnock throughout the Great Dividing Range there are hundreds of horse studs.

*Day 17 Monday, 29<sup>th</sup> July  
Millfield, Scone, Muswellbrook, Cessnock*

We visited a friend of Craig's in Cessnock. His place was well off the beaten track, and was completely self reliant. We had a barbecue watched by the horses.



*Day 18 Tuesday, 30<sup>th</sup> July  
Gunderman, Wisemans Ferry, Exeter, Canberra*



*Day 19 Wednesday, 31<sup>st</sup> July  
Australian Capital Territory & Campbell*

Once in Canberra we visited the Mount Ainslie Lookout, the War Memorial and the diplomats' homes spending a few days before the final legs of our trip. The Tasmanian's leaving a few days before us to catch their ferry home.



*Days 20-23 Thursday, 1<sup>st</sup> — Sunday 4<sup>th</sup> August ACT*

*Day 24 Monday, 5<sup>th</sup> August ACT - Balranald*



*Day 25 Tuesday, 6<sup>th</sup> August  
Balranald, Yamba and Home...*



# MUSTANGS in the Movies

... Kym Turner

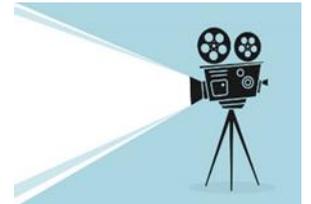
Here are just a few movies the Mustang has been used in, maybe a couple you were not aware of!



**1964 Mustang:** The Troops of St. Tropez. This is historic as the first Mustang on film.



**HWY:** Jim Morrison's 1967 Shelby GT500. While most of us are familiar with the Mustangs seen in Bullitt and Gone in 60 Seconds, few are aware of HWY ...



1976 Cobra II in **Charlie's Angels** (1976 TV Series). The Mustang II may not have had quite the impact on the nation's teenaged boys as did the rockin' 'Stangs ...



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BULLITT



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ELEANOR



GOLD FINGER

# Mango Cheesecake

... Julie Seifert

Serves: 12

## Ingredients:

- 150g Arnott's Marie biscuits
- 80g butter, melted
- 2 x 250g pkts Kraft Philadelphia original cream cheese block, at room temperature
- 1/2 cup caster sugar
- 300ml thickened cream, whipped
- 1 tbsp gelatine
- 1/4 cup hot water
- 4 mangoes, peeled and sliced (see tip)
- 2 tbsp lime juice
- 1 mango, peeled and chopped, to serve



**Step 1:** Process biscuits in a food processor until finely crushed. Add butter and pulse to combine. Press over the base of a 20cm springform pan. Chill for 15 mins or until firm.

**Step 2:** Meanwhile, use an electric mixer to beat the cream cheese and sugar in a bowl until smooth and creamy. Fold in the cream. Whisk the gelatine and hot water in a small bowl until the gelatine dissolves. Stir 1/4 cup of the cream cheese mixture into the gelatine mixture, then add to the remaining mixture and mix well. Pour half the cream cheese mixture over the biscuit base. Top with half the mango slices, then remaining cream cheese mixture. Refrigerate overnight or until firm (see tip).

**Step 3:** Remove the cheesecake from the fridge 15 mins before serving. To make coulis, place the mango and lime juice in a blender and pulse until smooth. (If necessary, blend in a little water until coulis reaches pouring consistency.)

**Step 4:** Arrange the remaining sliced mango over the cheesecake and drizzle over the coulis.

**Tip:** To get ahead, peel and slice all the mangoes and store remaining slices in a bowl, covered with plastic wrap, in the fridge overnight with the cheesecake.

# Orange Balls

... Glenys Searle

- 1 packet + 5 Arnott's Orange Cream biscuits
- 1 cup desiccated coconut
- 1 tablespoons cocoa
- 1 tin condensed milk

## Method:

Crush orange biscuits, mix together with coconut and cocoa. Add condensed milk and mix well.

Sit mixture in fridge for 20-30 minutes.

Roll into balls (about a teaspoon) and roll in coconut.

Refrigerate.



Sourced from Steve Magnante's 1001 Mustang Facts

## Fact 10

The October 1966 Empire State Building Mustang publicity stunt centred on a new 1966 convertible. Rather than attempt a lift using a helicopter, Ford's Experimental Garage took a stock vehicle, removed the engine and transmission, and then sliced it into four sections. The stunt car was shipped to NYC and unloaded on the street in front of the Empire State Building at 10.30 pm. Then the car was disassembled for loading into passenger elevators to the observation deck. By 4.30 am the car was reassembled and ready to be photographed by waiting news helicopters. At 11.00 am the car was disassembled and brought inside the observation tower, where it remained to greet more than 14,000 visitors in the months that followed.

# Mustang Merchandise

... Dave Mace

The following items are available and can be purchased at monthly Club Meetings.  
Enquiries can also be made via email at [dcmace99@hotmail.com](mailto:dcmace99@hotmail.com)

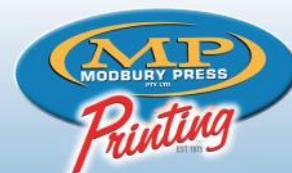
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