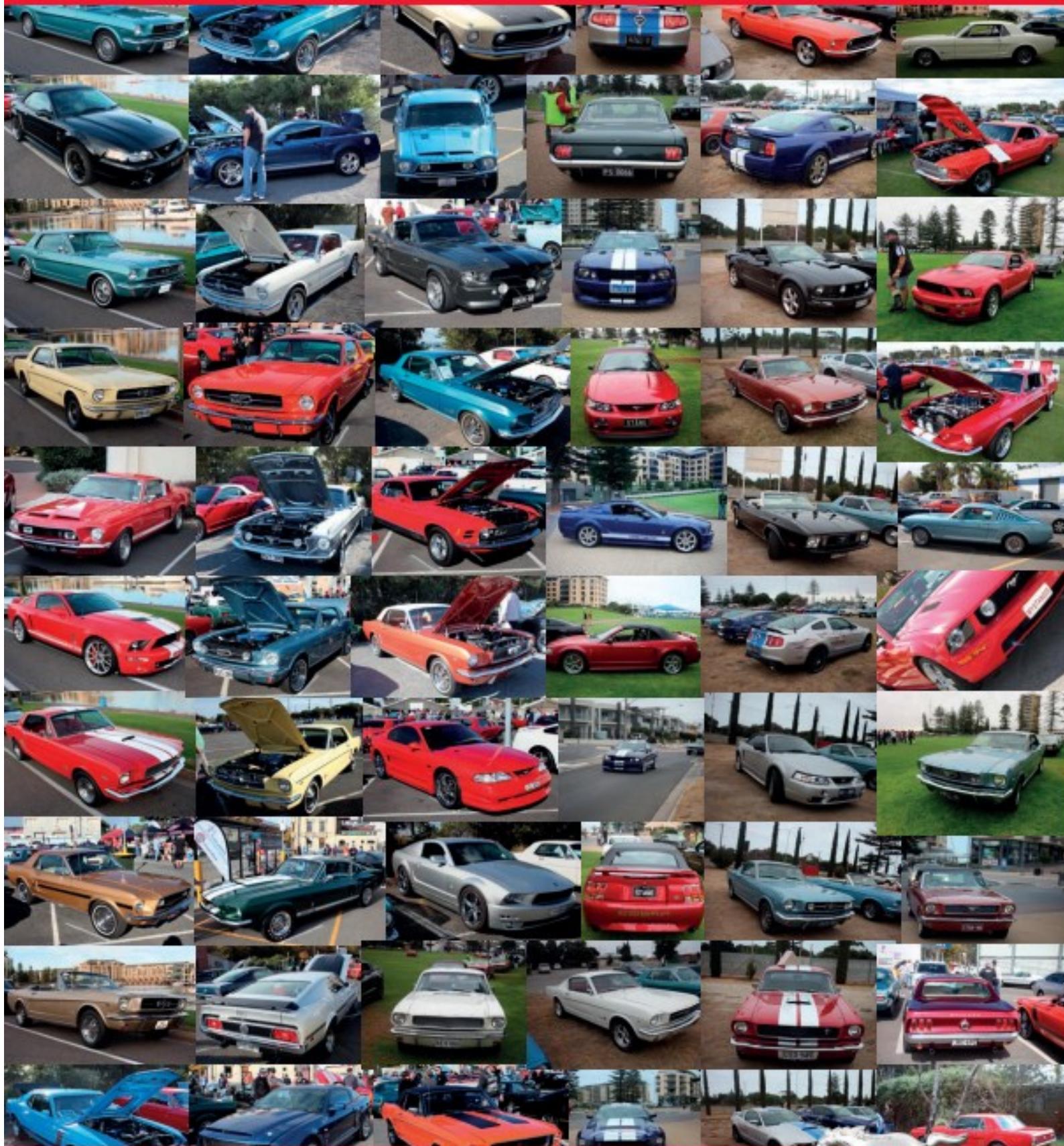




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Mustang Owners Club of SA Inc



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, 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.

Club Matters

Presidents Report	3
New Members since Last Edition	3
Word from the Secretary	4
Subscription Renewal 2025/26	6
Club Registration	7
Notice to Members	26/27

Club Events

Waikerie Hotel	5
Ponies on the Pitch	11
Old Spot Hotel	12
2025 Mustang Nationals Bathurst NSW	14/17
Coming Events	18/19
Collectable Classics at Strathalbyn	20/21

General Interests

Mel Wilkin #8	8/9
Barry Ronald Brown "Baz"	10
Trots night at Globe Derby	13
60th Lunches the Big Shed	22/23
The Great Plate Auction	24/25
Mustang Entering 61 Years	28
The GT Package– Part 1	29/33
In the Kitchen	34

Advertising / Merchandise

Mustang Merchandise	36
---------------------	----



Presidents Report



Well here we are in 2025 entering the 61st year of the release of the Ford Mustang and the 51st year of the Mustang Owners club of SA. In these days of instability and unknown changes it really is amazing we are able to celebrate these two achievements, with that said our club has only survived due to the commitment of the past and present committees and the strong support from our members.

This year has seen some excellent well attended events, Ponies on the Pitch in January saw another well supported event with a fantastic array of Mustangs on display and the always popular sausage sizzle. During the year there has been a mixed range of events to cover all types of runs, visiting Strathalbyn, going to the trots, a winery run, celebration dinners at the Big Shed and of course the 2025 Nationals in Bathurst to name a few.

Huge thanks to Kathy for her ongoing work arranging these runs and also Dean who set up the Big Shed luncheons and Tony & Trish for their work putting the Nationals together.

The Member Jungle platform is being introduced to streamline many of the behind the scenes activities of the club, also we are hoping this will encourage new committee members going forward. This is a change that we feel will be beneficial, yes there are some costs involved but we are sure it will show us a benefit in the future.

As I said without everyone's support the club would not be going after all these years and to keep it vibrant, we need your support in stepping up to the committee positions, our group have been in their roles for some time and we really welcome interest from anyone looking to help, think about it and ask the question.

Regards,

Kym Turner

New Members Since the Last Edition

Member

1426	Steven & Tracy Mingham	1969 Candyapple Red MACH 1 390 LHD
1427	Paul & Michelle Stallan	1970 Black MACH 1 Sportsroof 428
1428	Jon & Sarah Charlton	2021 Iconic Silver Convertible GT 5.0L
1429	Brian Harris	2017 Oxford White/Black Roof Coupe GT 5.0L
1430	Leo Polvere & Jessica Kotsio	1965 Red Hardtop 200 LHD
1431	Thomas & Valeska Balacco	2025 Carbonized Gray Coupe GT 5.0L
1432	Robert Mackenzie	1965 Wimbledon White Fastback 302
1433	Nik Wingeatt	2016 Shadow Black Coupe GT 5.0L
1434	Joe Delia	2021 Oxford White Convertible GT 5.0L

Re-joined:

9	Max & Lyn Wilkin	2017 Oxford White/Blue Stripes Coupe GT 5.0L
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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 Max and Lyn Wilkin (Membership #9) who have recently claimed their brother Mel's 2017 Oxford White/Blue Stripes Coupe GT 5.0L who died on 9th January 2025. 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?

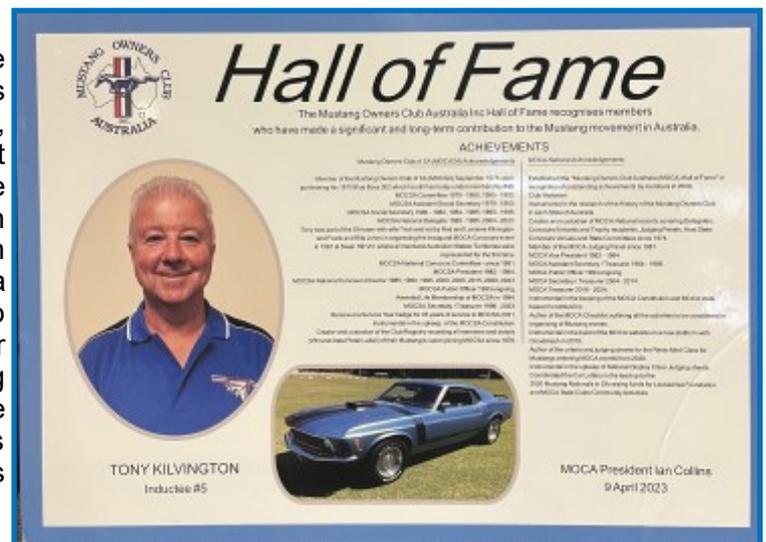
Congratulations and if this is you and you haven't notified the Secretary, please do so at your earliest convenience so that the Club Registry can be kept up to date.

Word from the Secretary

Hi All

I hope you had a great Easter weekend.

- Ford is celebrating its 100th anniversary in Australia this year and 100-year partnership with the Geelong Football Club which began in 1925.
In early April, the Ford Motor Company proudly celebrated its 100th Anniversary in Australia, marking continued commitment to innovation, investment, employees, and community support that has seen the company becoming – and remaining – the largest automotive employer in the country.
For 100 years, Ford and Australia have grown together. Australia was one of the first markets we established outside North America. It was a key moment in making Ford truly global. It has been a centre of innovation, from the first truck or Ute, to the Falcon and Ranger, and always a pipeline of talent,” said Bill Ford, Executive Chair.
Ford Australia at Geelong also undertook conversions of Left Hand Drive Mustangs that were imported from America to Right Hand Drive for Australian road conditions from 1965.
- VALE:** Mel Wilkin (Member 8) passed away on Thursday 9/1/25 at 72 yrs at Coobowie Yorke Peninsula. Mel joined the Club on the opening night on 19th May 1976 with his 1965 Black Convertible 289. Mel was a Committee member in 1980/81, 1981/82, 1982/83, 1985/86, 1986/87, 2000/1, 2001/2, 2002/3, 2003/4, Treasurer 1983/84 and National Delegate 1984/85, 1985/86, 1986/87. At the SA and VIC State Concours in 1977 in Adelaide Mel won the Best Convertible Award at the event. Mel was awarded Life Membership in 2001 given his support of the Club. His brother Doug and sister-in-law Carol Wilkin have celebrated his passing with a day at Coobowie.
- VALE:** Barry Brown (Member 194) passed away on Friday 21st February 2025 at the age of 77 years. The funeral was at Harrison Funerals Rivergum Chapel at Ridgehaven and members attended taking their Mustangs. Ruth and family celebrated the life of Barry and it was a good day.
Barry and Ruth joined the Club in 1982, had 5 Mustangs over the years and still has the 1968 Candyapple Red Convertible 302 and their 1966 White/Blue Vinyl Roof Hardtop 289 is with their daughter and son-in-law.
Barry was Vice President in 1984/85, Committee member 1988/89, 1989/90, President 1995/96 and 1996/97 and sponsored a number of Mustang National events held in SA in the 1980's and 1990's. Barry and Ruth were awarded Life membership in 2008.
- I have a neurological disorder which will require me to step down from my responsibilities as Secretary which I have undertaken for 29 years, the stress and pressure from these roles are not helping my health and I will step down at the AGM in July. I welcome a member with passion and commitment to the Club with an understanding that the Club Secretary plays a crucial administrative role, managing Club records, correspondence, and member information. They also prepare meeting minutes, distribute information, and ensure the Club's documentation is up-to-date, as well as act as the primary point of contact for members and other Car Clubs and organisations.
- Kathy Cochinos who has been the Events Coordinator for the past 11 years and done a wonderful job of organising runs and encouraging member participation. Kathy is resigning from the role at the AGM this July and once again we welcome a member with the same enthusiasm and skills can take over the role and arrange an outing monthly for the Club members.



Tony Kilvington

Club Run to Waikerie Hotel

Kathy Cochinos

In January 2025 we had an early New Year run to Waikerie. It was on the 12th January as any later in the month would conflict with other things happening and also the Australia Day long weekend. We met at Costco at Kilburn and were headed out at 9.30 am. Once we left the car park we headed north along Grand Junction Road and then took a left on to South Road where we took the ramp on the right to the North South Motorway.

Making good time we were headed initially to Truro where we would stop for coffee and cake or a pit stop and Ruth and Kevin Box would be there ahead of us, I think they over slept, something the retired type can do. We were in Truro for about 45 minutes before we headed off again to Waikerie. It was a 45 plus minute drive so we would be arriving a bit earlier than we were booked for.

It was a pretty warm day in Adelaide and Waikerie was forecast for 38C so on arrival it was off in to the Hotel quick smart. We had been given our own private room which was good and the Hotel staff came out and asked if I could get us all up to order asap as they wanted to do all of our meals as a priority, as they had at least one other group booking as well and any walk ins on the day.

The line for lunch orders grew very quickly and once I had ordered I was having a chat with others inline and eventually got back to my seat to see my lunch waiting patiently for me. I chose noodles with chicken and prawns and it was very nice, a little on the spicy side but all good. The meals came out really quickly and I'm not aware of any issues with any meals. Glenys Searle ordered Fish and Chips and it came with 3 fillets of fish plus a copious quantity of chips and salad, I think she took some home. The Hotel did a great job, the run was really good and as far as I am aware everyone had a good day out.

It was good to have Dean and Andy Gambarotto along for the day, they often can't do a Sunday run so it was great they could come along. Paul and Karen Robinson were already in Waikerie so they came and joined us for lunch along with Linda Bonnet and Adrian Zuppin. Bruce Armstrong, who is a Waikerie local came across to the Hotel to say hi and gave away some homemade apricot jam to a few of us. It was good to see him again as he also caught up with us during our weekend in Berri last October.

Great day out once again with about 20 cars and 38 people. I hope you had a nice drive home and enjoyed the slightly cooler temps back in the burbs. Hope to see you next time.



Subscription Renewal for 2025/26

Tony Kilvington

Attention Club Members

Your \$60 subscriptions for the 2025/26 financial year are due from 1 August 2025 and can be paid direct to the Club Account:

BSB	805050
ACCT	2321346
NAME	Mustang Owners Club of SA
DETAILS	(Your surname) Fees 25/26
AMT	\$60.00

OR

You can attend the Club Meetings on Wed 18th June, Wed 15th July or Wed 20th August at the West Torrens Birkalla Soccer Club Novar Gardens and make your payment.

OR

You can attend any of the CLUB REGISTRATION days on

Saturday 05/07/2025

Where: Autocraft Collision Repairs (Owners are Club Members Denis and Karen Munden)
Unit 1 / 24 Aldershot Rd, Lonsdale

Time: 9.00am – 12.00noon

Please note, if your membership card displays a date of 26/7/26 and/or you have a receipt displaying Subscriptions to 26/7/26, then you are a financial member for the coming year 2025/26.

If you are unsure whether you have paid your subscriptions for the 2025/26 Club year, contact Tony Kilvington (Secretary) on 0401123931 or tony.kilvington@gmail.com

~~~~~

**Saturday 12/07/2025**

**Where:** Alpha Industries Site (Club Member Nick Datsopoulos works there)  
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.

# CLUB REGISTRATION

*Tony Kilvington*

**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), Street Rod and Individually Constructed Vehicles are notified that if your Log Book expiry date is currently 25/7/25, then you need to renew your membership and have your Log Book stamped for the new year which will be extended to 26/7/26. 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 2025/26 year and you can renew your membership at the same time:

## **Saturday 05/07/2025**

**Where:** Autocraft Collision Repairs (Owners are Club Members Denis and Karen Munden)  
Unit 1 / 24 Aldershot Rd, Lonsdale  
**Time:** 9.00am – 12.00 noon

## **Saturday 12/07/2025**

**Where:** Alpha Industries Site (Club Member Nick Datsopoulos works there)  
12 Stock Rd, Cavan  
**Time:** 9.30am - 1.30pm

## **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, Street Rod and Individually Constructed 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 2025/26 remains at \$30/book/vehicle.

However, if you have a second or subsequent vehicle on Club Registration, the Log Book renewal fee for 2025/26 will be \$20/book/vehicle. Card facilities are available on the day.

**NOTE:** If your Log Book has already been stamped to 26/7/2026, 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.**

If you are looking for an interesting read, there are rumors that the Boss nameplate may be making a come back. Go onto the below website.

<https://torquecafe.com/ford-hints-at-the-return-of-a-famous-name/>

*Paul Robinson*

# Celebration of life... Mel Wilkin #8

*Dean Gambarotto*



Members and friends near and far gathered at the Coobowie Hotel on Saturday February 15<sup>th</sup> to share our memories of Mel Wilkin.

Mel was born in Taillem Bend and the family lived within the town of Yumali, not far from Taillem Bend and moved to Murray Bridge later where the family settled and Mel grew up. Mel grew up with two brothers Max and Doug and schooled in Coomandook.

Growing up Mel tinkered along with his Dad who was a mechanic and he learnt about being a mechanic with panel beating and spray painting being side learnings and its where he earned an apprenticeship. These jobs and learnings were spent at Bridge Motors.

When the family moved to Adelaide, Mel found work as a mechanic which wasn't his first choice but was an occupation and worked at BP Handley and Fairway Ford.

Those of us who knew Mel were aware of his passion of motor cars and in his early days Mel purchased his first car, a Ford Cortina Mk11 and this is where his Ford allegiance began.

Mel moved to his own premises at Woodville and in this time he created his own garage with purchases of cars, one being a black 1965 Ford Mustang which is still within the family, needing a massive restoration which brother Doug has undertaken and it will be completed.

Mel loved collecting memorabilia and model cars complete or in kit form. Those of us who managed to visit Mel at home were awestruck with what we would see, shelves and walls covered from floor to ceiling with his collections. We were not surprised to hear at the luncheon today that Mel kept record of purchases and when the family recently looked through some of his keepings they found receipts of lottery tickets going back to "when he bought his first ticket" legally, many moons ago.

Mel later purchased a white 1966 Mustang which was his regular car that he drove to club meetings and events and after he sold it and having it move about has returned to the club being owned by a new club member who drives it. Through all these early years Carol, Mel's sister-in-law owned her first car an Austin A40 Somerset 1953 model which she has kept until this very day and if it wasn't for Mel who did many hours working on it along with teaching Carol about what was needed to keep it mobile, not just oil and filter but how to do major engine repairs and maintenance that I think she is eternally grateful for, one moment just recently was going for a drive in it before his passing.





In later years Mel's health started to effect his lifestyle with his eyesight but before he couldn't do what he loved any more Mel purchased a Ford Falcon BA GT and loved it, but that wasn't enough that the new Mustang that came out in 2016 was a necessity to have. Both of these cars were loved and driven but not as much as he would have loved as his eyesight took its toll and he could not live alone, so the task was to move his home and belongings to Coobowie close to his brother Doug and wife Carol.

Health didn't allow Mel to live the life of his choice but with his family close by and brother Max keeping close contact he managed to live the life that was possible and meaningful with brother Doug outing for a drive in one of Mel's car as often as possible. One other being that meant the world to Mel was his pet dog Ringo who was at his side throughout, day in and day out.

Things we were reminded of today was Mel's love for motorsport, the original Aussie Touring Cars of the 60's and 70's and later Supercars but his love of speedway at Rowley Park, "the place where the champions gathered" and the driver who was numero uno, Bill Wigzell and the purple L88 Suddenly Super Modified. More came to light about an incident of the empty carton of Southwark bitter beer that blew onto the track at Bathurst and lodged in the grille of Allan Moffat's Ford Falcon GT, of which pictures are accessible and the meeting with Allan himself to tell the story. Today's meeting also disclosed that besides all of this Mel really wanted to be a school teacher, his demeanor would have been a perfect match.

Mel was born February 13<sup>th</sup> 1952 and passed only a few days before what would have been his 73<sup>rd</sup> birthday, so sad.

To our dear friend Mel, it was a pleasure knowing you in the time that you were with us, you were always a person that we could have a chat and laugh with and when you put your hand out in front of you it was always in friendship and never in want. Thank you.

# VALE - Barry Ronald Brown... "Baz"

*Dean Gambarotto*



MOCSA Member #194

MOCSA — Life Member

President — 1995/96-1996/97

Barry Brown joined the club in its early years as you can see by his membership number and remained a member until his passing.

Barry was a true South Australian who loved living his life to the fullest, born in Hindmarsh and living in the eastern suburbs with Ruth, his wife and partner just a few weeks short of fifty six years and loving family, Natarsha, Jason and Nigel with their families close by.

He loved his freedom on the River Murray at the shack, to get out on the water and also dangle a line fishing either on the river or on Yorke Peninsula which he loved.

"Baz" loved his cars and had quite a collection from Austin Healey's and Sprites to the ultimate Mustang(s). He owned and drove both RED Mustangs a 1966 Fastback and a 1968 Convertible. We found out he loved to go for drives in all the cars he owned. just grab the keys and go.

Barry served on several club committees including two years as President and with his employment involvement at Hall Towbars Enfield was supportive to the club with sponsorship whilst in part ownership and then management.

A memorable service was held for Barry at Harrisons Funeral on Tuesday March 4<sup>th</sup> with family and friends inter and intrastate and fellow members of MOCSA.

We heard of his love for music, and what we heard today was a variety of what he enjoyed throughout his life from rock, country and easy listening, no favourites, just music.

Barry had not been well of late and life was cut short too soon for us who knew him and his family. One final story... Baz had not been to a meeting for over a year and the club ran a monthly lucky member number attendee draw, you got the money if you were in the room, the money would increase monthly by \$10 and at this stage had reached \$180. Baz made a welcome return one night after some time away from meetings and took home the money. Onya Baz. Been uncollected for eighteen months.

Our dear friend Baz, you and Ruth have given us all some very memorable moments which we will treasure dearly. Our Mustang days will be memorable in many ways.

Condolences to Ruth and family.

RIP Barry Brown 1947-2025



"All the Georgie best."

~ Baz

# Ponies on the Pitch

## January 15, 2025

*Kathy Cochinos*

Our January Meeting each year is always a big event as we ask our Members to come along to a sausage sizzle and to bring their Mustangs along as well and park them on the (soccer) pitch. It has always been a popular Meeting and gets bigger every year. We also try to beat the total number of Mustangs displayed the previous year.

The gates were open at 6pm for Members to begin parking up their cars and from about 6.30 the sausages start to make their way in to the foil trays awaiting members to join the queue and enjoy the sausage sizzle. This year the BBQ was cooked by Kym Turner and Dave Mace and they did a stellar job. Thankfully the weather was most accommodating at around 24 C so wasn't too hot as it has been in other years.

Tony K and a few helpers were sorting the car parking which is always a big job, so thanks Tony and those helping him, both on arrival and after the event. The older cars need to have a drip tray placed underneath them to protect the pitch and then of course they need to be picked up and cleaned off if necessary afterwards.

We had a special raffle on the night, this was aside from our usual monthly raffle and 3 month raffle. This one was special as we had a signed Blanchard Racing team shirt signed by the drivers of the team that was donated to the Club by Mike Perry, and the Club added a Mustang Monopoly game to the prize. As a signed shirt has a limited life span we decided that the shirt needed to be raffled asap. So it was decided we would raffle this at the Ponies meeting with all proceeds going to Charity. We asked Mike Perry what his charity choice would be and consequently all proceeds will be going to Childhood Cancer. Maree Staehr made this raffle her mission and I think she managed to pry \$5 out of almost every pocket in attendance, so we ended up with a total of \$632.50 that we will be donating to the Childhood Cancer Charity.

The raffle was drawn later in the night by Mike Perry and the winner was Karen Munden, congrats Karen and a massive thanks to all who bought a ticket and supported a very worthy cause and also to Maree who made it her mission to raise as much money as possible on the night.

I believe there were 120 plus Members along and there were 79 cars on the pitch which is a pretty good effort.

Maree and I sorted the sausages, bread, condiments and various other items needed to get everything running smoothly on the night and thanks must go to Kym Turner and Dave Mace, massive thanks to Maree Staehr, Trish Kilvington on EFTPOS duties, Tony Kilvington for sorting the drip trays under the cars, and anyone else who helped with this requirement. Robert and Robyn Bird for their contribution and I'm sure Rick Staehr was a helper as well. If I have left anyone out I apologise but please know that your help is always welcome and appreciated.

Thank you to all who came along to make it a most successful event.



# Club Run to The Old Spot Hotel March 9, 2025

*Kathy Cochinos*

Meeting at Carisbrooke Park on Main North Road, Salisbury Park at 9.30 am for a 10am departure, it was going to be a hot day and what started out to be a little mediocre attendance earlier in the week ended up with 12 Mustangs and another couple meeting us at The Old Spot on our arrival at lunch. Before lunch though we were taking the long way round.

On leaving Carisbrooke Park we all got across to the intersection with Black Top Road and eventually all got through the lights. We passed through One Tree Hill on our way to Kersbrook and then in to Williamstown. Leaving Williamstown we headed to Lyndoch, then Tanunda and then in to Angaston to Melbas Chocolate factory where we would have a coffee stop for 30 minutes or so.

We were a little late leaving the chocolate factory and with the not so useful slow traffic we were going to be late for lunch. We drove through Eden Valley, Springton and then through to Mount Pleasant.

From there we took the Cricks Mill Road through the Mount Crawford Forest past the Warren Reservoir, which was looking pretty dry, almost back in to Williamstown before taking a left turn on to South Para Road towards Kersbrook. From there we headed back to Black Top Road, through One Tree Hill again and back to Main North Road to take a left turn in to The Old Spot for lunch. Peter Searle and Jean Woodley were awaiting our arrival and due to the slow traffic, read as caravans and people who don't know which one is the accelerator, we were nearly half an hour late. Peter rang me just as we were entering the car park as the Old Spot were thinking we weren't coming. Everything takes time!!

It was a hot day but it was still an enjoyable drive, lunch was good and I can't figure why but they priced all our meals at Seniors prices.

We had a few new members along and also a few that we don't see very often. Company was good, chit chat was good and the food was pretty good also.

Thanks to those who came along, I hope you enjoyed your drive and lunch and hope to see you again soon.



# Trots night at Globe Derby

*Kathy Cochinos*

The Club was contacted by Max Beasley from Harness SA asking if we would like to put some cars on display at the SA Pacing Cup to be held at Globe Derby on April 5, as we had done in previous years.

There wasn't a lot of time between the request and the event, consequently the turnout was a little underwhelming. We had a marquee set up for us out the front of the Grandstand and we were parking our cars nearby as a display for other patrons along on the night. There were also several food platters provided for us to munch on.

We ended up with 4 cars, those being Graeme Kirkham's with partner Karyn, Carol Richardson's, Merv and Marg Davies and mine with Andy Gambarotto riding shotgun with me. In all we had only 7 Members in attendance, Max Beasley was pleased we came along to the event and I think we all had a good night. A couple of us placed some pretty big bets at \$1 each way and couldn't figure out why we didn't win big 😊.

It was a fun night despite the low numbers but maybe next year with a little more notice we will manage a much bigger group.

Thanks to those who came along to make it a good night out 😊.



## From the Archives

### 2010 Mustang Nationals Adelaide

Supplied by *Paul Robinson*



# 2025 Mustang Nationals at Bathurst NSW

Tony Kilvington

The big red Autumn sunrise was the first thing we met as we travelled through the Adelaide Hills in our 1970 Blue Boss 302, followed by Graeme Kirkham and Karyn Stevens who were towing their 1966 Vintage Burgundy Hardtop on a trailer at the Ampol Petrol Station in Taillem Bend for coffee on Wednesday morning. The BOSS was on the road again and ready for our travels. Hay was our first overnight stay after travelling through Ouyen, Balranald and Tooleybuc and we caught up with Alan Sinclair who was towing his 1965 Red Fastback on a trailer and Steven Kent and his mates Kevin Ashwell and Gary Mason who were towing his 1968 Black Shelby GT350 Fastback on a trailer arrived at Hay. We had dinner at the Riverside Hotel in the main street. The next day heading towards Narrandera through cotton fields country, our breakfast stop at Darlington Point was shared with Steve Kent and his mates Kevin Ashwell and Gary Mason and the café was a winner, good old fashion country hospitality and breakfast at the cafe. Due to roadworks we decided to travel across to Junee and then up to Cowra. Needing a rest stop in Cowra, Trish was quick to mention Cowra Japanese Garden would be a great place to visit. Fabulous tranquil garden of peace and certainly worth a visit to the garden, café and shop on your next travels in that area. Thanks to Graeme and Karyn we enjoyed our stay in an overnight cabin at Blaney Caravan Park and headed to Bathurst the next morning to stay at the Rydges Motel for the weekend.



The 2025 Mustang Nationals at Bathurst NSW over the weekend 21-23 March was very well organised. The Nationals has been held over the Easter Long Weekend since 1981 and the NSW Club was hoping to have the event at Mount Panorama Bathurst in 2025 but there was the Hi-Tec Oils Bathurst 6 Hour race being held at Mount Panorama over the Easter weekend April 18-20 and this annual event is a popular endurance race for production cars. Given it is one of Australia's largest motorsport events there was little chance for the NSW Committee to book accommodation at Bathurst and there was no chance for the Mustangs to be part of parking and touring Mount Panorama over the Easter weekend. As a result, the Nationals was planned for a month before Easter on the 21-23 March and that was being hosted at one of the most iconic car racing venues in the world, and resulted in a record number of entrants. So much so that accommodation exceeded capacity at the Rydges Motel which is situated on Conrod Straight at Mount Panorama and other members booked accommodation in Bathurst Motels and Hotels in the township.

Friday night 21<sup>st</sup> March kicked off the weekend with a Meet and Greet at the Nationals Motor Racing Museum. Here we got to catch up with old friends and make new ones while being surrounded by historic racing cars and bikes. Saturday 22<sup>nd</sup> March required Concours Entrants to get up early to travel to Clancy Ford Dealership for judging of Mustangs in the Thoroughbred, Original, Modified and Resto Mod Classes. Kym Turner and myself were judges for the 2 Thoroughbred and 9 Original Class entrants. Other members judged the 3 Modified Class entrants and 5 Resto Mod Class entrants. Trish Kilvington was the Tally Team coordinator and had Sue Schmidt (QLD), Kim Broadbent and Belinda Caban (NSW) help her over the weekend in checking Judging Sheets and tallying the entrant scores. All other members attended Mayfield Gardens to experience a country drive into the rolling hills and have a relaxing lunch. Saturday night we attended the Windradyne Room above the Mount Panorama Pit Straight Garages for Gourmet Buffet dinner and auction. Guest speaker was Fletch who most members new from his TV Show in NSW.



Sunday 23<sup>rd</sup> March was a huge Mustang display on the mountain side of the Mount Panorama Pits where all 260 cars were parked and the general public had the opportunity to view. Merchandise and Food Vendors were onsite and judging of the 40 Display Early, Late and S550 Class Entrants took place with myself, Denis and Jesse Munden judging the Display Class entrants on the day.

Sunday night was the culmination of the weekend with the Presentation Dinner at the Bathurst Goldfields Function Centre located at the top of Conrod Straight. Buses transported all members to the Function Centre where 350 people were in attendance.

Rob Bloxham (WA Vice President) provided an update to all members on Sunday night about the 2026 Mustang Nationals being arranged over the weekend 13-15 March at the Pagoda Resort at Como just south of Perth WA.

14 SA members travelled to Bathurst for the Nationals and arrived and travelled home safely. 2 members entered their Mustangs in the Concours Judging on Saturday at Clancy Ford Dealership.

Denis and Karen Munden entered their 1966 Silver Blue Hardtop 289 in Concours Original Class and won a Gold Trophy once judged.

Alan Sinclair entered his 1965 Rangoon Red Fastback 289 in the Concours Resto Mod Class and just missed out on a trophy.

Mount Panorama photos on Sunday 23<sup>rd</sup> March



# Mustang Nationals NSW 2025

Friday night Meet and Greet at the National Motor Racing Museum.



Saturday Auction night held at Mount Panorama Pit Complex



# Mustang Nationals NSW 2025

Sunday Presentation Night, Goldfields Venue.



Denis, Karen and Jesse Munden taking out Concours Gold for their 1966 Silver/Blue Hardtop.



The 2025 Mustang Nationals can be viewed via YouTube, search **2025 Mustang Nationals: Classic Restos - Series 58**

# Coming Events 2025

Kathy Cochinos

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

**Sunday 25/05/2025\*\***

## Club Run to SixTwelve Brewery

3/132 Tolley Road, St Agnes.

Meet at the Tower Hotel, Magill Road, Magill  
at 9.45am for 10.15am departure.



**Sunday 22/06/2025\*\***

## Club Run to Little Blessings Brewing, Laura.

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

\$10 per head required by the venue. This will be reimbursed by  
being included in the price of your first beverage.



**Saturday 05/07/2025 and Saturday 12/7//2025**

## Club Rego Days

Autocraft Collision, Lonsdale

Alpha Industries Site, Cavan

All details are on page 7



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 21/05/2025**

### Monthly Meeting #583

West Torrens Birkalla Soccer Club

Meeting starts at 8pm.  
Light supper provided.

**Wednesday 18/06/2025**

### 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   |     |     |     |
|           |     |     |      |     |     |     |

18 Mustang SA

May 2025

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

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

**Sunday 27/07/2025\*\***

**Club Run and lunch at Yankalilla Hotel**

Meet front car park of Flagstaff Hotel, Darlington at 9.30am for 10.00am departure.



**Sunday 24/08/2025\*\***

**Club Run to The Vine Inn, Nuriootpa**

Lunch at 12.30pm.  
Meet Costco car park, Kilburn at 9.30am for 10.00am departure.



**Sunday 21/09/2025\*\***

**Club Run to Mount Torrens**

Lunch at Mount Torrens Hotel at 12.30pm.  
Meet Windy Point Lookout, Belair at 9.30am for 10.00am departure.



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 20/08/2025  
Monthly Meeting #586**

West Torrens Birkalla Soccer Club

Meeting starts at 8 pm.  
Light supper provided.

**Wednesday 17/09/2025  
Monthly Meeting #587**

West Torrens Birkalla Soccer Club

Meeting starts at 8pm.  
Light supper provided.

**Wednesday 15/10/2025  
Monthly Meeting #588**

West Torrens Birkalla Soccer Club

Meeting starts at 8pm.  
Light supper provided.

| August 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  |

| September 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  |     |      |     |     |     |

| October 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  |     |     |

# Run to Collectable Classic in Strathalbyn

## April 13th, 2025

*Kathy Cochinos*

In mid April we were doing a Club run to Collectable Classics in Strathalbyn. From the first mention of the run it certainly became very popular. We were having lunch at the Victoria Hotel and they asked me to cap lunch numbers at 40. Normally this is about average so I was ok with their request.

Turns out this run was going to be about the second biggest attendance in all the time I've been doing the events, surpassed only by the run to the Greenock Aviation Museum and then lunch at the Greenock Hotel, which was post COVID and everyone wanted to go for a drive and have lunch somewhere other than home ...

We met at the rear carpark of Foodland at Frewville and departed at 10am. We were heading directly to Strathalbyn, taking the SE Freeway to Mount Barker, on through Wistow and in to Strathalbyn. Driving through Wistow there were several members meeting us there to join the convoy and a new black Mustang pulled in behind me, it was a very nice view in the rear view mirror but I couldn't figure for the life of me who it was. Turned out to be Rick and Maree Staehr who had battery issues with their Mustang on the way to Bathurst a week or so previous and solved the problem by trading the car on their return home, nice trade Rick and Maree.

We didn't stop along the way as the idea was to get to Collectable Classics in good time to have a good look around. The cars in stock and on offer for sale is very wide and varied and if you are a bit of a car nut it could be expensive in some cases.

We did make good time and were in Strathalbyn a bit before 11am with lunch booked for 12.30. It gave us plenty of time for a look around the cars and also to take a wander in to the main street or pick up a coffee and have a chat before lunch.

The Victoria had set us up in a separate area in the Hotel which I guess is why they put a cap on numbers but there was plenty of room in other areas of the Hotel that we could have fitted so many more in for lunch. The Hotel did a good job of the meals but as always feeding 40 plus takes a bit of time.



It was nice to see new members along, some we don't see very often and of course those that are always front and centre on runs. There were quite a number that wanted to do the run and probably also to have a look at Collectable Classics knowing they were unable to join the rest of us for lunch and so were prepared to sort their own lunch venue.

It was a good day out, a bit warm (read as quite hot), but a most enjoyable drive and lunch.

Thanks to those that came for the drive and also those that were booked in early enough to have lunch as well. We had a good number of cars leave from Frewville (about 28 from memory) but by the time we got to Collectable Classics we had at least 38. Great day, thanks to all who came along, I hope you enjoyed the day out.



# 60th Lunches ... The Big Shed

*Dean Gambarotto*

Our 60<sup>th</sup> year of the Mustang began with the creation of the decal designed by Aidan Pirakis and went to print along with the t shirts but no dining celebrations had taken place towards the year's end.

With no thoughts on how to celebrate from the committee within the club Andrea and I decided to do something away from formalities by having members participate in a luncheon get together on a day mid week and not an official function.

A central location to meet for northern and southern members where we could sit down for lunch and a beverage and chat informally. Some facilities nearby were sourced and it was decided that The Big Shed at Royal Park would be appropriate. All information was given at our monthly meeting and placed on our Facebook app.

The first lunch took place on Thursday Nov 21<sup>st</sup> 2024, attended by twenty or so members and with a new Mach E Mustang brought along from Maughan Thiem our sponsors situated just down the road. The members enjoyed their lunch, drink and chat and I thought how good this was that I would try it again in a couple of months time. The thought was put to the attendees and a positive response was achieved that we would do it again on an agreed bi monthly situation and a Thursday after the monthly meeting.

So we booked the venue for a February get together which started a roll on that another date was agreed upon for April 17<sup>th</sup>, the anniversary Mustang release date and how meaningful that it would be the last day of the 60<sup>th</sup> year and commencement of year 61 ... 61 years of the same make and brand of vehicle.

Attendances increased over each of the lunches held with people being more available and passing on information about the facility and its appeal to others with the February gathering achieving thirty plus people.



The April 17<sup>th</sup> lunch was set up to be a celebration to remember, the year just passed and more to come. A door prize raffle was to be given to a lucky attendee and the proprietors promised a gift also.

So the intentions was to get as many people there as possible and have some fun with intentions to wear something retro of the Mustang, not current club clothing in celebration. Finally our celebrations for the 60<sup>th</sup> year came and ended on Thursday April 17<sup>th</sup>, an appropriate date being the release date back in 1964.

A group of thirty four people attended and enjoyed the meal, beverages and company of fellow club members. Familiar faces from previous lunches attended but one new one, that of Aidan Pirakis. Aidan was the person whom I threw the idea of a logo for the club to use this year which he hurriedly drafted going to print becoming a decal and used on t shirts for members

Lunch and beverages were enjoyed by thirty four people and four gifted major "lucky dip" prizes along with eight "four packs" of The Big Shed ales were drawn to end the day. It was a great day with the general feedback is that we could hold these quarterly throughout the coming year, so its now to pick the date for the next one, tentatively being Thursday July 17<sup>th</sup>, to be confirmed over the coming months

A big thank you to all who came along to all the lunches we had and shared some Mustang fellowship. A big thank you to Justin (Duty Manager ) on all the occasions we attended, his service and generosity and The Big Shed kitchen for the meals we enjoyed. We will be back soon.





*Paul Minett*

The Great Plate Auction was conducted on behalf of the Government of South Australia, on October 13<sup>th</sup>, 1985, in the Ballroom of the Hilton Hotel.

343 Lots consisting of 465 Vehicle registration plates were on offer.

This included historic numbers, single digit numbers 3 (\$11,000), 6 (\$6500) and 9 (\$7000), double digit numbers, distinctive numbers (1234 or 2222), foundation numbers (years of significant history) and Silver Jubilee S and J Plates.

At the same time the Grand Prix numbers 1-199 were also sold via a separate scheme, to mark the start of the Australian Grand Prix in Adelaide.

The South Australian Number plate "8" sold last year for \$2.3 million.

The last lots in the auction were the "Classic Manufacturer's Name Series".

These 58 plates were sold with propriety rights allowing them to be traded or sold independently of the Government and re-assigned to new owners (10% re-assigning fee to Services SA). These plates do not need to be on a registered car, many are tucked away in cupboards or drawers of their lucky owners.

On the day of the auction Classic Manufacturer's Name Plates ranging from the shortest names MG and VW to the longest name Lamborghini (in lower case and the longest legal number plate in SA) were offered for sale. Remember this was before custom number plates existed.

The plates were plastic, and I believe they are the only legal plastic plates allowed in SA.

Now forty years old and irreplaceable, they are rarely seen on cars.

For those interested, here are the plates offered in The Great Plate Auction. 1985

Abarth, Alfa Romeo, AUDI, Aston Martin, AUSTIN, Bentley, BMW, Brabham, Bugatti, BUICK, Cadillac, Chevrolet, Chrysler, Citroen, COBRA, Daihatsu, Daimler, DODGE, Ferrari, FIAT, FORD, HOLDEN, HONDA, ISUZU, JAGUAR, JEEP, JENSION, Lamborghini, LANCIA, Land Rover, Maserati, MAZDA, McLaren Mercedes, Mitsubishi, MG, MORGAN, MORRIS, NISSAN, Oldsmobile, Peugeot, Plymouth, Pontiac, Porsche, Rambler, RILEY, Rolls Royce, ROVER, SAAB, Studebaker, SUBARU, SUZUKI, TOYOTA, Triumph, VOLVO, Volkswagen and VW.

Whether they sold or the values of each lot are hard to track down, Services SA can't find the records and suggest finding someone who attended the auction and kept a record.

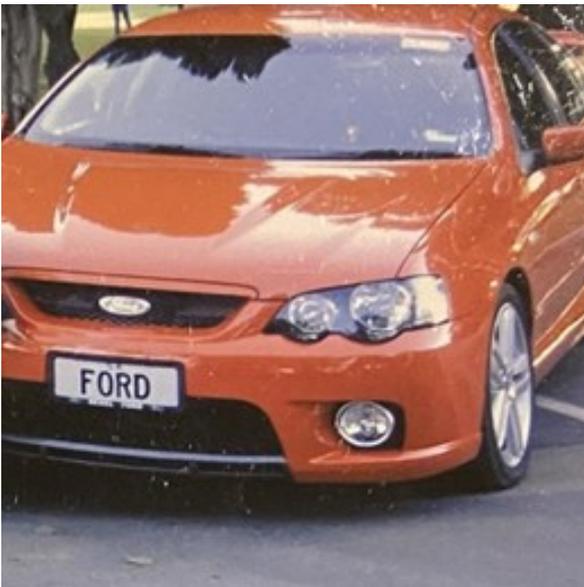
I believe Mercedes sold for \$10,500 and Lamborghini for a bargain \$1000.

The plate FORD was sold, and here are the cars that have been lucky enough to wear the plate.



67 GTA 390 Mustang with original Plastic number plate.

67 Mustang Convertible 289 at Ford's 75<sup>th</sup> anniversary on the foreshore of Geelong.  
The late Geoff Polites boss of Ford Australia on the right couldn't resist a pic.  
Replacement metal plate in standard font.



A step forward in time to the 2000's, now adorning a BA FPV GT

Current day, on a 2020 Mustang GT.  
New replacement metal plates in the original plastic plate font.  
The original plastic plates are in the sock draw.  
Look out for it, on sunny Adelaide days.  
Paul



# NOTICE TO MEMBERS

## 50th MUSTANG OWNERS CLUB OF SOUTH AUSTRALIA INC

### ANNUAL GENERAL MEETING

West Torrens Birkalla Soccer Club  
Morphett Rd, Novar Gardens  
8.00pm Wednesday  
16 July 2025

#### **Agenda**

1. Apologies.
2. Minutes of Annual General Meeting 17 July 2024.
3. President Report.
4. Treasurer Report.
5. Election of Office Bearers 2025/26
  - President
  - Vice-President
  - Secretary
  - Treasurer
  - Events Coordinator
  - Committee (minimum 4)
  - Magazine Editor
  - Website Editor
  - Stock Controller
  - Public Officer
6. Club fees (Joining fee, Annual Subscriptions, Log Book) for 2025/2026.
7. Any other business.

**Note:** *All members are advised that any issues for discussion under item 7. must be received in writing by the Secretary PO Box 210 North Adelaide 5006 no later than last mail **Friday 4 July 2025.***

Please note that the AGM will be held after the Monthly meeting has concluded.



# MUSTANG OWNERS CLUB OF SOUTH AUSTRALIA INC

## ELECTION OF OFFICE BEARERS 2025/26

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

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

Signed: \_\_\_\_\_ Name: \_\_\_\_\_  
(Proposed by)

Signed: \_\_\_\_\_ Name: \_\_\_\_\_  
(Seconded by)

I am willing to undertake the duties of the above mentioned office(s) for the year 2025/26 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 4th July 2025.

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PRICES ARE IN US\$

# The GT Package

## ... first 5-years (Part 1)

by *Dyno Dave*



The Mustang was an immediate hit with the American public and a huge success for Ford, breaking all sales records. Towards the end of the first year's production, a decision was made to capitalize further by introducing the **GT**, or "Grand Touring" package. This was made available as an option on 8-cylinder cars released after April 17, 1965 - exactly one year after the Mustang's sensational debut. Many of the individual components of the package were available from day one, but a potential buyer wanting to dress up his Mustang and get improved performance and road holding had to wade through a huge list of options. Ford included several of these in the new "GT package" and added some that were totally new. In keeping with their marketing policy of giving the masses a performance car they could afford, the price of this package was less than 7% extra, on top of the Mustang's base price.

The GT package went a long way towards making a good product better and was very well priced, for what it offered. However, very many purchasers already had their finances stretched to get the basic Mustang "family" sports car and the Ford Motor Company was not exactly rushed with orders for factory GTs. It remains as a relatively rare addition to the Mustang line-up and few remain in original form these days.

As the following figures indicate, GT production increased as a percentage of the total each year until 1969, when the Mach 1 was released.

### Official GT Production Figures

| Model Year | GT Production | Total Production | Percentage of Total |
|------------|---------------|------------------|---------------------|
| 1965       | 15,106        | 559,451          | 2.7%                |
| 1966       | 25,517        | 607,568          | 4.2%                |
| 1967       | 24,078        | 472,121          | 5.1%                |
| 1968       | 17,458        | 317,404          | 5.5%                |
| 1969       | 5,396         | 299,824          | 1.8%                |

## The 1965 GT package

The GT package varied over the years but it was always available ex-factory on V8-engined cars only. The inaugural **1965 GT** package comprised:

- A 289 cubic-inch V8 engine – either the 225-HP (“A”-code) “Challenger” or at extra cost, the 271-HP (“K”-code) “Hi-Po” engine. All factory ’65 GTs came with a 4-barrel carburetor fitted.
- A three-speed manual transmission, standard on “A”-code GTs and a 4-speed manual on “K”-code, with the C4 automatic optional on the “A”-code vehicle only. Most GTs were ordered with the 4-speed manual trans to get the best performance from the 4-barrel engines. Although the “A”-code GT is much more common than the “K”-code, the C4 auto is not often seen on this GT. A few export “K”-code GTs were supplied with the C4 auto fitted, but this is very rare.
- A choice of three diff ratios - 3.00, 3.25 or 3.50:1. All “A”-code GTs had an 8” diff as standard. The “K”-code “Hi-Po” GT had a 9” diff. The “Pos-a-Traction” limited-slip diff was optional.
- The “Special Handling Package” which had heavy-duty springs and shocks, Kelsey-Hayes 4-piston disk brakes up front (unassisted), 7/8” anti-sway bar and faster 16:1 steering ratio. (Standard Mustangs had drum brakes all round, a 3/4” sway bar and slower 22:1 steering).
- Hub caps with wheel spinners were standard on the GT. Styled-steel wheels with integral chrome beauty ring were optional, but very popular.
- Side chrome trims to the body deleted (as on the standard fast-back and 6-cylinder Sprint).
- Special three-section GT stripes added - ideally the same colour as the interior trim, however many GTs were ordered with white stripes on a dark body, and black stripes on the lighter colours, regardless of the interior colour. Blue and red stripes were also available.
- A pair of 4” diameter fog lamps held by chromed carrier bars were fitted to the grille. All factory GTs were supplied with clear lamp bezels. Amber fog lamp bezels were available as options.
- Special GT badges were fitted on the front fenders and the bonnet got a bright accent strip.
- A twin exhaust system with resonators and tail-pipes exiting through a special rear valance panel was fitted. The tail pipes had stainless-steel flared trumpets with louvered ends. The open louvre area was calculated to be no less than the cross-sectional area of the exhaust pipe.
- Rear bumper over-riders were deleted to permit through access of the dual trumpet exhausts.
- The interior was the standard ’65 Mustang layout, but with a new 5-dial instrument panel to replace the original Falcon-style panel. The bezel was camera-black with a concentric trim piece at the top that extended half-way down the sides. The “deluxe interior” package was optional and if fitted, the face of the bezel had a wood-grain finish.

Any “GT” with front drum brakes is a fake. They simply weren’t made that way. The Kelsey-Hayes front disk brake system fitted to factory GTs comprised dual hydraulic circuits (front and back) with a proportioning valve intended to get most braking effort on the front wheels. The master-cylinder reservoir was larger than standard and was commonly known as a “coffee can” brake fluid tank.



## The 1966 GT Package

This was virtually unchanged from the previous year. The only differences were:

- The C4 "Cruise-O-Matic" dual-range automatic transmission option was now available in the domestic market for K-code "Hi-Po" GTs, not just for export orders. It wasn't popular for GTs, as the demand for the 4-speed manual was high. A Hi-Po '66 GT with an auto trans is rare.
- A special petrol cap with "GT" molded into the top was included in '66.
- The fog lamp grille bars were changed to accommodate the new '66 pony corral, which deleted the short vertical chrome support bars found on the '65.
- The 5-dial GT instrument cluster bezel now had a leaner look with a thin concentric chrome line set off by the camera-black face. The ½" wide black band at the top, that extended half way down the sides of the '65 GT bezel was deleted. Note that *all* '66 Mustangs got this new bezel. There was no "66 GT" bezel, as such – neither in standard, or "Pony" form. If the "Pony" interior was ordered, the '66 GT was shipped with the '65 GT "Pony" wood-grain bezel.
- The front fender GT badges now had a cheaper plastic centre in lieu of the special enamel material. The bright bonnet accent strip was now standard on all '66 Mustangs.
- The '66 Rally-Pac was now more streamlined and become known as the "low-profile" Rally-Pac. As before, it was *not* included in the GT package but was a popular option for GT's.

The styled-steel wheels that were such a popular option for GTs in 1965 continued to be highly sought-after during 1966. The design of these wheels changed slightly – a separate chrome "beauty ring" snapped in place on the rim. Originally this ring was an integral part of the rim.

The most popular GT in the first two years of production was the fastback, followed by the convertible. Production of the Mustang in hardtop version far exceeded the others – but it was the least popular ordered with the factory GT option. Perhaps it was considered too "ordinary" at the time and as a consequence, hardtop GTs are the least common of the 65/66 models.

For example, the estimate of '66 GT hardtop sales is less than 7,000 units from a total production of 25,517 GTs, or just over 1% of all the Mustangs made that year. During the 1966 model year, Ford advertising highlighted the fun and free-spirit aspects of the GT package, rather than attempt to portray a muscle-car image ... that came later.

## GT Identifiers

Ford elected not to highlight factory-prepared GTs in the VIN number or door-tag for the '65 to '69 model years. Why this was so is a mystery ... after all, they *did* identify cars with the Interior Décor Group package – the "Deluxe" or "Pony" interior, which happened to be released on the same day in April '65. Why they would not consider identifying vehicles fitted with such a worthwhile cosmetic and performance-enhancing package is the subject of conjecture. Perhaps the marketing objectives of the day offer a clue - they wanted GTs out there, real or imaginary, to continue the mystique. Whether they were factory-fitted or put together with bolt-on bits, didn't concern the marketing gurus.

This is evident by the fact that immediately the GT package was released as a factory option, all the components that went into it were made available over the dealers' counter. It was of course no consideration at the time, that factory-prepared GTs would become a collectible commodity in the future. As such, it can be hard to identify a genuine factory GT, from a look-alike. Absolute proof is the car's original sales invoice or build sheet, but it is rare to find a car with this paperwork. However, there *are* positive "indicators" that prove whether a vehicle is a genuine factory-prepared GT. In many cases, these indicators serve to prove that a car in question is *not* a GT. Only a small percentage of total production was supplied this way and as few early factory GTs still survive, it is becoming an issue now. The market price for factory GTs will continue to escalate, so it will be even more important for potential purchasers to know what they're getting. Here are the relevant indicators for the '65 and '66 model years...

- 1) A 6-cylinder Mustang can not possibly be a factory GT.
- 2) As stated earlier, a Mustang that does not have the Kelsey-Hayes 4-piston front disk brakes with over-size master-cylinder reservoir fitted, cannot be a factory GT.
- 3) An 8-cylinder hardtop or convertible supplied ex-factory with chrome trims in the side body "flare" can not possibly be a GT. If the trims are missing but there is evidence of plugged fixing holes, it is not a GT, as GTs did not have these holes punched on the assembly line. The standard fastback also didn't, which makes them a touch easier to fake as a factory GT.
- 4) The presence of a metal rocker panel to each side, or evidence of plugged fixing holes if the panels are missing, most likely indicates a fake. These panels were optional in '65 and standard in '66 – but no factory GT had them fitted. However, a number of factory GTs *did* have rocker panel trim fitted at the dealerships before delivery (not everyone likes plastic stripes), so it is not correct to state that *every* GT that ever had this trim must be a fake.
- 5) An 8-cylinder Mustang that does not have "A" or "K" in the fender VIN code and on the original door tag is not a factory GT. There is no such thing as a "C" code GT, as the V8 had to have a 4-barrel carb. "C"-code signifies 2-barrel.
- 6) Fog lamp cable holes that are drilled and not punched in the radiator support panel also suggest that the car had some retro-fitting done and is not a factory GT. Fog lamps *were* available as a factory option on all models, but they were rare on anything *but* a GT. If everything else adds up, punched holes with the correct grommets point to a factory GT.
- 7) A very positive indicator is the presence of "crush tubes" in the rear chassis rails, fitted to support the through-bolts for special plates, or hangers, that were used with the twin exhaust system. They can be felt by poking a finger through the holes in the chassis rails (beware of redback spiders that love to hide in there!). It is very hard to fake this, as the original spot welds need to be drilled out to drop the rails and insert the tubes, leaving evidence of tampering. The presence of these tubes doesn't prove the car was supplied as a factory GT (it may just have had twin exhausts ordered) but if these tubes are *absent*, it couldn't possibly be one, as all factory GTs had the twin exhaust.

Considerable effort is required to retro-fit *all* of the components of the factory GT package and total fakes are usually the product of a complete restoration. This is also a time when further indicators of the "real thing" can be found, like the letters "GT" in yellow crayon, on the bare metal of the radiator support panel - no doubt to inform an assembly-line worker to punch the fog lamp holes. This was a surprise find on my own car, the crayon markings unaffected by chemical paint stripper, primer or paint.

As time passes and less factory GTs turn up on the market, the temptation to pass off more standard early Mustangs as genuine GTs will increase. By checking the above indicators, you can minimize the risk of being ripped off. Having some of the above indicators may make it look like a GT, but it needs all of them to be one.

## Common GT Fallacies

- 1) The base Mustang was a six-cylinder vehicle, not a V8. It was made to a price that everyone could afford (\$2,368US) and a huge list of options allowed the customer to personalize his car as far as finances permitted. The optional 289 V8 quickly became the power-plant of choice, outselling the 6-cylinder versions by a long margin. Once again, Ford anticipated the needs of their mainstream buyers and brought out the GT package for 4-barrel 289-engined Mustangs. The "holy grail" option was the 289 "Hi-Po" V8, chosen by some GT buyers (sadly, too few). This is not the "GT" engine, as it was available to anyone who could afford it. If anything, the 289 with the Autolite 4100 4-barrel carburetor is more of a contender for the title "GT engine", as it was standard. But once again, it was not exclusive to the Mustang.
- 2) The GT package was timed for release on the first anniversary of the Mustang's debut and it is often assumed that cars with this package that have a build date prior to April 17, 1965 cannot be factory GTs. This is not correct. Any Mustangs ordered *before* this date could be fitted with some of the options that were to comprise the GT package, but could never be considered as a factory GT – it didn't exist and in any case, the car wouldn't have had all the components from the GT package. However, as production commenced in February of that year, it was possible for cars with a *build date* after late February '65 to be supplied as a factory GT, to an order placed *after* April 17. In reality, Mustangs didn't sit around for long without a buyer, so it is unlikely that any with a build date prior to March 1965 would have been supplied as factory GTs. There were definitely a few Mustangs with a March '65 build date that are genuine factory GTs. They were among the first GTs ordered after the release and were supplied from existing vehicle stock.
- 3) Another misconception is that all '65 and '66 GTs were shipped with the deluxe wood-rim steering wheel. In fact, this is part of the "Interior Décor Group" ... the "Deluxe Interior" package – also known as the "Pony" package. The wood-rim wheel was heavily promoted by Ford and was a popular option. It could be ordered without the Pony interior but it was optional on GTs, as on all Mustangs
- 4) A car with fog lamps, twin exhausts and front disk brakes is not necessarily a GT. These were a popular set of options fitted later, by owners of many standard Mustangs who had no trouble sourcing the parts from Ford dealers across the USA.
- 5) Styled-steel wheels are not "GT wheels". They were available on all Mustangs – as were dealer-fitted D-type mags. Many GTs had these wheels, but they were not exclusive. They were also not particularly cheap ... a set of four with centres, nuts and trim rings was a \$178US option in 1966 (about 7.5% of the base Mustang price). Despite this, they sold well.
- 6) The "Rally-Pac" (tacho and clock in a separate pod that straddled the steering column) were not "GT gauges" as they are commonly termed. This was a totally separate option available for all Mustangs. Again, many GT owners had them fitted but it was not exclusive to the GT.

***To be continued in the next edition ...***

## Air fryer Pork Belly Bites

### Ingredients:

- 1kg piece boneless pork belly
- Sea salt, to sprinkle

### Orange soy caramel

- 250ml ( 1 cup) fresh orange juice
- 3cm knob ginger, peeled and thinly sliced
- 2 whole star anise
- 100g (1/2 cup) caster sugar
- 2 tbsp light soy sauce

### Method:

#### Step 1

- Place the pork belly in a shallow dish. Place in the fridge for at least 8 hours or overnight to dry out (do not cover the pork with plastic wrap as it needs to dry out). Cut the pork into 4cm pieces.

#### Step 2

- Meanwhile, make the orange soy caramel. Place all the ingredients in a saucepan over medium heat. Stir until the sugar dissolves. Increase the heat to high and simmer for 10-15 minutes or until sauce reduces and thickens.

#### Step 3

- Spray pork liberally with oil. Sprinkle with salt. Place half the pork in the air fryer basket. Cook at 200C for 15 minutes or until just golden and crisp. Transfer to a bowl. Repeat with remaining pork. Serve with caramel.



## A step back in time

*Phil Johns*



**The first person to "drive" a Ford-Mustang!  
Built by Clem Gibson in 1947, he mounted a retired P-51 Mustang cockpit  
onto an old Ford V8 Chassis!**

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### Results of a women's survey on size Size Does Matter Women's response

|           |                               |
|-----------|-------------------------------|
| 2 inches  | I cant even hold it           |
| 3 inches  | Never been so unsatisfied     |
| 4 inches  | I've had bigger than it       |
| 5 inches  | Good, but I wish a bit bigger |
| 6 inches  | perfect                       |
| 7 inches  | Love it                       |
| 8 inches  | WOW! But can't have it all    |
| 9 inches  | Painful but manageable        |
| 10 inches | Too much pressure on stomach  |

This survey was actually a Customer's Feedback on different SIZES of Subway Sandwiches!!!!  
But I love the way you all think! This is why I worry about you all. Dirty minds.

Supplied by ... *Dean Gambarotto*

# Mustang Merchandise

Dave Mace

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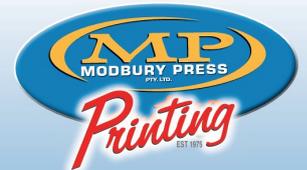
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