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MUSTANG SA

September 2025

Mustang Owners Club of SA Inc



PO Box 210
North Adelaide SA 5006

Executive Committee 2025/2026



Kym Turner
President



Robert Bird
Vice President



Ruth Box
Secretary



Robyn Bird
Treasurer



Geoff Whait
Events
Coordinator



Maree Staehr
Magazine Editor



Dave Mace
Stock
Controller



Rick Staehr
Website/
Facebook Editor



Kathy Cochinos
Committee



Kevin Box
Committee



Karen Munden
Committee



Denis Munden
Committee



Glenys Searle
Committee

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.

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Presidents Report



The previous 12 months has been another successful year with good levels of membership and very well supported events and functions.

Like any club there are always changes and challenges to deal with and I feel they have been dealt with well with the committee putting the club first.

I was happy to step back into the position for the remainder of the year, I have nearly 30 years membership and want the club to be a good positive place to be and enjoyable for all members. Yes we are introducing changes to streamline systems which intern makes things inter-active for members and also easier to manage for the committee, I realise as humans we don't like change however we can't afford not to move forward.

The committee members continue to do a great job and for that I thank each and every one of them with every role is as important as the next and are required for the club to proceed.

It's a Car Club that is here to enjoy and support as well as a source of information.

Looking ahead 2025 / 2026.

Here we are after the AGM with our new committee with new enthusiasm, ideas and retaining experienced members. There is going to be a transition period of course however I'm confident the clubs future is very bright as we already have a tried and proven format.

The most noticeable change to the new committee is the absence of Tony & Trish, after a lifetime of committee work and total support to our club they need to take a break. What they have done for the Club can't be summed up in a few words, and they will be helping the new committee in the back ground during the transition.

Along with the committee we are continuing to get the Member Jungle system in place for the coming term.

I feel very comfortable and confident that the club is and continues to be in a good position for the future, we hope to see plenty of support from our members in the coming year.

Kym Turner

Committee for 2025/2026

Election of Office Bearers for the new financial year took place on Wednesday 16th July 2025 and your Committee members are:

President:	Kym Turner	president@sa.mustang.org.au
Vice President:	Robert Bird	Birdr5882@gmail.com
Secretary:	Ruth Box	secretary@sa.mustang.org.au
Treasurer:	Robyn Bird	treasurer@sa.mustang.org.au
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Stock Controller:	Dave Mace	dmace99@hotmail.com
Committee:	Kathy Cochinos	

Kevin Box
Karen Munden
Denis Munden
Glenys Searle

Public Officer:	Brett Lonnee
National Delegates:	Kym Turner & Tony Kilvington (2-year term expires July 2026)

Authorised Officers for Club Registration:	Kym Turner (Registrar)
Vehicle Dating Officer:	Robert Bird (VDO)
	Brett Lonnee (VDO)
	Denis Munden (VDO)
	Paul Robinson (VDO)
	Ben Heron (VDO)

MOCSA Magazine Update

It has been voted on by the new 2025/2026 Committee that the magazine will go completely digital from September 2026.

New Members Since the Last Edition

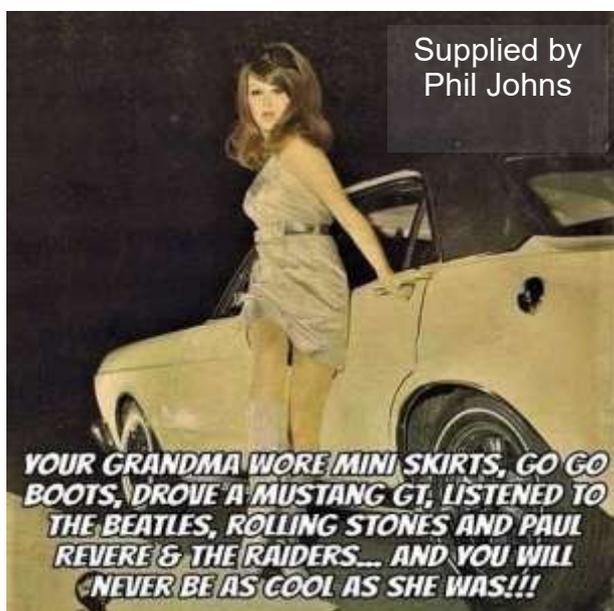
Member #	Member Name	Mustang
1435	Peter & Onanong Alchin	1966 Grey Hardtop 289 LHD
1436	Darren Stroud	2024 Vapour Blue Coupe GT 5.0L
1437	Nesha Sathurayar & Jason Sandercock	1966 Candyapple Red Hardtop 289 LHD
1438	Charlie & Susan Debattista	1968 Silver Hardtop 302 LHD
1439	David & Michelle Gebethner	1966 Blue/White Stripes Fastback GT 347 LHD
1440	Sam & Lucy Portaro	1966 Light Blue Hardtop GT 289 LHD
1441	Josh Czopek	2002 True Blue Coupe Cobra 4.6L
1442	Tony Franze	1966 Tahoe Turquoise Hardtop 289 LHD
1443	Aiden Gerace	1969 Acapulco Blue MACH1 Sportsroof 351 LHD
1444	George Philippou & Charli Ashby	1969 Candy Apple Red MACH 1 Sportsroof 351
1445	Craig Freak & Dyanne Heaft	2019 Orange Fury F1 Coupe GT 5.0L
1446	John & Lorna Paredes	1966 Tahoe Turquoise Hardtop 289
1447	Steven & Wirapak McCormack	1966 Blue Hardtop 289 LHD
1448	Brian & Jane Grech	1966 Signalflare Red Hardtop 289 LHD

A warm welcome to the above new members who have joined the Club over the last few months. We look forward to seeing you at a Club meeting and your Mustang at one of the club events soon – check out the Facebook page for upcoming events.

REMINDER for our existing members – if you have added a car to your stable congratulations on your purchase and don't forget to let the secretary (secretary@sa.mustang.org.au) know so we can add it to the Club Register.

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.



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Member of the Year Award

Tony Kilvington

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

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

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

I would like to thank all the finalists who were announced at the AGM for their participation in club runs, submission of articles in the magazine, whom made their way to the Nationals at Bathurst and all of their efforts contributed throughout the year.

Life members Kathy and Peter Cochinos take out the MOCSA Lorraine Kilvington Award for (2024/25)



Congratulations Kathy and Peter on your acknowledgement and thank you for your friendship and support over the past year.

MEMBERS OF THE YEAR POINTS SYSTEM

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

Service Badge



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

The criteria for such acknowledgement is based on:

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

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

20 Year badge

- (700) Stephen DeBono
- (703) Tony & Angela Ventra
- (706) Peter & Drika Carson

25 Year badge

- (224) Tim & Charmaine Lynas
- (225) Steve Winter
- (553) Rob Collins
- (556) Kathy & Peter Cochinos
- (567) John & Sonja Brown
- (583) Steve & Mary Natsias
- (584) Mark & Melissa Jensen
- (585) Guiseppa & Teresa Forgione

30 Year badge

- (346) Paul & Karen Robinson
- (348) Phil & Vicki Morecroft

35 Year badge

- (277) John & Wendy Altschwager

40 Year badge

- (217) Gavin Thrum & Amanda Roberts

45 Year badge

- (166) Fred & Marina Pascale



Thank You

This letter is to try and acknowledge the commitment, work & passion Tony Kilvington has done for the Mustang Owners Club of South Australia over many years. Anyone who has been on the committee past & present will understand this. With Tony & Trish stepping away from the committee it will give them time to relax and enjoy the club for what it offers. 29 years as Secretary is an amazing achievement and we will never see anyone as committed to our club in the future. Tony joined in 1976 as member #43 and became a Life Member.

Summary of his achievements:

1979 - 2025 Committee member 46yrs
1993 - 2025 Public Officer 32yrs
1996 - 2024 Secretary / Treasurer 28yrs
1980 - MOCSA National delegate
1985 - 7years as MOCSA Concours Director

2009 Established the MOCA Hall of fame and was the 5th member Inducted.

MOCA roles Vice President, Secretary/Treasurer, Public Officer.

Custodian of Club Records: Committees since 1976, Life Members, MOTY winners since 1991, Meeting attendance records since 1976, Club registry and VDOs since 1992, Monthly draws and Member listings since 1976.

This covers the significant and long-term contribution to the Mustang movement in SA and across Australia. Although Tony has stepped down, he hasn't stepped away and will always make himself available to all members with his knowledge and advice.

Tony has had a significant support from his wife Trish who has been with Tony 50 years and she to has supported the club with her own commitment and dedication. As they say behind every man there is a great woman! And we can all lay testament to that in this case.

We wish them both the very best in this well-earned break, to relax and spend time with their families and our Mustang family.

Personally, I again say thank you, Tony was the first person I met in MOCSA followed by Trish, Rod & Lorraine while looking at The All-American day at Henley Beach in the late 90's which led to me purchasing my 64 Mustang which I still have today.

Kym Turner

MOCSA President



Vale “Lucky” Phil Davis

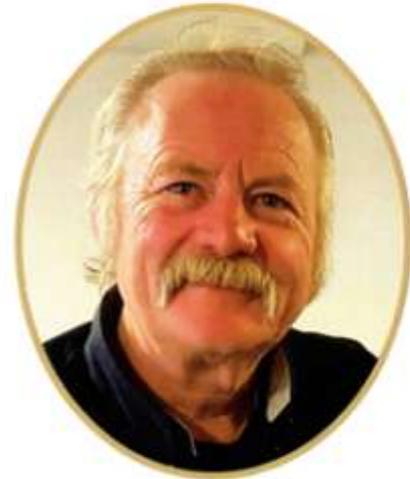
Dean Gambarotto

Your love, support and expression
of sympathy are very much
appreciated.



1972 - 1993

In loving memory of



Phillip John Davis

At our most recent club meeting in July members were informed of Phil Davis being ill and necessitating intensive care. To members who knew him it was serious news but we were all wanting the best for Phil.

The people close within the club would have heard Phil's name associated with his outside broadcasts with his radio station Coast 88.7fm at our Nationals and club events on the oval.

Phil was a member of MOCSA #314 and owned a 67 metallic green left hand drive coupe.

His funeral service took place at the Heysen Chapel Centennial Park on Wednesday July 30th attended by family, friends, former military personnel and workmates from his employment in and outside the radio industry and was live streamed to those afar. His persona earned him the respect of a full capacity attendance within the chapel and standing room only.

On entering the chapel we heard music played that was Phil's life story ... music from the 50s and 60s rock and roll, as he was a Rock n Roller from way back with his friends associated with dance and music at the Racquets Club where they met.

First to speak was Lyn Davis (wife) who eulogised her partnership with Phil which was very informative and somewhat emotional and followed by his sons with their stories about the father in their lives.

Several speakers came forward and gave of their association with Phil through their work and friendship from other avenues including military from the days he served in the Australian Army. We found out things about Phil, a larrikin at heart but one with a good heart.

People spoke of his days at his former employment before the radio station and his association with his rock n roll dance friends throughout his life.

He was a rocker who took to the airwaves at Coast 88.7fm with his programme The Roadhouse on Saturday afternoons at 2pm with hits from way back that rocked your day and now that he has left us The Roadhouse has closed ...sad.



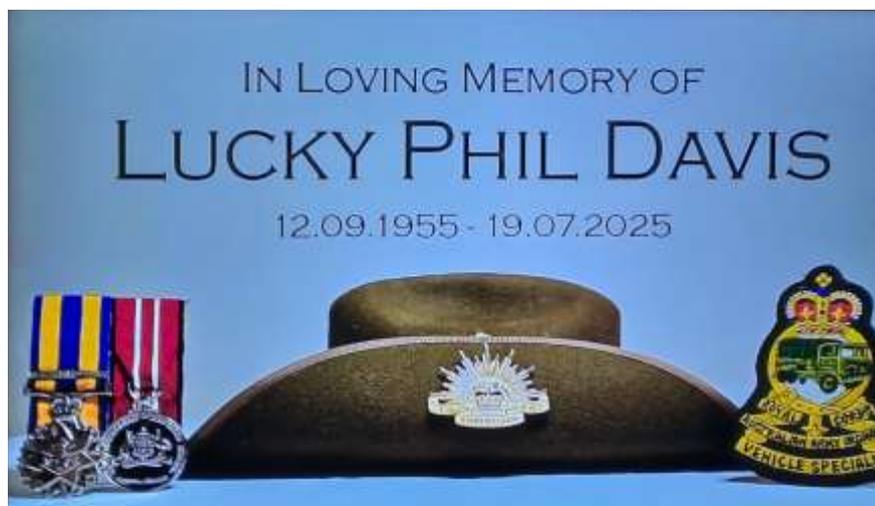
One of the stories that came forward was his military service and his career in ordinance within the army. Whenever one superior he reported to was in need of anything Phil was the “go to man” and wherever he got the material to “build or blow up” something that it wasn’t necessary to explain he went to Phil.

Bob Braithwaite from our club spoke of a trip with Phil and contents of that story cannot be printed .It was very somewhat too informative.

The service came to a close with a fully uniformed military bugler playing the Last Post with Bob and Marg Braithwaite folding an Australian flag and presenting it to Lyn and familya very moving moment.

The celebrant mentioned the attendance of club Mustangs and said that Phil would be cruising that Route 66 to his heavenly station.

Sergeant Phil Davis ...rest in peace dear friend.



Club run to SixTwelve Brewing, St Agnes 25th May

Kathy Cochinos

The weather was supposed to be pretty awful the day we were taking a drive through the Hills, doing a circle route and ending up at SixTwelve Brewing at St. Agnes, but it turned out to be quite a nice day without any rain.

We departed from The Tower Hotel on Magill Road at 10.15am and headed up Old Norton Summit Road, turning right at the summit and made our way through to Uraidla, eventually coming to Greenhill Road where we took a left turn towards Balhannah.

Leaving Balhannah we headed towards Charleston, Mount Torrens and on in to Birdwood where we stopped for a coffee/toilet break before heading on towards Mount Pleasant. Before arriving in Mount Pleasant we turned left on to Cricks Mill Road towards Mt. Crawford forest. At the T junction with Warren Road we took a left turn towards Forreston. Missing the turn off to the Forreston Road we continued along Warren Road to Martin Hill Road, lucky I missed the Forreston Road when I checked the run the previous week as it meant I knew how to get back to the Forreston Road, turning right on to Martin Hill Road this took us past the really big trees where the road was rerouted around the trees. Forreston Road was ahead and we turned left to drive through Forreston and on in to Gumeracha. From here we drove through Gumeracha past the local Hospital and on to Torrens Valley Road, at the junction with Gorge Road we were now on North East Road headed for Houghton passing through the little town of Inglewood.

At the Lower North East Road junction with North East Road we turned left (at least most of us did) towards Houghton and once through the town took the wiggly road down to the roundabout with Hancock Road where we turned right towards Smart Road, left on to Smart Road. As I was turning in to Smart Road I noticed several of our group on the other side of Hancock Road waiting to turn right in to Smart Road, so two runs in one once again. Down a bit further on Smart Road at the next roundabout we went right on to Tolley Road.

Our lunch venue SixTwelve Brewing was a few hundred metres down Tolley Road on our left. SixTwelve is in an industrial estate so it meant there was a little more parking space on a weekend but it was definitely at a premium, however, we did manage to squeeze us all in.

Once inside we all sat ourselves down and bit by bit ordered our drinks and lunch. The meals were really tasty and although it took a while for some meals to arrive they were worth waiting for. We had almost 50 people along for the drive and that equates to about 28 cars which is a good turnout.

Just a bit of trivia the name SixTwelve comes from the owner of the property who is 6 feet tall and twelve inches. Thanks to Robert Bird for that bit of info.

Thanks for coming along despite the bad weather forecast that didn't eventuate. I hope you enjoyed the day and look forward to seeing you on our next run.

Thank you to Karen Munden for the venue suggestion.





Little Blessings Brewery Laura

Kathy Cochinos

Sunday, June 22nd was our Club run to Little Blessings Brewery in Laura. The weather forecast wasn't too encouraging but it's one thing we can't change so we may as well enjoy what's on offer.

We met at the Churchill Centre and departed at 9.30. It was going to be a 2.5 hour drive so we needed to head off a bit earlier than usual. We got on to the North south Motorway and exited towards Port Wakefield where we stopped for a coffee/pitstop and added a few extra peeps to the mix.

On leaving Port Wakefield we headed towards Lochiel, then Snowtown, Gladstone, Crystal Brook and on in to Laura. It was a nice drive and although it was pretty windy there was none of the rain that had been forecast.



When we arrived at the brewery they had the street cordoned off so that we were able to park both sides of the street outside the venue. There were many more cars than spare parking spots so we parked up and down the street wherever you could grab a park.

Little Blessings had just finished an outdoor pavilion area that we were lucky enough to sit under. The day wasn't cold but the wind was a bit full on.

Harry, the reporter, from the Plains Producer came along on the Sunday to take a few pics of owners and their cars. He had contacted me earlier in the week to ask a bit about our Club. Merv and Marg Davies and Michael Shutter (Schluter) and Tania, also Kevin Box and Carol Richardson. The newspaper write up was put on our Club Facebook page by John Joseph.

Once we were settled in it was time to get some lunch and there was a food truck on site that had a menu that looked pretty good. First in best dressed was the order of the day as they struggle with the number of people at the Brewery. There were 50 of us and quite a few others from the surrounding area and plenty of tourists. Cat, the owner of the brewery had advertised our visit on social media so there were quite a few that came out just to have a look at the cars and then stay on for a bit of lunch as well. There were also several Mustangs that weren't ours that came for a squiz.

The food truck did a good job, it just took a while ... I think they needed another one. It was a pleasant afternoon under the new pavilion and sitting with your back to the sun it was quite warm.

It was a great run with 50 people and 30ish cars. It was nice to see Carol Richardson back on a run now that her shoulder has healed sufficiently that she is able to drive again and there were several new members along on their first run too and also a couple of newer Members out on their second run.

Really good day out and thanks for coming along, I hope you enjoyed the drive.

Thank you to Leanne Litchfield for the suggestion of Little blessings for a run.





Yankalilla Run July 27th

Kathy Cochinos

We met at the Flagstaff Hotel carpark and were leaving at 10am. The weather was supposed to be pretty awful but that's the only thing I can't do anything about so you have to just go with the flow. It was pretty cold and windy standing in the carpark before the run but there was no rain so that was good, and it stayed that way most of the day. We got a few threats of rain but they amounted to almost nothing.

Once leaving the carpark of the hotel we headed out on to Flagstaff Hill Road and turned right in to South Road and the Expressway. Once on the Expressway we peeled off to the left to take the ramp to Sturt Road and then a right into Shepherds Hill Road towards Blackwood. At the junction with Main Road at the roundabout we took the third exit to Main road and followed this through Coromandel Valley. I believe a few cars took the fourth exit and took a detour around the next roundabout on Coromandel Parade before coming back to the original roundabout and getting the right exit second time around. We drove through Coromandel Valley and continued through various road name changes to the T Junction with Grant Gully Road where we turned left heading in to Clarendon. From there it was on to the Kangarilla Road and once there we turned right in to McLaren Flat Road. Following the road through McLaren Flat we met up with the T junction with Main Road McLaren Vale and turned left towards Willunga. We were stopping in Willunga for a half hour or so and it was a really busy spot which meant we had to park quite a way up the main street. New Members Tony and Connie caught up with us in Willunga after missing the start point so it was good to meet them.

Leaving Willunga we headed up Willunga Hill towards Brookman Road and we continued on here out to the Victor Harbor Road, well at least some of us did. Some decided to take a left and head towards Hope Forest. Eventually those who had headed toward Hope forest realised that that wasn't quite right and turned around. Once out on the Victor Harbor Road it wasn't long before we would take a right turn in to Pages Flat Road and continue a nice drive through the countryside until reaching Hindmarsh Tiers Road on our left.

Those that hadn't decided to go to Hope Forest pulled over on Hindmarsh Tiers Road and waited for about 10 or so minutes before we decided to continue on. We needed to take Nettle Hill Road off to our right and it comes up pretty quickly so we needed to slow down to make sure we wouldn't miss the turn off. Along Nettle Hill Road is the Softfoot Alpaca and Wildlife Park and it was my first choice for our pitstop but it was just a bit too far so maybe I'll get there for a look another time. Sawpit Road was off to our right and this would take us through to the Inman Valley Road.

I had done the run the week before just to check all was good and it was but it had rained quite a bit since that first drive and I hadn't even thought twice about the ford along Sawpit Road. Oops. Turns out there was quite a bit of water running across the ford so we had no alternative but to take the Fords through the ford ... It was a reasonable depth without being excessive but I am sorry I did that to you all. It really was an oversight but sure turned out to be the talking point of the day.



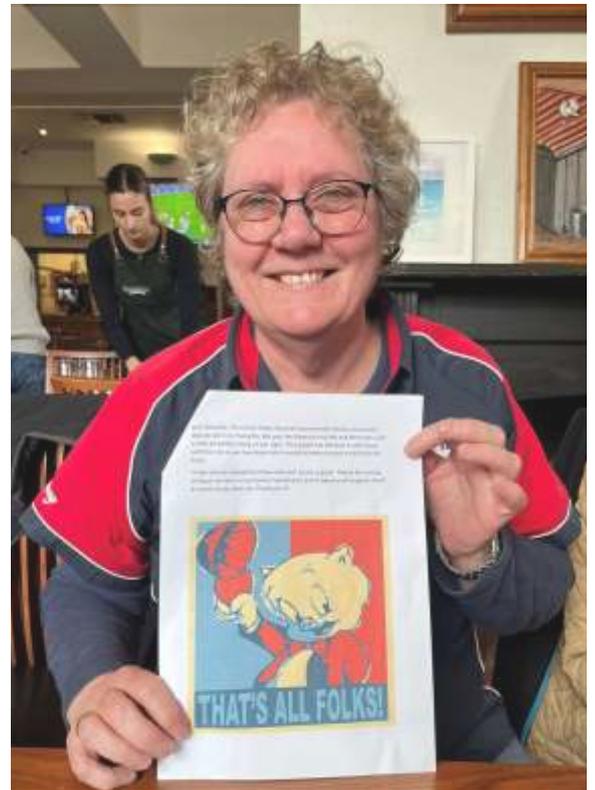
Was definitely a first for my last run as Events Co-ordinator. Once through the ford we continued along Sawpit Road to the Inman Valley Road turning right and heading on in to Yankalilla to the local hotel for lunch.

It was a nice drive and we had 13 cars and about 30 people along for the drive. Lunch was nice at the hotel and it was good to see a few along that hadn't been on a run for some time.

I hope you all enjoyed the drive and getting the underside of your cars cleaned, albeit in a rather unconventional way.

Thank you for all your support over the years that I have been organizing the events and I'm sure we will have many more very enjoyable runs to come with Geoff taking over the reins.

Thanks again and "That's all Folks"



REMINDER
2025/26 LOG BOOK STAMPING REQUIRED

For those members who missed the Club Registration days in July and as yet have not had their Log Books stamped for the next year ending 26/7/26, it is imperative that you arrange stamping before the vehicle is driven otherwise you are unregistered and uninsured.

Notifications to members via email, Website and Facebook posts have provided members with updates on Log Book stamping and renewal of Membership for the 25/26 Club Year.

If you have missed these notifications, then you can renew membership via direct deposit to the Club account (refer below) and post your Log Book to PO Box 210 North Adelaide SA 5006 for stamping.

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

- Attend the Club Meeting at WTB Clubrooms on Wednesday 17 Sept; or
- Contact Kym Turner on 0408 088 470; or
- Contact Denis Munden on 0417 842 904; or
- Contact Rober Bird on 0487 982 465

Payment options are:

Direct deposit to: People's Choice Credit Union
 BSB: 805050
 Account #: 2321346
 Name: Mustang Owners Club
 Details: (your *surname* & member number) 25/26
 Amount: \$60.00 (Member Annual Subscription)
 Amount: \$90.00 (Member Annual Subscription + 1 Log Book renewal)
 Amount: \$40.00 (Associate Member Annual Subs)

OR

Cheque or Money Order in favour of:

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

THINGS YOU SAY AFTER 50

Supplied by ... *Dean Gambarotto*

1. Where the hell is my phone?
2. How did I get this bruise?
3. That isn't my password either? WTH!?
4. How do they expect you to read this small print?
5. Where did I put my glasses?
6. I don't care if it doesn't look fashionable, it's comfortable
7. Who the heck is calling at 9.30pm??
8. Does anyone say please and thank you anymore?
9. Geez, how do you throw your body out of whack just sleeping wrong?? WTH??
10. These scales can't be right!!
11. WTH is wrong with people nowadays?
12. Why did I come into this room?

Did You Know?

... Kym Turner

The Ford Mustang is sold in 85 markets globally. In the past decade, Ford has sold nearly 1 million Mustangs worldwide, with strong demand in the United States, China, and Australia. While the US remain a significant market, over a third of all Mustang registrations occur in export markets, according to Ford.

The highest known mileage for a Ford Mustang is over one million miles, achieved by a 1966 Ford Mustang 289 Hardtop owned by the Anderson family since 1972, [according to Top Speed](#). This particular Mustang has been meticulously maintained and has surpassed the one million mile mark on its odometer.

- [David Blenkle's 2022 Mustang Mach-E](#):
- This owner has driven over 250,000 miles in just over three years, [according to Ford From the Road](#), showcasing the potential longevity of the electric Mustang Mach-E.

Movie Cars

- [Charlie's Angels \(1976-1981\)](#): Farrah Fawcett's character, Jill Munroe, drove a white 1976 Ford Mustang Cobra II, a model known for its distinctive styling and sporty appearance.
- [The Walking Dead \(2010-2022\)](#): A 1967 Mustang Fastback, initially a parts car, gained fame after being used in the show, particularly in the early episodes of season two.
- [Get Smart \(1965-1970\)](#): The series featured a Shelby GT500 convertible, often driven by Maxwell Smart, played by Don Adams.
- [Beverly Hills 90210 \(1990-2000\)](#): A 1965 Mustang Convertible was a regular part of the show's scenery, often associated with the characters.
- [Blue Bloods \(2010-Present\)](#): A 1967 Mustang Fastback is a recurring vehicle, often seen in the show's outdoor scenes.
- [21 Jump Street \(1987-1991\)](#): A 1968 Ford Mustang Fastback was featured in this series.
- [The Mary Tyler Moore Show \(1970-1977\)](#): A 1970 Ford Mustang Coupe was part of the show's backdrop.
- [Spenser: For Hire \(1985-1988\)](#): A 1966 Ford Mustang Fastback was used in this series.
- [Team Knight Rider \(1997-1998\)](#): A 1997 Ford Mustang GT Convertible was part of this show.

The top-selling Mustangs at Mecum auctions:

- **1965 Shelby GT350R Prototype:**
This car holds the record for the highest price ever paid for a Mustang at auction, selling for \$3.85 million.
- **1968 Ford Mustang GT "Bullitt":**
The iconic Mustang from the movie "Bullitt" fetched \$3.4 million at auction.
- **1967 Shelby GT500 Super Snake:**
This high-performance Mustang, known for its speed and rarity, sold for \$2.2 million at Mecum in 2019.
- **1966 Shelby GT350 Convertible:**
A rare and desirable convertible version of the GT350, this car sold for \$1.1 million at Mecum Indianapolis in 2020.
- **1965 Shelby GT350R:**
One of the original competition-spec GT350R models, this car sold for \$1,265,000 at Mecum Monterey in 2021.

Coming Events

2025/2026

**** Denotes official club run**

Sunday 21/09/2025**

Club Run to Mount Torrens

Lunch at Mount Torrens Hotel at 12.30pm.
Meet at Windy Point Restaurant Car Park at Belair at 9.30am for 10.00am departure.

Maximum 40 people



Sunday 23/11/2025**

Alternate Car Breakfast Run

Meet at West Beach Surf Life Saving Club at 8.30am.
18 Seaview Road, West Beach.
Bring your alternate car or daily drive.

Maximum 40 people



Sunday 7/12/2025**

Club Christmas Picnic

Lobethal Recreation Ground Sports Club

Meet at far end of rear car park at Kmart Kurralt Park at 10.00am for a 10.30am departure.
Or make your own way to Lobethal for 11am start.



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, Geoff via email events.mocsa@gmail.com and let me know you are coming.

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.

Wednesday 19/11/2025 Monthly Meeting #589

West Torrens Birkalla Soccer Club

Meeting starts at 8 pm.
Light supper provided.

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		

November 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

18 Mustang SA

September 2025

www.sa.Mustang.org.au

**** Denotes official club run**

Sunday 18/01/2025**

Club Run to Stockwell

Lunch at Stockwell Hotel at 12.30pm.
Meet at Saints Kitchen of Saints Road & Main North Rd, Salisbury Plain at 9.00am for 9.30am departure.

Maximum 50 people



21/01/2026

Ponies on the Pitch

from 6.30pm.
Bring your Mustang to display on the soccer grounds.
Enjoy a free sausage sizzle prior to the meeting.
Wear your favourite Mustang shirt if you have one.



Sunday 22/02/2025**

“TBA”



13th, 14th & 15th March 2026**

MUSTANG NATIONALS 2026 - Perth, Western Australia

Full details on page

Sunday 22/03/2026

All Ford Day - Oakbank Racecourse from 10.00am

Contact Mike Perry for further details



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 10/12/2025
Monthly Meeting #590**

West Torrens Birkalla Soccer Club

Meeting starts at 8pm.
Supper provided.
Please note the date change.

**Wednesday 21/01/2026
Monthly Meeting #591**

West Torrens Birkalla Soccer Club

Ponies on the Pitch from 6.30pm
Free sausage sizzle.
Meeting starts at 8pm.

**Wednesday 18/02/2026
Monthly Meeting #592**

West Torrens Birkalla Soccer Club

Meeting starts at 8pm.
Light supper provided.

December 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				

January 2026						
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	

February 2026						
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	

The Vine Inn, Nuriootpa

24th August

Geoff Whait

This was my first cruise as the new Events Coordinator after taking over from Kathy. We also had some members out for their first cruise with the MOCSA team. We met at the Costco carpark for a 10am departure. The sun was out, and 30 Mustangs started to roll in from classic to new, plus one Subaru for an initial total of 31 cars.

Armed with sunshine, optimism and 2 way radios to communicate between some of the cars we departed the Costco carpark, our first destination was the Sunrise Bakery Lyndoch. Heading toward the North-South Motorway, we stretched our legs until it was time to take a right turn onto Gomersal Road, cruising along and enjoying the sweeping roads and green paddocks. Entering Lyndoch the cars parked on the freshly mowed grassed area on the left, it's as if they knew we were coming.

Standing around for a while chatting and grabbing a coffee and cake or pie/pasty at the Sunrise Bakery, after about 40 minutes and another quick debrief, we headed off on our 2nd leg of the run toward our lunch destination The Vine Inn, Nuriootpa.

It took us a bit to get across the T Junction heading toward Williamstown, Jenny was nominated 'Tail End Charlie' for the day, in her Bullitt to round up any stray Ponies.

The road differed slightly from our first leg, the views were large gum trees, still green paddocks and hills afar, passing through Springton, Eden Valley, Angaston and Penrice. Our destination was in sight with only a few more turns to go and we came to an unexpected road closure due to a local event, with a few shout outs over the radios from my trusty copilots to determine the best road to take, we were back on track.

We picked up an additional 4 Mustangs on the way making it a total of 35 cars on the day. As we had 75 people for lunch the venue was able to provide us with a private room, after some extra furniture rearranging everyone managed to find a seat, the food was good, and the service was quick considering the large group.

Was an enjoyable day for everybody and look forward to the next run.





HAPPY
Graham & Jenny
BIRTHDAY





MOCSA

Christmas Picnic

Sunday 7th December 2025 from 11am

Lobethal Recreation Ground Sports Club
4 Onkaparinga Street, Lobethal

Lunch will be supplied by MOCSA & will include

- cold meats
- salads
- bread rolls
- desserts
- tea & coffee
- plates & cutlery

Bar facilities available (BYO alcohol not permitted)

***Come & join in the fun,
all club members are welcome***

***Santa will visit around 2pm
Lollies & drinks supplied to children***



***Outdoor games/activities
included***

If you wish to travel to the venue with
other Mustangers

meet at 10.00am for a 10.30am departure from

Kmart, Kurralta Park
153 Anzac Highway, Kurralta Park

For Catering purposes please register your
attendance on the run sheet at a Club Meeting or
email Geoff at events.mocsa@gmail.com

Please email your child's present registration form to
kathy@cmkfurnishings.com

Or hand it in at a meeting, by the 19th November 2025,
with your payment.

To assist Santa in giving your child / grandchild a present
that they would like, please be sure to make a suggestion
on the form.



a word from
our sponsors



GT. 350

Precise control takes on a new meaning behind the wheel of Shelby American's new Mustang GT-350! The complete suspension system has been re-designed to comply with a computer plotted geometry that allows the GT-350 to stick like nothing you've ever driven. Reflex quick steering, Koni shocks, and Goodyear 130 mph "Blue Dots" let you pick your exact line... and stick to it! No use mentioning the GT-350's 306 hp Cobra hi-riser 289 or the competition proven disc brakes until you've actually sampled a few corners at speed. The most complex blind apex closing radius bend becomes the expert driver's challenge instead of an exercise in frustration. When you go down to test the GT-350, ask the salesman to bring your present car along for comparison...you won't believe it! Suggested list price \$4547.00

For more information write Dept S, Shelby American, 6501 W. Imperial Hwy., Los Angeles, California 90009

The year 1965 – that's 60 years ago! – was a landmark one in the history of the Ford V8 engine. The old, original side-valve 'flathead' Ford V8 had been the staple of hot rodders and amateur motorsport competitors before the Second World War and immediately after it, but in the mid-'50s Ford found itself on the back foot with the arrival of the first overhead-valve Chev V8 (later known as the small-block Chev). But then came Ford's ohv 'Fairlane' V8 engine. It was so-called because that's where it first appeared, under the bonnet (well, under the hood) of the '62 model Ford Fairlane. The original Fairlane V8 was a modest 221cid

(3.6-litre); it didn't even offer enough oomph for the '62 Fairlane sedan to see off the smaller-capacity (3.1-litre), six-cylinder Chevy II sedan. Fast forward just a few years and the whole ballgame had changed. The 221cid Fairlane V8 engine was soon enlarged to 289cid; later in 1962 Carroll Shelby shoehorned one into an AC Cobra sports car – and the Shelby Cobra was born. The 289 V8 was the obvious choice, of powerplant for Ford's all-new 1964 concept of an 'everyman's sports car', the Mustang, while in motorsport it formed the basis of Ford's ambitious assault on the Le Mans 24 Hours (or more specifically, Henry Ford II's assault on Ferrari). In modified form in 1965 the 289 also

powered the first Shelby-American Mustang GT350. This is Shelby's print advert, which ran in the May issue of *Sports Car Graphic* magazine. It's remarkably understated for a machine that offered (by mid-'60s standards) such sensational performance, handling and braking, but it seems the good folk at Shelby-American were confident the GT350 would pretty much sell itself. Which it probably did, given how much bang the GT350 delivered for the 4500 bucks price tag – barely \$1000 more expensive than a '65 model Fairlane, and not to mention around a third of the price of the Ford GT40 (with similar 289 V8 power) which went on sale later in the year. [\[READ\]](#)



MUSTANG NATIONALS 2026

13 March to 15 March
REGISTRATION FORM
CLUB MEMBERS

PERTH, WESTERN AUSTRALIA

Proudly hosted by - Mustang Owners Club of WA (MOCWA)



ENTRANT DETAILS:

Entrant's Name			
Club & Memb No			
Partner & Children's names			
Home Address			
	State	Postcode	
Email Address		Mobile	

EVENING EVENTS:

All evening events will be held at the **Pagoda Resort & Spa, Como**. Rooms have been set aside exclusively for MOCA—see accommodation details below. Additional caravan park and nearby accommodation listings are provided in the Registration Supplement.

Day	Date	Function	Per Person	No. Attending	Total \$
Friday	13 March 2026	Welcome Dinner	\$85.00		
Saturday	14 March 2026	Theme Dinner	\$90.00		
Sunday	15 March 2026	Presentation Dinner	\$95.00		
A - TOTAL					\$

(Please advise of any special dietary requirements at the time of registration.)

Will you require accommodation at the Pagoda Resort & Spa? Yes No *(If yes, please refer to the Accommodation section of this pack for booking details.)*

VEHICLE CLASS ENTRY*

Class	Cost	Year	Model	Colour	Rego No.	Total \$
Show & Shine	\$10					
Display Class Judged	\$35					
Concourse Original Class	\$50					
Concourse Modified Class	\$50					
Concourse Thoroughbred Class	\$60					
Resto Mod Class	\$50					
B - TOTAL						\$

For additional class entries, please attach a separate sheet.

Concourse enquiries, please email mocwa26@gmail.com.

Total (A + B)	\$
Less Deposit Paid	\$
Total Amount Due	\$

PAYMENT DETAILS

TOTAL MONIES DUE & PAYABLE BY Saturday 31 January 2026 (No refunds will be provided after this date.)

Email forms to: mocwa26@gmail.com

Post to: 2026 Mustang Nationals | PO Box 429 | Victoria Park WA 6979

Electronic Transfer: Please reference your name in the payment description. Include transfer details on this form.

MOCWA Treasurer: _____

EFT Bank details:

Acct Name: Mustang Owners Club of WA Inc

BSB: 633-000 | Account No.: 159781129

Electronic transfer ref: _____

Entrants Signature: _____

Date: _____



MUSTANG NATIONALS 2026

13 March to 15 March

REGISTRATION SUPPLIMENT

PERTH, WESTERN AUSTRALIA

Proudly hosted by - Mustang Owners Club of WA (MOCWA)



EVENING EVENTS – Additional Information

- **Friday 13 March –Pagoda Resort & Spa | Welcome Banquet**

Kick off the Nationals in style at the Pagoda Resort & Spa. Join fellow Mustang enthusiasts for pre-dinner drinks and a banquet dinner to officially open the 2026 event. Club shirts and name tags are encouraged to make introductions easier and show your club pride.

- **Saturday 14 March - Pagoda Ballroom | Theme: Beach Party**

Relax and unwind after a day of cars, displays, and competition with a fun-filled Beach Party banquet. Dress in your best beach attire—Hawaiian shirts, tropical dresses, leis, sandals, or anything that brings the summer holiday vibe. Expect great food, lively entertainment, and a chance to celebrate Mustang culture in a playful way.

- **Sunday 15 March – Historic Ballroom | Presentation Dinner**

The Nationals culminate with the prestigious Presentation Dinner held in the Pagoda's elegant Historic Ballroom. Awards for the weekend's competitions and displays will be presented during this evening. Dress code is formal—Lounge Suit for gents and Cocktail attire for ladies—making this a night to honour achievements and celebrate in style.

MUSTANG CONCOURSE

- Judging will take place on **Saturday 14 March 2025** at McInerney Ford, 239 Walter Road West, Morley WA 6062 Website: [McInerney Ford | Ford Dealer Morley](#)
- Concourse vehicles must arrive early for scrutineering and judging. Entrants are reminded that all concourse vehicles must also be displayed at the **Sunday 15 March 2025** Show & Shine at Gloucester Park to be eligible for recognition.

MUSTANG DISPLAY - SHOW & SHINE

The big SHOW n SHINE Event will be held on **Sunday 15 March 2025** at the **Gloucester Park** trotting Complex (3 **Nelson Crescent, EAST PERTH WA**). We are aiming for this to be one of the biggest static displays of Mustangs ever seen in Western Australia.

We do not care what condition your Mustang is in, we just want it there for everyone to appreciate. This show is about **THE MUSTANG – THE CAR.**

The Show & Shine is the largest public display of the Nationals weekend, with hundreds of Mustangs showcased for enthusiasts and the public alike.

- **Date:** Sunday 15 March 2026
 - **Venue:** Gloucester Park Trotting Complex, 3 Nelson Crescent, East Perth (15 mins from Pagoda Resort)
 - **Early Access (Cars & Trade Bays):** Saturday 14 March 2026, 12:00pm – 3:00pm
 - **Bump In (Gates Open Sunday):** 7:30am
 - **Last Entry for Display Cars:** 8:55am (strict – no entry after this time)
 - **Display Time:** 9:00am – 2:30pm
 - **Trophy Presentation:** 2:00pm
 - **Bump Out:** 2:30pm
- Official 2026 Mustang Nationals merchandise will be released, including shirts and event memorabilia. Details provided closer to the event. Stay up to date via the [MOCWA website](#) and the official Nationals Facebook page for release dates, pre-order forms, and design previews. Early ordering is recommended.



MUSTANG NATIONALS 2026

13 March to 15 March



ACCOMMODATION

The Pagoda Resort & Spa (Como) is the host venue. A special block of rooms has been reserved for MOCA—quote **MOC_WA** to access discounted rates.

Room Rates:

- **Superior Room:** \$185 (Room Only) | \$235 (B&B for 2)
- **Deluxe Room:** \$200 | \$250
- **Pagoda Suite:** \$220 | \$270
- **One Bedroom Apartment:** \$235 | \$285
- **Two Bedroom Apartment:** \$305 | \$355

Guest check-in: 2pm | Departure: 11am.

Rooms held until November 2025, after which unreserved rooms may be released.

Contact Pagoda to book:

- **Address:** 112 Melville Parade, Como, Western Australia 6152
- **Tel:** (08) 9367 0300
- **Email:** admin@pagoda.com.au
- **Website:** www.pagoda.com.au
- **Online Code:** MOC_WA

(Please advise of any accessibility requirements when booking.)

Parking Your Mustang:

Parking is available at the hotel's car park and will be at the guest's own expense.

Nearest Car Wash Options (near Pagoda Resort & Spa)

Name	Address	Contact	Service
Shiningstar Car Detailing (South Perth)	59 Mill Point Rd, South Perth	(08) 6261 8771 0430 884 485	Hand wash and full detailing, just over the river. (2km from Pagoda)
James Mobile Car Cleaning	Mobile – comes directly to the hotel or your preferred location.	131 546 (Jim's Mobile Car Cleaning – South Perth/Como franchise)	Ideal if you don't want to move the car.
Specialised Car Detailing Perth (Waterford)	67 Waterford Ave, Waterford WA 6152	0433 376 942	Full detailing services, (3.8 km from Pagoda)
Kwik n' Kleen (South Perth)	244 Mill Point Rd, South Perth WA 6151	(08) 9474 2946	24/7 automated laser wash and self-serve bays, fast and convenient. (2km from Pagoda)

OTHER ACCOMMODATION OPTIONS

- [Perth Central Caravan Park](#) – 7 km from CBD, pet friendly.
- [Discovery Parks Swan Valley](#) – 25 min drive from Como.
- [Banksia Tourist Park](#) – Cabins & caravan sites, 20 min drive.
- [Airbnb Perth CBD](#)
- More options via [Wikicamps Australia](#).
- Western Australia Visitor Centre : [Western Australian Visitor Information Centre - Home](#)

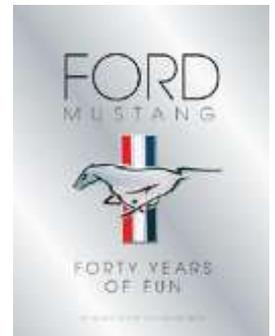
CONTACTS

General Enquiries: - mocwa26@gmail.com

Mustang Sales over the years

... Kym Turner

First Generation	1964.5-1973	2,981,259
Second Generation (Mustang II)	1974-1978	1,107,718
Third Generation (Fox Body)	1979-1993	2,608,812
Fourth Generation (SN95)	1994-2004	1,562,529
Fifth Generation (S197)	2005-2014	1,006,975
Sixth Generation (S550)	2015-2023	672,677
Seventh Generation (S650)	2024+	47,212



1964.5	121,538
1965	559,451
1966	607,568
1967	472,121
1968	317,404
1969	299,824
1970	191,239
1971	151,484
1972	125,813
1973	134,817
1974	385,993
1975	188,575
1976	187,567
1977	153,173
1978	192,410
1979	369,936
1980	271,322
1981	182,552
1982	130,418
1983	120,873
1984	141,480
1985	156,514
1986	224,410
1987	169,772
1988	211,225
1989	209,769
1990	128,189
1991	98,737
1992	79,280
1993	114,335
1994	123,198

1995	136,962
1996	122,674
1997	116,610
1998	144,732
1999	166,915
2000	173,676
2001	169,198
2002	138,356
2003	140,350
2004	129,858
2005	160,975
2006	166,530
2007	134,626
2008	91,251
2009	66,623
2010	73,716
2011	70,438
2012	82,995
2013	77,186
2014	82,635
2015	122,349
2016	105,932
2017	81,866
2018	75,842
2019	72,489
2020	61,090
2021	52,384
2022	47,566
2023	53,159
2024	47,212



Let's Torque

Technical topic for discussion: *Is a used S550 Mustang a good buy?...*

by Dyno Dave

The 6th generation of the Mustang started with the S550 model that was available in model years 2015 to 2023. The 2018 and beyond models have become very popular on the used performance car market. 2018 was the first year to include the excellent 10-speed automatic transmission that is a vast upgrade from previous autos. They can be found with low kilometres at good prices now that the newer S650 models are on sale. From 2018 the Mustang also got a facelift and improved safety features. These are also a plus, so from this model year and beyond you can find some great cars.



2018 Ford Mustang GT 5.0

But how good are they? Are they tough enough to shrug off the effects of possible hard driving, perhaps even thrashing? It is after all a performance car and most owners would give their S550 a good squirt at times if road conditions allowed it. What should you be mindful of when hunting one down for your stable? Like all mass-produced cars, some are better than others in the long term. The S550 is no different. It was built to the exacting standards of the Ford Motor Company and they've been doing it for well over 100 years. But the Mustang can be expected to endure higher stresses than your average weekly shopping trolley. It's what they were made for. Will they become a money pit down the track or can you expect a reasonably good run?

Here's what you should look for when searching for an S550 model from 2018 and beyond...

Here's what you should look for when searching for an S550 model from 2018 and beyond...

- 1) First of all, check for evidence of hard driving, like tyre wear and road debris sticking to the underside of the wheel arches. Factory tyres wear down fast so make sure the car hasn't got cheap low-spec ones fitted.
- 2) The 5.0L GT engine is prone to overheating if the cooling system is less than perfect. If the engine runs hot it could be due to a coolant leak, a bung thermostat or issues like the radiator fan not working correctly.
- 3) Listen out for rumbling noises coming from the rear end when you go for a test drive. That can indicate rear wheel bearing wear leading to early failure.
- 4) Look for suspension issues as they can come up due to hard driving - premature wear in bushes etc.
- 5) Have a close look at the aircon system as evaporator leaks are common. Apart from not cooling the car enough, a white film can build up on the inside of the windscreen.
- 6) Be mindful that the 10-speed auto (and also the MT-82 manual trans) have known reliability issues and failure can lead to expensive repairs. There should be no clunking noises from the 10-speed auto trans.
- 7) Look for evidence that the previous owner used 98-octane premium unleaded fuel. That is what the 5.0L GT engine was made for and using a lower octane rating can cause issues apart from lack of performance. Occasional use of 95 is acceptable for pottering around town but 98 is better under all conditions.
- 8) Check out the body panel and trim fit. Also the wheels – ones that show signs of kerb rash or other mistreatment suggest the car you're looking at hasn't been treated well. Has it been maintained correctly?

Be vigilant when buying a used S550 so you won't be sorry. They are great cars if they are looked after.

Cheers

In the Kitchen

Jelly Slice

Glenys Searle

Ingredients

250g packet Yoyo biscuits
180g butter
3 tspn gelatine
3/4 cup warm water
Juice of 2 lemons (approx. 1/2 cup)
1 tin condensed milk
1 1/2 packets of Raspberry Jelly

Base

Crush biscuits, melt butter and mix together. Press into 28cm x 17cm tray (or similar size) set in fridge for a short time.

2nd Layer

Dissolve gelatine in warm water. In a bowl add lemon juice and condensed milk, gelatine and mix together. Put onto base and put into the fridge to set.

Jelly

Make raspberry jelly as per packet instructions. Allow to stand for a short time then carefully pour over 2nd layer.

Allow to set in the fridge overnight, when set cut into squares.



Cheese and bacon cob loaf

Julie Seifert

Ingredients:

500g cob loaf
1 tbsp olive oil
1 small onion, finely chopped
200g shortcut bacon rashers, diced
2 tbsp chopped chives
250g block cream cheese, softened
2/3 cup (160ml) cooking cream
2/3 cup light sour cream
1 1/2 cups grated cheddar cheese
1 cob loaf
chives, extra, to serve

Step 1:

Preheat oven to 180C/160C fan-forced. Line a large baking tray with baking paper.

Step 2:

Cut 4cm off top of cob loaf to form lid. Scoop bread from centre of loaf, leaving 1.5cm edge. Tear or roughly chop bread pieces.

Step 3:

Heat oil in a large frying pan over medium heat. Add onion and bacon. Cook, stirring, for 5 minutes or until bacon is browned and onion has softened. Remove from heat.

Step 4:

Add chives to bacon mixture. Stir in cream cheese. Mix until combined. Add cream, sour cream and grated cheese. Season with salt and pepper.

Step 5:

Spoon mixture into loaf. Arrange lid, bread pieces and in a single layer around loaf (slightly toasted is lovely). Bake for 20 minutes or until lightly toasted.

Step 6:

Sprinkle top of dip with extra chives. Serve warm.



5 Deadly Terms Used by a Woman

Supplied by ... *Dean Gambarotto*

1. "Fine"-This is the word women use to end an argument when she knows she is right and you need to shut up
2. "Nothing" - means "something" and you need to be worried
3. "Go ahead" - this is a dare, not permission, don't do it
4. "Whatever" - A woman's way of saying screw you
5. "That's Ok" - She is thinking long and hard on how and when you will pay for your mistake

Bonus Word: "Wow" - This is not a compliment; she's amazed that one person could be so stupid

The GT Package

... first 5-years (Part 2)

by *Dyno Dave*

The 1967 GT package

The first major cosmetic changes were introduced for the '67 model year and the GT package also changed to keep up with the times...

- The '67 GT package was made available, for the first time, on cars fitted with 2-barrel V8s. You could have either a 2V or 4V 289, with the 2V engine now standard.
- The 4V 289 was now optional, also the "Hi-Po" version...but so was a big-block 4V 390. The era of the Ford "muscle car" had begun, with the addition of the 320-HP "High-Performance" FE big-block. This was the legendary Thunderbird engine, which was big and heavy – but unbeatable by any previous Mustang combination. The market was comfortable with a big engine in a small body and the quiet running, high-torque 390 was a good seller.
- Manual transmissions were once again standard, with the three-speed on the 289 engines and four-speed on the Hi-Po. The C6 auto trans was optional on the 390 and the C4 on the 289's.
- Running gear and available diff ratios were as for the previous year. GTs with the 289 got an 8" diff, with the exception of the Hi-Po and 390-equipped GTs, which got the heavier 9" version.
- Included in the heavy duty suspension were larger shock absorbers, power front disk brakes and F70-14 wide oval white-wall tyres (cross ply of course).
- GTs with 4V engines got chromed quad exhaust tips, two each side on the dual-exhausts.
- A twist and turn "GT" gas cap was standard and there was an optional pop-top version.
- New fender badging identified cars fitted with auto transmissions by the letters "GTA", Cars fitted with manual transmissions were just badged "GT".
- The bonnet had air vents and turn indicators built in. Side stripes, fog lamps and the choice of interior trim was similar to previous years, updated for '67. For example, the stripes could be "reflective" versions in red, white or blue. Standard stripes included these colours, plus black.

By now, the contenders from GM and AMC were starting to become a nuisance and Ford went one step further with the release of the "Competition Handling Package" option. This featured an upgrade to the already heavy-duty suspension, adjustable shock absorbers, extra heavy front stabilizer bar, limited-slip diff with a limit to the rear axle ratio – 3.25:1 being as low as you could go. The wheels and trims were 15"x6" borrowed from the Thunderbird. This package was not cheap (more than twice the price of the GT package), but when mated up with the big block GT, it was an awesome combination on the street.

The advent of the big-block 390 V8 meant the days of the Hi-Po small block were drawing to a close. One of the rarest of all Mustangs is the '67 289 Hi-Po GT. Only 489 were built, from a total production exceeding 24,000 units. The 289-powered GTs in 2V and 4V version are less common than the cars with the bigger 390 FE V8. This engine offered a major improvement in performance and was highly sought after. Many Ford fanciers believe that "FE" stands for "Ford Edsel", but this is a common misconception ... it simply stood for "Ford Engine".

The 1968 GT package

Major changes took place in '68 as the "muscle car" era progressed. For the first time the venerable little 289 was no longer an option, in any form. Instead, you could choose from:

- The 302 V8 in either 2V or 4V configuration (2V being standard). Optional was the 390 V8 in both 2 and 4-barrel form, as for the previous year. The 428 Cobra Jet was released on April 1st and featured "ram air" induction – a first for a factory Mustang. This beast provided the answer Ford needed to counter significant inroads made on Mustang sales by the '67 Trans-Am winner, the fat-block 396 Camaro SS.
- Chrome started to appear in the engine bay, with the 390 and 428 getting chromed valve covers, air cleaner and master cylinder lids, plus dipstick handle.
- As in previous years, GTs with the smaller engine came with a three-speed manual transmission as standard and a four-speed "Top-Loader" manual for the 428CJ. Automatic transmissions were optional – C4 (small block) and C6 (big block), as before.
- The Special Handling Package was similar to previous years but the GT package for 390 4V or 428CJ cars required the mandatory purchase of front disk brakes. Styled steel wheels were now standard - a new 12-slot design with small hub caps sporting the "GT" insignia. The three available diff ratios were the same as the previous year and once again, a 9" diff was fitted as standard on the big-block engined GTs.
- The 302 engined GTs retained the 8" diff and (incredibly) went back to drum brakes all round as standard, with front disks being optional.
- Wide black non-glare hood stripes were standard on the 428CJ GTs, but optional on the 302 and 390.
- Choice of interior trim (standard, with deluxe optional) was similar to previous years, but updated for '68. The available GT "C" stripe colours were also the same and now *gold* was added as a further colour choice. Once again, reflective versions of the side stripes could be selected and a matching reflective finish to the wheels was now also available as an option, in keeping with the odd fashion dictates of the era.

The California Special GT

In 1968, selected Ford dealers in California promoted a special version of the GT...The California Special GT/CS. This had features taken from both the classic Shelby Mustang and the '68 GT coupe. They were available from February of that year and Ford marketing spiel touted, "California made it happen!" Some of them were available with the big-block 390 engine and a few had the Cobra Jet 428 fitted. Only 4,118 of these limited-edition cars were built. Exclusive to dealers in California at first, they were eventually sold in other states as well, as their popularity grew. Some 251 of the GT/CS Mustangs were sent to Denver, Colorado, where they were re-branded as "High Country Special" Mustangs. The trim on these cars included special badges and decals to readily identify them on the street. These special versions of the '68 Mustang GT are ranked among the rarest these days and command high prices at auctions.

The Mustang GT was asserting itself as the definitive muscle-car, with the 428CJ version being the fastest production car of its era. It did much to put Mustang sales above the Camaro, despite their subsequent introduction of an all-alloy 427 fat block. All '68 Mustangs with the 428 Cobra Jet engine built in the latter half of the model year were GTs. The standard configuration was the "R"-code fastback GT, but the Cobra Jet engine was available in hardtop and convertible GT versions as well. From within this potent group came the rarest of all factory-GTs ... the 428 Cobra Jet GT convertible, affectionately known as the "68-1/2 CJ" convertible. Only 47 were built and those that remain are worth a small fortune today. The legend continued...



1968 California Special GT

The 1969 GT Package

The base V8 engine was now increased to a 351 – still a small block, with a 2V carb. Other aspects of the GT package were:

- Choice of 351 4V in lieu of 2V, 390 4V and 428 Cobra Jet V8 engines. Engine bay chrome on the big-blocks was as before and by the middle of the model year, finned alloy rocker covers appeared on the 428CJ, as standard.
- Available diff ratios were as for the previous year and three extra ratios were added - 2.75, 3.91 and 4.30:1. A new limited-slip-diff was available ... the "Traction-Lok".
- The "Special Handling Package" and mandatory front disk brakes for the big-block GTs was as for the previous year. Front drum brakes were still standard on the small-block 351. The 12-slot styled steel wheels were also standard, as before.
- The 428 Cobra Jet GT featured the famous "shaker" ram-air induction system – a first for a regular production car. The hood was blacked out as before with non-glare stripes.
- The bonnet had a non-functional scoop and was locked by pin-type latches.
- Body stripe colours were as before but the reflective versions were deleted.
- Interior trim choice was unchanged (standard, with deluxe being optional).

The 428 Super Cobra Jet GT

This beast deserves a special mention because it was the most potent creation ever to come out of the Ford stable, as a regular production vehicle. That title may have been eclipsed by now, but it was the hottest thing in production cars for many years. Known as the 428 SCJ, or "Drag Pack" Cobra Jet GT, it featured the optional 3.91 or 4.30:1 rear end and the big-block 428 had solid lifters with a beefed-up lower end. An external oil cooler was also fitted. The "R" code and "Q" code GTs were to reign supreme as Ford's top performance offer, ex-factory. Limited-production vehicles like those by Shelby continued to keep the Mustang muscle-car image alive through the '70s. There was now little reason for Ford themselves to continue offering a factory GT and production ground to a halt. The '69 Mustang GT - rarest of all model years - was the last factory GT for some 12-years. Ford now had sufficient Mustang variations to make its presence felt with the Mach1, Boss and special-production Shelybys selling well to a performance-minded public.

The pioneering era of high performance Mustang production cars ended and the way was paved for a new phase of specialty vehicles. The GT package reappeared in 1982 and has continued to this day. Although the term "GT" has become part of everyday motoring language, nothing expressed the character and spirit of the early Mustangs like the group of options known as the "GT package".



1969 Super Cobra Jet 428

The GT package was originally made available as an option on the first generation Mustang and it continues to intrigue many Mustang lovers. This article was published in our club magazine several years ago and it clarifies many misconceptions about the early GTs. Now updated, it is repeated for the benefit of newer members who may have missed it and for those hunting one up for their stable.

Dave

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