

MUSTANG OWNERS CLUB OF AUSTRALIA - VICTORIA INC.



MUSTANG ROUNDUP

CLUB NEWS FROM ACROSS VICTORIA & TASMANIA

JULY - SEPTEMBER 2018



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MUSTANG ROUNDUP

SPRING 2018

MUSTANG OWNERS CLUB OF AUSTRALIA VIC. INC.

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Frank Hayes, Frank Thomson, Kevin Musgrave (Dec), Warwick Dowsley, Darryl Lowe, Graham Bell, Ian Blume, Tom (Dec) & Bev Brereton, Ron Minogue, Jim Lambie, John Chapman, Graham Folwell, Peter & Lorraine Richardson, Andre & Wendy Stoffers, Steve Lond (Dec), Nick & Kaye Duyvestyn, Rowdie McIntosh & Bruce Rigby.

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PRESIDENT'S LETTER



Dear Members

Your committee of last year was returned unopposed for the next year so we thank you for the vote of confidence and promise we will leave no stone unturned in our quest to make our club the best place to visit and enjoy our hobby. The whole committee is flat out working towards firstly the local Round-up then the Nationals at Easter next year in Melbourne.

We are closing in on our Round-up and as you all know, it will be held for the first time at the Victorian College for the Deaf in St. Kilda Road. The College have been wonderful with no roadblocks so we will be giving them a donation as part of our charity allocations this year.

This Winter has been cold, all be it, without as many days of rain as we would like. Parts of our dear country are really struggling with another drought which seems unfortunately to be the way every ten years or so. So time has come for many to clean the cob webs off the car, add some polish and get ready for spring and summer action.

Mind you our great Social Director has been flat out with things to do over Winter and one that springs to mind that I enjoyed immensely was the trip to Werribee where they are restoring a B24 Bomber.

The Club first visited this restoration some 10 years back, I certainly noticed many changes and how far these dedicated guys and gals had come along restoring the plane.

We even had an engine fire up on a stand, note well, including myself, don't get within 5 metres or splattering's of oil will end up on your clothing. During the war this must have been a smoke screen. It was like an old Holden Davina had few years back fill up the oil and check the petrol. Yes, there were a few caught out with the oil spray nothing really serious though.

I recently mooted the idea of a Girl's Day Run to where they would like to go for a change, the ladies would drive the cars or bring their own car. The boys would cook clean up and play second fiddle to our hosts the girls. This seemed well received and we will include in the calendar in the future. Any bloke found driving will have to pay a small charitable fine.

I would also like a day for the younger members where they would take charge and drive the prized toys. There will be more discussion on this one on how we are able to work it.

A few weeks back I attended the Tasmanian AGM, I could only make it a one day stop over due to other commitments which turned out to be a long day but very enjoyable one, catching up with mates from the Apple Isle.

I left home at 4am and returned at 8pm. Met at the airport kindly by Dave O'Brien and dropped off again later.

The AGM was held at Oatlands on a very chilly day. The Tassie crew put on a display outside the hotel with about 20 Mustangs - photos later in the mag.

Also in a vote of confidence, their whole committee was unopposed and we added two extra members as the membership is growing towards 100.

The only major change there was Dave O'Brien to take on the Co-ordinators role and Dave Ross will move to Deputy Co-ordinator due to a very heavy work load. We thank Dave Ross for guiding the club for the previous year.

The meeting went well and they are looking to future events and a show in 2020. The meeting was followed by lunch and a chat to all attendees, then we were off, as you know, it is not a great idea driving the roads of Tassie after dark, due to the wild life movements.

I would like to thank our new editor Colin Falso for his wonderful first magazine and expect all to do their part with articles. Don't leave it to others, you all put up your hands when questioned about the magazine, so write an article.

Coming up we have plenty for all to get involved in, the Round-up in October plus the annual Trip to Albury Wodonga will again be on. So check your guides and mags for information on coming events. You may even see the re-appearance of my 1969 Mach 1 after a few years break.

In the last few days devastating news has arrived that one of our much loved life members and staunch supporters Graham Folwell had passed away. Graham was battling that dreaded disease cancer, unfortunately it claimed another life.

There are three words that come to mind when I think of Graham, integrity, honest, helpful.

Graham personified those words, was a life member of the club and loved by all. He will be greatly missed.

Spring is nearly here so lets get those Mustangs out

Keep on Mustanging

Ian Collins
MOCA VIC President

EDITORIAL

G'day again fellow Mustangers.

Yes...I'm still here...we'll see after this Issue..more on that later... A Big Thank You to everyone who sent me their kind words and 'congrats for a job well done' putting together the publication. I welcome and appreciate any/all your feedback. I've taken them all on board and made a few minor changes you may or may not notice.

One in particular is the font size and weight....I've gone from a 'light' to a 'medium/book'. Hopefully this will print a bit darker and be easier on the eyes. Font size is about the same and is governed by the amount of content for each story so as to fit it all in within a number of suitable/reasonable pages.

If anyone has any questions on how they should supply any text or photos feel free to contact me first and I can guide you through. I plan to set up some general guidelines and print them in the magazine, but basically the best way is to simply send your 'unformatted' text in the body of an email and attach any photos.

There's no need to format or make your article look 'beautiful' in MS Word or similar cause I will 'strip' all formatting and reformat to fit the magazine style and template. Also, please don't supply any pics pasted in MS Word as they will lose quality and it's a long process for me to try and make them look half decent again - just simply attach originals to the email. If you have a large number of photos, contact me first.

So enough of the boring tech talk...onto the Mustang stuff.



Very clean looking 66 Stang @10 sec/347 Stroker - seen at the recent VIVA Festival in Surfers Paradise QLD.

Colin Falso
MOCA VIC Editor
colinmustangroundup@gmail.com

DEADLINE FOR NEXT MAGAZINE - DECEMBER 5

Please email all your articles directly to colinmustangroundup@gmail.com

If anyone has suggestions for regular articles you'd like to see in the magazine or you find anything interesting please contact me. If you have information on coming events or show results and any pictures you have taken please email them through to me. Please note we are unable to reprint scans of articles or photos from the web that may be subject to copyright laws.

FAREWELL GRAHAM

Lynda Sparrow

The sad news of Graham's passing affected many throughout the MOCA community.

He was loved by many and 'Grumpy' to all, but we weren't fooled. He was the most adorable, lovable, friendly 'grump' you could ever wish to meet. Whether it was a quick hello, or an hour long discussion, Graham made the time and he would always be there for a friend in need.

Our trips into the Mustang Meetings with Graham as co-pilot (usually from the back seat) were always entertaining. He had a habit of clapping his hands when he suddenly remembered something, and on one of our early trips, this happened as we were heading onto the off ramp from the freeway.

As a consequence, every meeting, every time we hit that off ramp, we would all clap our hands. It is funny how little things stick in your head. Memories.....

My family and I had only known Graham for a short time (4 years), but from the first meeting, we felt like old friends. He always had time for my two sons, JB and Tyler, and daughter-in-law

Amelia. Graham always sat with us at the meetings, and they took it upon themselves to stir him up at every occasion, and every time, Graham pretended he didn't love it, but that cheeky smile always shone through.

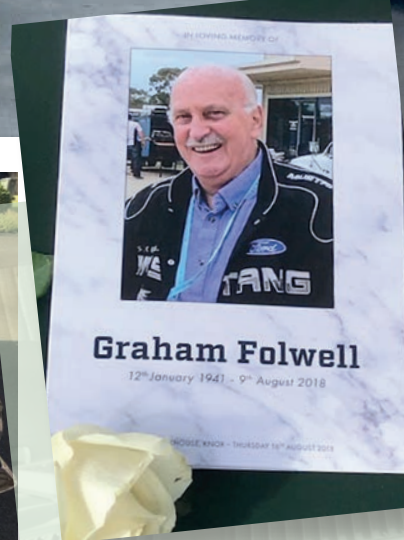
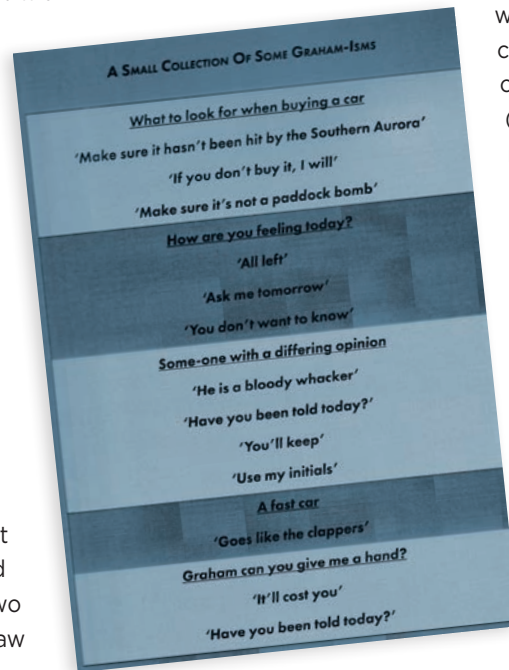
I specifically remember one occasion at a show where he was judging, after a long couple of hours, he sat down with us and had a can of drink. He was mumbling and grumbling for 2 minutes or so. We asked what was wrong, and he was complaining that the can of drink was stupid and wouldn't open. Through our laughter, Craig (Macka) 'diplomatically' (well not really!) pointed out that he had the can the wrong way. After all the giggling, Graham still insisted it was the can's fault!

Small things that seem trivial to some, become sweet memories to others.

Remember those little things, they become those treasured memories.

Farewell sweet Graham, you will be sadly missed.

Lynda, Macka, JB, Tyler & Amelia.



Graham FOLWELL -
12/1/1941 to 9/8/2018

It is a sad announcement that we let you know of the passing of Graham FOLWELL.

He was a character that everyone loved and he could instantly brighten up a room when he walked in. To those that knew him well he was fussy, funny and sometimes grumpy, but he knew his stuff about cars and would always be there for advice or to lend a hand when something was hard to do or needed that special touch.

Graham up until his death was our delegate at the A.O.M.C. and prior to that was on the A.O.M.C. committee from November 2000 to November 2009. He led an active life with his love of cars and interests.

He was a member of the compact Fairlane Club and for many years and both a Club Permits Officer and committee member receiving life membership status at the Mustang Owners Club of Australia Vic Inc and every year put his hand up to judge cars at shows and give advice to the owners on how the car might best progress. What Graham didn't know about Mustangs wasn't worth knowing.

He also restored and collected antique transceiver radios for a long time built and flew radio controlled aircraft.

He will be sadly missed by his friends and the membership.

Thoughts are to Libby and family. Farewell Mr FOLWELL.

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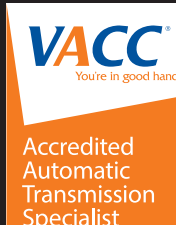
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Walhalla Wanderings

Eddie Voogt



It was a sunny winter's day when my wife and I took the "Stang" for a cruise through the winding roads up to historic Walhalla in Gippsland's Alpine wilderness region.

It is one of our favourite places and as new club members we thought other members might like to know about this great day trip option. We think it would make a great club run, stopping for lunch at Café 1914 in Erica on the way through, or the Wally Pub in Walhalla itself.

It's a rugged picturesque region with the historic Goldfield Railway Bridge and Thomson station providing a great point to stop and enjoy the scenery. You can catch the train from Thomson into Walhalla and back again, or just enjoy watching it come into the station.

There are lots of walking tracks around town and some flat areas to walk too for those less adventurous. Mine tours are available and there's plenty of local history to keep you occupied.

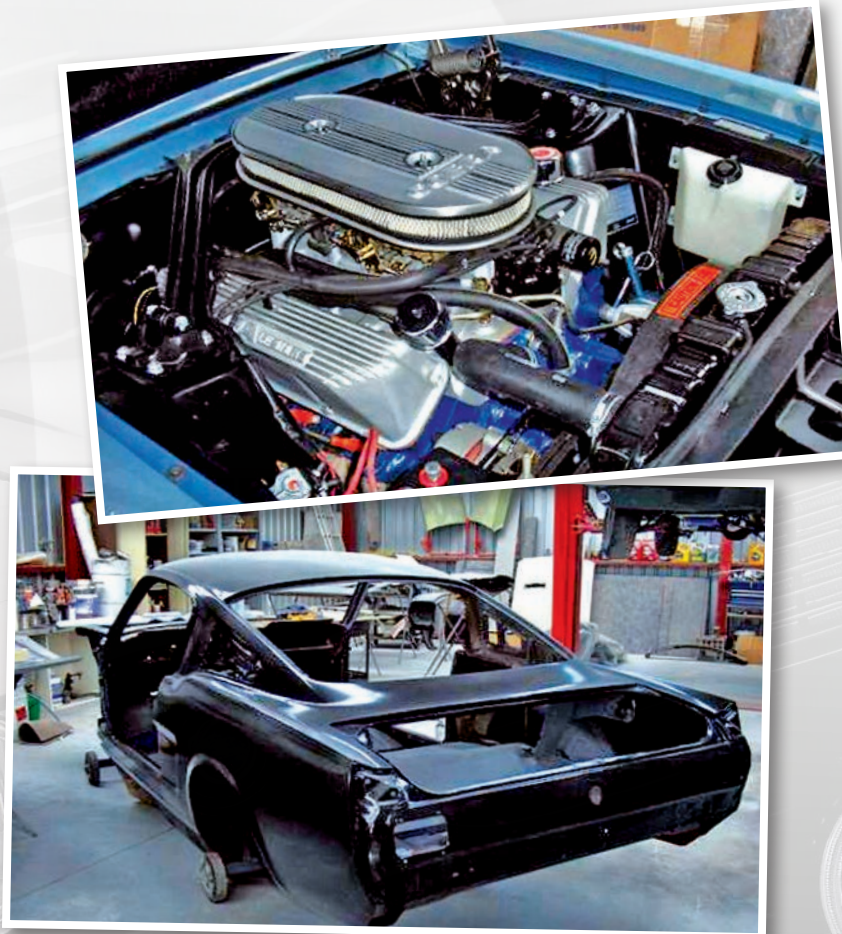
With such a back drop we found some great opportunities for snapping more car pics too!



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LIFE MEMBER RULES



So you want to be a Life Member?

Here's the rules to qualify for nomination as decided at our recent committee meeting. We took the SA Club's Rules and modified them to suit our needs. This was designed to stop comments about biased and mateship coming into play.



CLUB LIFE MEMBERSHIP RULES

- 20 Years Continuous Membership - This is a must

THE 30 POINT SYSTEM

These points are awarded for roles taken:

• SECRETARY	5
• TREASURER	5
• PRESIDENT	3
• VICE PRESIDENT	2
• EDITOR	2
• EVENT CO-ORDINATOR	2
• STOCK CONTROL	2
• NATIONAL DELEGATE	2
• WEB SITE CO-ORDINATOR	2
• PLATE SYSTEM	2 placed
• CENTRAL VIC CO-ORDINATOR	2
• MEMBERSHIP MANAGER	2
• COMMITTEE MEMBER	2
• AOMC DELEGATE	2
• ASSIST EVENTS	1
• MASTER OF CEREMONIES	1
• TRAILER TOW	1

A very fair system. It was also decided unlike SA who put up members to the AGM once they have passed the criteria, These members are voted on at the AGM meeting to receive the award.

We decided we would allow members to put up other members via email or forms placed around. These should go to the Secretary and be brought before the committee at the next meeting. The members in question would then be checked out to see if they passed the criteria.

They would then be asked for suitability after which they would be awarded Life Membership at our Concours Dinner.

It was also decided that more than one member can be awarded Life Membership on the night.

All members that placed someone up for any awards including City and Country Members of the Year should be replied to with reasons why members were not awarded to alleviate further problems we have en-counted some months ago.

Here's an example of how a member can be nominated:

Member A

Has been a continuous paid up member for 23 Years
Passes initial criteria, onto to point system example below.

1. Has been Vice President for 14 Years
2 Points x 14 Years = 28 Points
2. Has been a Committee Member for 5 Years
2 Points x 5 Years = 10 Points
3. Has assisted with 5 events
1 Point x 5 Years = 5 Points

Total = 43 Points - well above 30 points required.

Member qualifies to be nominated for Life Membership.



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Cruising the Mornington Peninsula

Dennis Payne



There's nothing better than a sunny Sunday afternoon cruising around the Mornington Peninsula. Well, I could be 30 years younger but I didn't have a Mustang then!

After giving the Mustang a quick wash, my wife Sue and I take off for a run in the sun. If its raining we generally cancel - can't get the Mustang wet. Of course, there are plenty of good restaurants and wine bars in Mount Eliza (our home base) but the best fun part is the drive in the Mustang.

A favourite trek is onto Nepean Highway to Mornington, down the length of Main Street, left onto The Esplanade past Kirk's Hotel and the Royal and a few kms further on to Mount Martha. Usually a beer or glass of wine at Volpino or the veranda at Mr Curtis overlooking the Bay.

The rumble of the 289 V8 down Main Street usually draws a looks and the occasional wave, returned with a klaxon toot.

A longer run requiring an earlier start is along Nepean Highway to the very end at Portsea. Lunch at the Portsea Hotel is a classic. Take a stroll on the foreshore after.

Hastings is an unsung destination with its rolling parkland on the edge of Western Port Bay, great for a picnic and a walk on a sunny afternoon. The marina area adjoining

the park is worth a look and there is a big-windowed coffee shop/ café on the corner overlooking the wharf. Plenty of wide open parking to keep the Mustang nice and safe away from flung open doors!

If there's time we drive on to Balnarring, Merricks and Flinders. The Merricks General Store and Wine Bar is great for a local wine and a meal at the Flinders Hotel is casual and friendly. The Heritage Tavern in Balnarring has been around for a long time, famous locally for its live bands on Sundays.

Then there's the wineries, loads of them especially in the Red Hill/ Main Ridge area. Favorites are Red Hill Estate, T'Gallant and Pier 10. The newly opened Point Leo Estate near Shoreham, owned by the Gandel family, with over 50 outdoor sculptures is well worth a visit. The Prancing Horse Winery (is that a Mustang?) is one we are yet to sample. All the wineries are great fun and the winding roads through the hills make for fun driving. You often see the guys in their Porsches and the Ferraris, sporting designer sunglasses and leather driving gloves, out on a club run.

So, wineries, beaches, great driving roads, its got the lot but its best in a Mustang.



WINTON SHELBY MUSTANG DISPLAY

Nez Demaj



For the very first time, I was invited by the management of the 'Festival of Speed' at Winton Raceway to organise a Shelby Mustang display which was a nice surprise.

When I organise a Shelby Mustang display, I embrace all Mustang owners so I knew the Victorian Mustang Club were invited but I wanted to invite the Melbourne Mustang 6 Generation Club who have over 1,100 members.

So, with everybody invited, I was offered by Craig Dean at Mustang Motorsport their Shelby Targa Tasmania race car which was dynoed at 850HP, I just couldn't refuse the offer. Well, it is a race car designed for the race track.



We, all met at Ford Australia, Broadmeadows on Sunday 6th August which was a very cool morning but a dry day with the sun showing her face which was great to see.

The early birds were there already at 7.15am and by 8am we had reached 55 Mustangs which was a great sight to see.

There were over 45 Melbourne Mustang 6G Club members who turned up for this event which was well supported.

We, all cruised up after a drivers' briefing and the sight of 55 Mustangs cruising together on the Hume Highway was an awesome sight.

Once we all arrived, we were allocated a prime position by the organisers then we proceeded to the Shannons Marquee to sign in for parade laps at 1pm. After a driver's briefing by the race steward we were given access to the track for 3 laps which was a fantastic opportunity and sight to see all of the Mustang owners enjoying themselves.



The organisers gave me 3 awards to present to our group including a Best Muscle Car Award which Theo won for his 1967 Shelby GT-500 and Victorian Mustang and Shelby Registry Member. Theo was so happy to receive his award which was well deserved.

The 2 other awards were presented to 2 MM6G Club members which were received quite well and appreciated.

About an hour after the parade laps, there were photographs offered to



purchase which was a great hit with the Mustang owners.

Overall, the weather and the event was fantastic and enjoyed by many Mustang owners.

Thanks to the organisers of Winton for the invite, Craig Dean from Mustang Motorsport for the loan of his Shelby which performed to perfection. Thanks to the MM6G Club and the Shelby Mustang members for their support.



Carroll Shelby's Allard Race Car at Winton Raceway

Bruce Ferguson

I saw this car at the recent 'Festival of Speed' at Winton and had a chance to talk to the driver, he said this was a race car that Carroll Shelby raced early on in his career.

The current owner, Apex Racing recently purchased and imported this very rare and desirable Allard from the USA.

It's also signed by Carroll Shelby and has an extensive European Racing History.



Want to find out more about Carroll Shelby's Allard?

Check out the Allard Register website:

<http://www.allardregister.org/blog/2015/11/2/carroll-shelbys-allard-to-the-elkhart-lake-vintage-festival>

1969 Mustang Wagon Ian Collins



Recently up for sale on Barn finds USA - polarised a lot of people. I think it would look better without those windows in the rear wagon make it look more like a more panel van. Not sure who finally purchased it but you still have to admire the workmanship gone into building this.

We had a guy in the club that built a 66 mustang ute which was great and Frank Thompson who built a 69 trailer out of the back half of a 69 wreck - great job. It's also up for sale.



Mustang Ute from the 1999 National Concours held in Bendigo.



Frank Thompson's '69 Trailer.

2018 Mustang Calendar

Leading up to Xmas 2017 MOCA Victoria Tasmanian Chapter published an all Tasmanian 2018 Mustang Calendar which was sold out fast. We published another run which some of you may have seen, still have a few left with 8 months to go on it if you would like one.

I would like to take the opportunity to say a big thank you to Tickford Hobart, Shannons and Tyeright Launceston for their support, also a great big Thank You goes to our Member Simon Van Ash for a wonderful job of producing this calendar for us.

Beverley Burgess



B-24 LIBERATOR CLUB RUN

Rob Wiatrowski



As a long time article supplier, I would first off like to express my heart-felt thanks to Graham Bell for his wonderful work as Editor of the Mustang Round Up magazine over the years. Belly had to endure my regular input and he made my articles appear as erudite and articulate as I had wished them to be as an end product. And not only that, dealing with Graham was always a pleasure, he was

the consummate gentleman and made the magazine what it was by his enthusiasm all the way. Not a bad steerer from what I heard as well, thank you Graham.

Last magazine was very well crafted, so Colin, as new Editor is off to a great start, although you have big shoes to fill, you're well on your way and with your prior history, a great bearer of the torch to keep alight. Although the regular font size is a bit small for me to read, more my eyesight is shot at my age.

To the topic of my correspondence, the club had a run to the B-24 Liberator museum at Werribee on Sunday 15th July 2018. A good attendance was made by club members and a 2018 update model also made an appearance. Yes, they do look good in the flesh.

According to the information supplied by the museum, there are only eight Liberators left in the world. Out of close to 19,000 produced over the war years, that is a sobering statistic. This is the only remaining Liberator in the Southern Hemisphere. The RAAF had just over 280 B-24's and sadly, the fate of the majority of these aircraft were assigned to scrap merchants not long after the war. They were a goldmine of aluminium and light alloys and it was inevitable many of them would end in such an ignominious manner.

The club were privileged to hear what these legendary aircraft sounded like with an engine run being conducted on one of the engines that powered these queens of the sky, a Pratt and Whitney R-1830 Twin Wasp turbo supercharged radial engine rated at 1,200 hp (900 kW). That will quell the urge of any of our members to boast about the power of their rides.



Being a member of the Australian Aircraft Restoration Group based at the Moorabbin Air Museum, and being somewhat interested in aircraft myself, allow me to share some of the history of this important aircraft and the significant role it played in winning the Second World War.

The following includes my research and excerpts from the reputable 'Aviation History Online Museum' source. In 1938, the United States Army Air Corps (USAAC) sent a request to the Consolidated Aircraft Corporation to become a second source for Boeing B-17s. In response, President Rueben Fleet of Consolidated sent two aides, I. M. Laddon and C. A. Van Dusen to the Boeing factory in Seattle, Washington. After the visit, Rueben Fleet decided that he didn't want to produce a design that was already four years old. He wanted to build something new and it was about the same time, the USAAC had issued Type Specification C-212 for a new bomber with the following requirements:

- 300 mph (483 km/h) airspeed.
- 3,000 mile (4,828 km) range.
- 35,000 ft (10,668 m) ceiling.

Instead of building Boeing B-17s, Reuben Fleet offered to build an entirely new aircraft to meet the new specifications, resulting in the Model 32. The wing of the Model 32 would be virtually identical to the high aspect-ratio Davis wing that had been successfully used on a Model 31 flying boat. A mock-up was built in two weeks using parts previously used on the Model 31 that included the Davis wing and the tail from the Model 31. The design of the engine nacelles would be the same as the PBY Catalina. The fuselage was an all-new design with two bomb bays, both the same size as the B-17.

The top airspeed of the XB-24 was 273 mph (440 km/h) and failed to meet the USAAC requirement of 300 mph (483 km/h), but range was the primary concern of the Consolidated team. The engine on the prototype was the Pratt & Whitney R-1830-33 Twin Wasp with a mechanical supercharger. When the engines were upgraded on the XB-24B, to the R-1830-41 with turbo-superchargers, airspeed increased to 310 mph (499 km/h).





The Model 32 had wingspan six feet greater than the B-17 Flying Fortress, but despite being longer, the wing area was 25% less than on the B-17. The high aspect-ratio wing reduced drag and provided greater fuel efficiency, but there was a trade-off. The B-24's wing loading was 35% higher than the B-17. The highly efficient airfoil was not as durable as the wing of the B-17, and could not withstand much damage and continue to fly. Although the wing of the B-17 was less efficient, it was perceived to withstand greater battle damage and get its crews back home.

Production of B-24s increased at a great rate throughout 1942 and 1943. Consolidated Aircraft tripled the size of its plant in San Diego and built a large new plant outside Fort Worth, Texas in order to receive the massive amounts of knocked down aircraft that Ford shipped via truck from its Ypsilanti Michigan Facility. Additional B-24s would also be assembled by Douglas Aircraft in Tulsa, Oklahoma and the North American plant in the city of Grand Prairie, Texas having only starting production of the B-24G in 1943. None of these were minor operations, but they were dwarfed by the vast new purpose-built factory constructed by the Ford Motor Company at Willow Run near Detroit, Michigan.

According to the Willow Run Reference Book published Feb 1 1945, 'Ford broke ground on Willow Run on April 18, 1941, with the first plane coming off the line on September 10, 1942.' Willow run had the largest assembly line in the world (3,500,000 sq ft; 330,000 m2). At its peak in 1944, the Willow Run plant produced one B-24 per hour and 650 B-24s per month. By 1945, Ford made 70% of all B-24s in two nine-hour shifts. Pilots and crews slept on 1,300 cots at Willow Run waiting for their B-24s to roll off the assembly line. At Willow Run, Ford produced half of 18,000 total B-24s alone. Up into December 1944, Ford had also produced an additional 7242 KD or 'Knocked Down' B-24's that would be trucked to and assembled by the remaining 4 bomber plants. So next time you start up the 'Stang, remember that Ford had a significant role to play in the Liberators history.

Flak was a serious problem for the B-24. The accuracy and concentration of flak over Europe was never thought of during the design of the B-24. Germany was very good at delivering flak which became very accurate after the

development radar guidance systems. German fighters would fly up to the level of the bombers and report the altitude of the bomber formations. Allied bomber squadrons used evasive manoeuvres to avoid flak, but the bomber streams remained very vulnerable to the dangers of flak. Also, the B-17 could fly higher than the B-24. B-24s flying at 2,000 to 3,000 ft. below the B-17s, offered better targets for the flak guns. The B-24s were also more fire prone than the B-17, at least that was the belief of Luftwaffe pilots, who preferred to attack the B-24 over the B-17.

The B-24 was less comfortable than the B-17 and idle gunners had to sit on the floor. It was also colder and spot heaters were inadequate and it was a drafty environment to be in. Equipment was added to the B-24, whereas on the B-17 it was built in. Moving

The B-24 also had a higher accident rate than the B-17, which was giving it the reputation of a widow maker. In 1943 alone, 850 Second Air Force crewmen were killed in 298 B-24 accidents. But accidents were common in the rush to development and this was also a problem with the introduction of other USAAF aircraft types as well. The B-24 became the natural choice for the war in the Pacific. It could use its faster speed to more of its advantage. In Europe, speed was less an important factor than tight formation flying, and formation flying was less important in the Pacific as well. The B-24 also had a longer range allowing for greater access to distant targets and flak was not as big a factor as it was in Europe. Some B-24s were converted to carry the first US air-to-surface, radar-guided missile called the Bat, and in April 1945 a Bat sank a Japanese naval destroyer.

The B-24 as mentioned, was powered by a 1,200 hp (900 kW) Pratt & Whitney R-1830-35 or -41 turbosupercharged radial engine. The turbo-supercharger was placed on the lower surface of the engine nacelle and the oil cooler and supercharger ducting were placed on either side of the engine. Looking forward, the right side of the cowl contained the supercharger, generator and oil cooler ducts. The left side contained the intercooler ducts. The oval shaped engines would become one of the Liberator's characteristic features.

Australian aircrew flying with the Royal Air Force flew Liberators in all theatres of the war, including with RAF Coastal Command, in the Middle East, and with South East Asia Command, while some flew in South African Air Force squadrons.



around the B-24 was awkward when wearing full gear and jarring collisions were often encountered with aircraft structures and installed equipment. During fuel transfers, the cabin would fill up with gasoline fumes and the bomb bay doors would have to be opened to clear the fumes. The differences in comfort have been attributed to the fact that the development of the B-24 occurred during wartime, where quantity becomes more important than quality. Whereas the B-17 was developed during peacetime, which allowed more time to work out many of the bugs out before going into service.



Liberators were introduced into service in the RAAF in 1944, after the American commander of the Far East Air Forces (FEAF), General George C. Kenney, suggested that seven heavy bomber squadrons be raised to supplement the efforts of American Liberator squadrons. The USAAF transferred some aircraft to the RAAF, while the remainder would be delivered from the USA under Lend-Lease. Seven flying squadrons, an operational training unit, and two special duties flights were equipped with the aircraft by the end of World War II in August 1945.



RAAF Liberators saw service in the South West Pacific theatre of World War II. Flying mainly from bases in the Northern Territory, Queensland and Western Australia, aircraft conducted bombing raids against Japanese positions, ships and strategic targets in New Guinea, Borneo and the Netherlands East Indies.



Also, a small number of Liberators operated by No. 200 Flight played an important role in supporting covert operations conducted by the Allied Intelligence Bureau and other Liberators were converted to VIP transports. A total of 287 B-24D, B-24J, B-24L and B-24M aircraft were supplied to the RAAF, of which 33 were lost in action or accidents, with more than 200 Australians killed.

Following the Japanese surrender, the RAAF's Liberators participated in flying former prisoners of war and other personnel back to Australia. Liberators remained in service until 1948, when they were replaced by Avro Lincolns.

In June 1944, Qantas Empire Airways began service with the first of two converted LB-30 Liberators on the Perth to Colombo route to support Consolidated PBV Catalinas that had been used since May 1943. The Double Sunrise route across the Indian Ocean was 3,513 mi (5,654 km) long.

It was the longest non-stop airline route in the world at the time. The Liberators flew a shorter 3,077 mi (4,952 km) over-water route from Learmonth to an airfield northeast of Colombo but they could make the flight in 17 hours with a 5,500 pounds (2,500 kg) payload, whereas the Catalinas required 27 hours and had to carry so much auxiliary fuel that their payload was limited to only 1,000 pounds

(450 kg). The route was named the 'Kangaroo Service' and marked the first time that Qantas's now-famous Kangaroo logo was used. Passengers amusingly received a certificate proclaiming them as members of 'The Order of the Longest Hop.' The Liberators were later replaced by Avro Lancastrians.

Finally, before I sign off, a big thank you also to Barry and Tony (and any club members I have neglected to mention) for organising and feeding the wannabe aviators on the day and a big thanks to the Liberator Restoration Fund volunteers who so warmly welcomed us and provided so much added colour to the day by running the engine, showing us how the bomber's Norden bombsight worked and how various components such as the aircraft's gyroscope operated, how it's radio receivers jammed enemy transmissions and so much more.



Too much more to mention here so if you missed this wonderful day, you will have to go out and see this remarkable machine yourself and provide a worthwhile donation to a great cause the volunteers at the Liberator Restoration Fund are doing in preserving a historical artefact for future generations to come.

Thanks to Nick Duyvestyn for the 'extra' Mustang Photos taken on the day...seems like all had a great time... EDITOR



Mustang Snapshots

So you're out for a drive in the daily? What Mustang did you see today? Send in those interesting and unusual Mustang snapshots. Be like Peter & Daniel... email them to: colinmustangroundup@gmail.com



What are the odds? Peter Polazzon

Something very interesting happened one Sunday morning that I thought fellow Mustang owners and appreciators might like to hear.

We all know how popular Mustangs are and in recent times you get to see the current generation on the road reasonable frequently.

The more classic early models tend to come out on nice days and even then you may not see one.

This particular Sunday morning was the first nice Sunday we have had in a while and I decided to take out my '66 convertible to give it run whilst I tend to a few errands.

On my way home I noticed the fuel gauge a little low so decided to top up. I pulled up at the next servo I happen to pass. This wasn't my regular servo,

nor was it particularly close to home, it just happened to be a place that sold fuel when I decided I needed some.

With the station virtually empty and my fuel cap at the centre rear of the car I had a choice of all 6 lanes.

As I got out and starting filling my car I heard a V8 rumble come up from a side street. It was a 1967 Mustang convertible that turned into the servo and pulled up on the other side of the bowser I had chosen.

By the time I'd finished filling and started walking to the counter to pay, another sweet sounding V8 made its way in and parked adjacent to me.

I asked the owner of the '67 whether she knew the person in the 1965 Mustang coupe, to which she said she didn't.

As I made my way inside the shop to pay, I saw the attendant with a big smile taking a photo from behind the counter through the window. He asked where we were going, to which I explained that none of us actually knew each other and this was one big coincidence.

As I was walking out and heading toward my car, the other two drivers who also found the coincidence amusing asked me to wait until they got a photo of the cars together.

Hence my curiosity regarding the odds of three early model Mustangs ending up at the same servo, parked in order of model year by three owners who didn't know each other? I might just have to buy myself a Tatts ticket and hope the odds come in.



Daniel De Bono and his three fellow club member mates, Greg Failla, Frank Spiteri and Gino Lapore, met up at Daniel's place before volunteering to drive the Under 15's Girls Hillside Sharks Football team to their end of season dinner.

The girls got a great surprise as the cars turned up and couldn't wait to take pictures in and around the cars but were even keener to take a ride!

I'm sure there are some future members in the team!

Your local street in the 60's?

Nope...This is what happens when friends gather round at Daniel's place....

CAR CARE Tools, Techniques & Tips

Episode 1 – Cleaning the Wheels

Peter Alderson



I have decided to write a series of articles detailing the tools and techniques I use to wash and prepare my Mustang. I'll also give some tips on how best to complete each step in the process to minimize any possible scratches.

I'm frequently asked at car shows how I clean my Mustang and the products I use. I guess we all have our special techniques and favorite cleaning tools and I've tried many different products and learnt along the way exactly how to clean a car really well. My main advice is to not always rely on what you have previously done. As they say - if you keep doing the same thing you'll get the same results. So if it takes you too long or your car gets swirl marks or scratches or it takes forever to apply polish and wax then that's what will keep happening.

My goal is to take the least time as possible to get the best results with the lowest chance of getting scratches on my paintwork. Let's face it - anytime you touch your car it will get scratched - period. And the chances of getting scratches increases when you come to wash your car because of the dust, dirt and contaminants that accumulate on it between washes. I'll show you how scratches can be minimized and how to have them less visible when being judged.

Having spoken to many car detailers and tried their techniques, tools and products I believe I've worked out the best way to prep my car, not just on a weekly basis, but for car shows as well - and that's where techniques really matter.

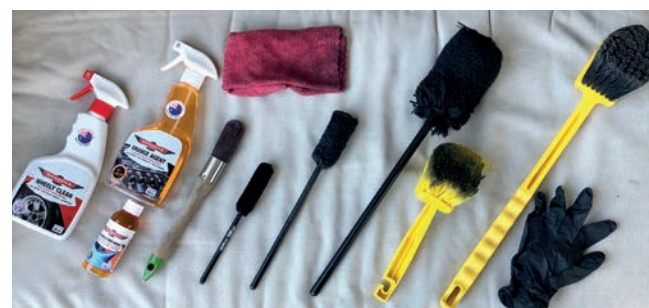
In this first episode I'll guide you through how to clean your wheel arches, rims and tyres so they are spotless.

The Tools

Look at the Tools pic for what you'll use. Here's a list:

1. Rubber gloves to protect your hands.
2. Bowden's products - Nanolicious car wash, Orange Agent or Wheely Clean.
3. 1 x microfibre cloth.
4. 1 x thick soft bristle paintbrush - rounded.
5. 3 x Wheel Woolies wheel brushes (from Chemical Guys or Bowden's).
6. 1 x long handle wheel brush with flagged-tip bristles.
7. 1 x short handle wheel brush with flagged-tip bristles.
8. 1 x hose with controllable head - shower, fan, etc.
9. 2 x buckets - one for rinsing brushes and one for suds. Warm water helps.

Supercheap Auto or Autobarn will stock most of these items, especially the Bowden's products. I purchased my Wheel Woolies online from Chemical Guys. Simply search for Chemical Guys or Bowden's Wheel Woolies. Bowden's set is more expensive than Chemicals Guys but the fourth angled brush makes it an attractive deal in my books. The brushes minimize scratches as they are made from soft, absorbent wool-like material with flexible but strong handles. These brushes are best bought online, even from eBay, as stores will tend to not stock them due to their cost.



The Techniques

Wheels and rims are the dirtiest part of any car as they come into direct contact with the road surface and any brake dust or mud will be attracted to this area. It's important to thoroughly clean and protect these parts for longevity and the best appearance.

I wash my wheels first and then move on to the body. Follow these steps to give your wheel arches, rims and tyres a thorough cleaning.

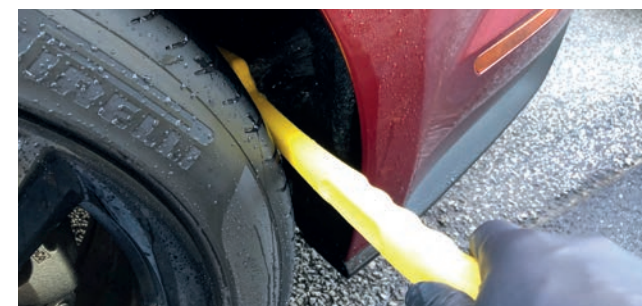
STEP 1. Set yourself up with a stool, hose with adjustable wash head, washing bucket, and rinsing bucket. In the bucket is Bowden's Nanolicious Wash. It has a balanced Ph, is high sudsing to carry away dirt and offers UV protection to prolong rubber life.



STEP 2. Use your hose to give the wheel arch, rim and tyres a good soaking. This will help loosen dirt and brake dust. On the rim use the shower setting on low pressure. You are not pushing off the contaminants but merely soaking them. Pushing them off risks scratching the paint. For the wheel arch use a flat / vertical setting on high pressure. No painted surfaces here to protect so we can push contaminants away and soften them ready for step 3.



STEP 3. As everything is soaking use a long-handle brush to scrub the wheel arch. Go around the arch and back and forth across the arch to get all areas clean. Remember to use the suds and rinse the brush after each scrubbing before getting more suds. This keeps the washing water clean. Don't rinse off just yet. Let the suds soak.



STEP 4. Spray Orange Agent around and inside the rim. If there is heavy brake dust then you should use Wheely Clean on a dry rim first. Follow the instructions on the bottle. Once that has had its time to work and it has been rinsed off apply the Orange Agent.



STEP 5. Use the thick soft-bristle paintbrush to spread and the cleaner into and around all nuts, the air valve and crevices of the rim. Rinse and reload frequently with suds. Brush gently in straight lines following the lines of the rim - around the outside of the rim then up and down on spokes. This reduces swirls.



STEP 6. Let the Orange Agent soak while you use the long handle soft thick rim brush. Gently push all around the inside of the rim. Rinse frequently and reload brush with sudsy water. Use the smaller size rim brushes to get between brake calipers and the rim or even between spokes.



STEP 7. Let the Orange Agent continue to soak. Use a short handle tyre brush to clean off any dust and dirt from the tyre.



STEP 8. Now you can rinse the wheel arch and then the tyre and finally the rim. Use the vertical setting on a high pressure in the wheel arch. Use the shower setting on low pressure for the tyre and rim to minimize scratching. Be sure to rinse inside the rim and carefully around the brake calipers.



STEP 9. Finally we wash the rim by hand to eliminate any contaminants that may have been missed. Press gently and let the microfibre cloth do the work as too much pressure can scratch. Use your finger to get in to grooves and crevices where there may be some remnants of contaminants, though this will be rare. Remember to follow the outside line around the rim and move up and down on the spokes. Keeping to straight lines will minimize swirls on the finish - be it chrome or paint. See Pic 9.



STEP 10. Finish with a final gentle rinse with the hose by going all over the wheel and tyre. If you see small droplets of water on your tyre then you know it is clean and still coated with water resistant protective oils from your previous application of Tyre Sheen from your last cleaning. I'll explain more on this in another article.



The Tips

Each tyre should take you about five minutes to wash. Don't rush, sit and enjoy the process knowing that your wheels will look fabulous when you are finished.

Keep the following tips in mind to achieve a great wash in the shortest time with the lowest risk of damaging your rims with scratches or swirls.

- 1. Reduce scratches by using the low-pressure water setting on your hose.
- 2. Use the two-bucket system to keep sudsy washing water clean.
- 3. Leave suds on the wheel arch, tyre and rim to soak up and carry away excess contaminants before you do your final rinsing.
- 4. Do not push hard with brushes or microfibre cloths. Let the tools do the job to minimize scratches.
- 5. Always wash in straight lines to minimize swirls.

What's up next?

Gone are the days of the chamois cloth! These just have to be the most difficult and potentially scratchy cloths to use on your car's glass and bodywork. They also leave micro droplets of water that dry to leave small watermarks all over the paintwork. Newer and way more efficient and effective microfibre cloths and solutions are now available. These will be explained in detail in my next episode.

So in the next article, episode 2, I'll detail how to wash the body of your car and how to dry it correctly.

You'll be surprised how a leaf blower can be your best friend and how a damp microfibre cloth is the fastest and most effective way to dry the bodywork. Your car will be free from streaks with absolutely no trace of water beading or dried watermarks. I'll also list the solutions to buy and the specific types of microfibre cloths to use for soaking up the water from the glass and bodywork of the car.

Happy Washing!

.....

TECH TIPS

If you have any Resto or Tech Tip you would like to share in the Club Magazine please send them in to: colinmustangroundup@gmail.com

MUSTANG DAY AT LORBEK LUXURY CARS



Comparing to our Mustang day at Lorbek Luxury Cars earlier this year with beautiful sunny weather, the recent day at Lorbek in August was quite the opposite with showers and a ten degree day which didn't keep the passionate

Mustang Members away. With the support of David and Srecko Lorbek, the doors were opened to their amazing showroom at Port Melbourne early in the morning and yes, the heaters were also turned on. By mid morning, we had a total attendance of 65 Mustangs for our Mustang day which was a fantastic effort by all involved. Representatives from Harrop, Herrod Performance, Mustang Motorsport and Wild Pony Apparel were present on the day and they all

contributed to the winners of the 3 awards which were up for grabs on the day. The Victorian Mustang Club and the Melbourne Mustang 6G Club were well represented on the day. As the weather cleared towards midday, the trophies and Mustang goodies were presented to the winners which were, Andre Stoffers for the 'Best Presented Australian Shelby Registry, Shelby', Joe Vella for the Best Presented Victorian Mustang Club, Mustang' and Brad Francis for the 'Best Presented MM6G Club, Mustang' Overall, despite the inclement weather, it was an enjoyable day for all who attended this Mustang Day at Lorbek.

Thanks to David and Srecko Lorbek, Harrop, Herrod Performance and Mustang Motorsport, Victorian Mustang Club Members, Australian Shelby Registry Members, Melbourne Mustang 6G Club Members and Steve from Wild Pony Apparel for their support on the day.



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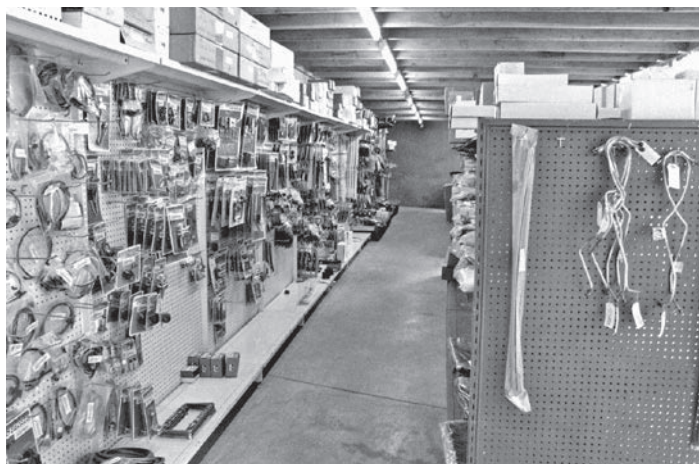
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TASMANIA CLUB RUNS & SHOWS

Beverley Burgess



Deloraine Car Show

Deloraine Car Show where all makes and models pre 1988 converge on the town. There was extra room this year as the cars come from all over the state and even some from interstate.

The day was a bit cold to start but as the day went on it warmed up. There was a magnificent line up of Mustangs on the river bank which looked great.



East Coast Run

March 22nd Hobart Mustang Owners organised a 4 day trip up the east coast of Tasmania. They called into a few Wineries, the Bay of Fires and also a Pub in the Paddock on their way to the Devonport Car Show.

On the way up the coast there was a BBQ organised by Theresa & George Bugeja at Bridport.

It was a mild night and many club members attended from all over the state.

We all enjoyed a superb feast along with lots of laughing, chatting and the occasional drink or three. Big thank you goes out to them on a wonderful meal.



STRATHGORDON ROAD TRIP

Jane O'Brien

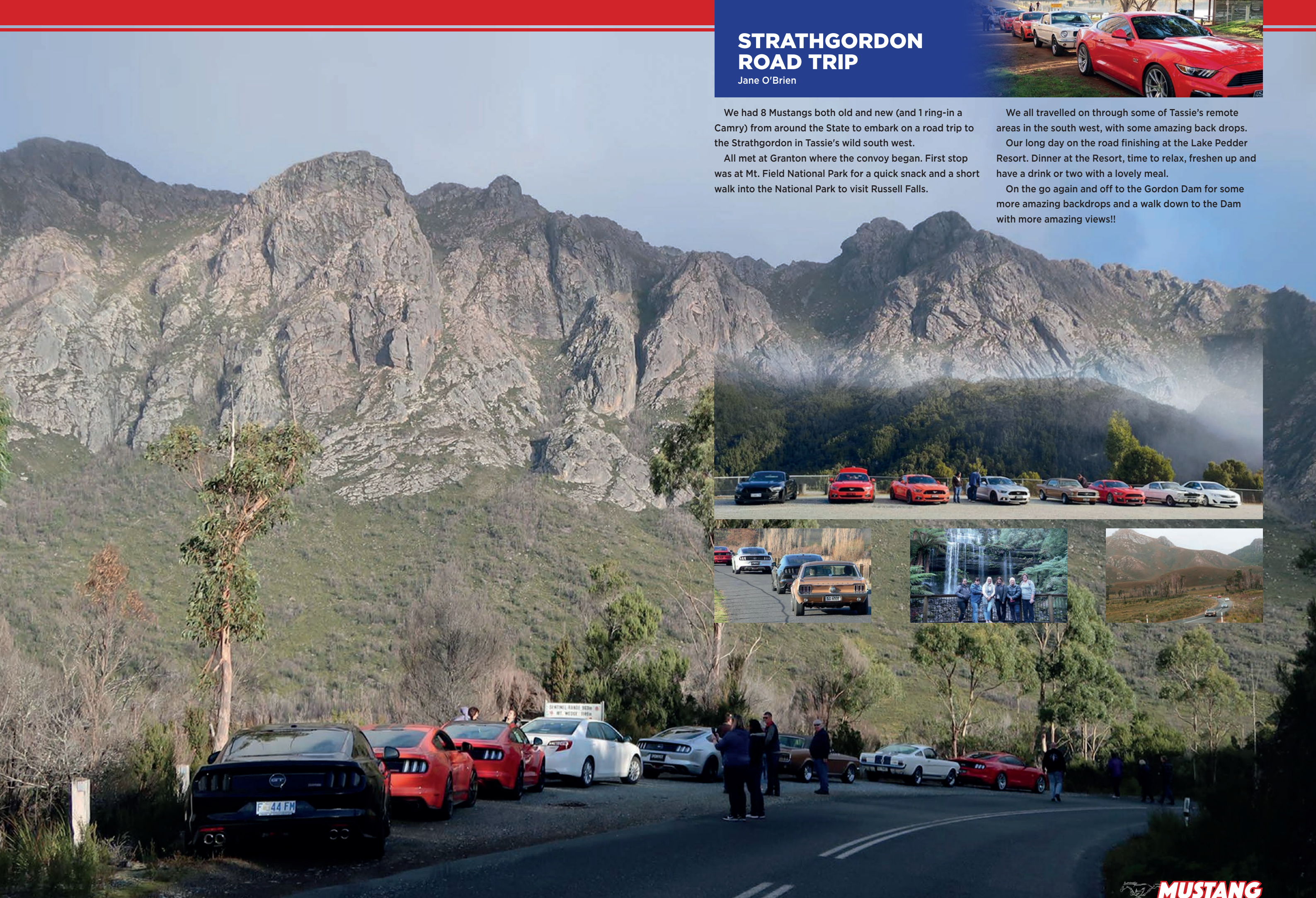
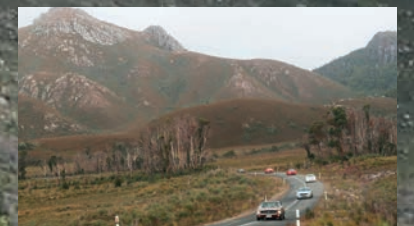
We had 8 Mustangs both old and new (and 1 ring-in a Camry) from around the State to embark on a road trip to the Strathgordon in Tassie's wild south west.

All met at Granton where the convoy began. First stop was at Mt. Field National Park for a quick snack and a short walk into the National Park to visit Russell Falls.

We all travelled on through some of Tassie's remote areas in the south west, with some amazing back drops.

Our long day on the road finishing at the Lake Pedder Resort. Dinner at the Resort, time to relax, freshen up and have a drink or two with a lovely meal.

On the go again and off to the Gordon Dam for some more amazing backdrops and a walk down to the Dam with more amazing views!!



TASMANIA CLUB RUNS & SHOWS

Beverley Burgess



Mustang Motorsport BBQ

On Saturday 14th April a last minute invite to a BBQ with Craig Dean from Mustang Motorsport before he started Targa Tasmania.

A good night was had by all as Craig spoke about the Air Bag Modules he was changing and his Targa Adventures.

Craig introduced his navigator Mary Hughes and spoke a bit about their history in Targa.

Craig & Mary signed a few posters for the crowd and then assisted Craig with some sticker placement on the Mustang in preparation for his yearly run in the Targa Tasmania.



The Riviera at Beauty Point

They came from all over the state to enjoy this wonderful day. We all met at Exeter and filled up the ponies before heading off to Beauty Point in convoy.

Arriving at the Riviera, we parked around the back on the lawns next to the ocean.

We had 25 Mustangs attend this fabulous day out with perfect weather, great friends and good food. Some members came as far as Hobart to enjoy the day and make this one great Club event.

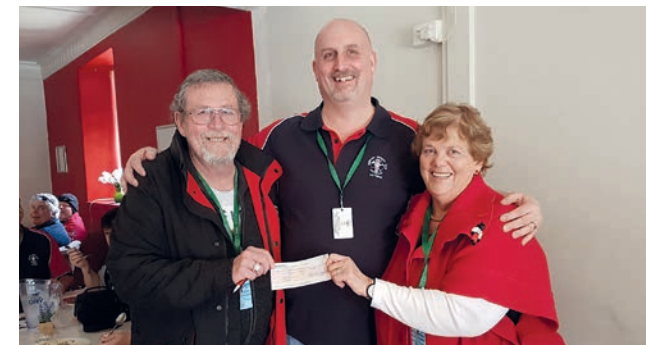


TASMANIA CLUB RUNS & SHOWS

Beverley Burgess



2018 AGM at Oatlands



Grant Bingley Shed Tour



TASMANIA CLUB RUNS & SHOWS

Beverley Burgess



Member's Mustangs Tasmanian members

Beverley Burgess



Christmas in July at White Sands Estate



Beverley Burgess



Dave O'Brien



Diane & Peter Markham



Diane Lockhart



Harold Burgess



Ricky Horton



Tony & Lesley Dunbabin

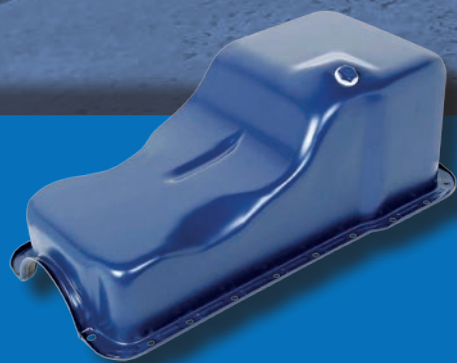
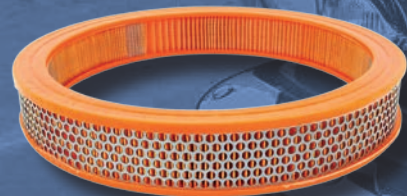


Patrick Wing



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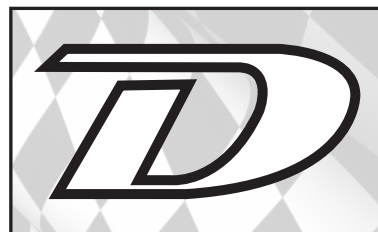
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Road Trip

Her Majesty (the Queen of my Heart) and I are planning a short drive and we were wondering if anybody else would like to come along for the ride. The planning is very simple and at this stage flexible.

We will probably leave on Monday October 15th and be away for about a week. An easy drive to Horsham or thereabouts on Monday then on to Adelaide the next day. Wednesday in Adelaide to have a look around - we've never spent any time there.

Thursday to Birdwood Museum and then on Friday leave for Mildura. Saturday and Sunday driving down through the Wimmera to have a look at the painted silos and back home. All of the above is flexible and if anyone has some ideas to improve on this we are happy to listen.

We just want to have a nice drive in the countryside with our Pony and we think there might be others who would like to do the same.

Here's my Contact Details:

Phil Browne - mobile: 0418 125 386 OR email: elph1950@gmail.com



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2. Sign up to TEAM App. You will be sent an email to confirm your registration.
3. Log into the App and search for 'MOCA VICTORIA'.
4. You DO NOT need to select an access group.
5. If you don't have a smart phone, go to mocavictoria.teamapp.com to sign up and view the App online.
6. DONE!

ATTENTION ALL VIC CLUB MEMBERS

DO THIS...

Take some photos at the next Mustang Club Event.



OR THIS...

Write your Mustang Report, News, Tips or other Mustang Related Stories.



THEN THIS.

email all your files to
colinmustangroundup@gmail.com
and be in the running to...

...WIN THIS!



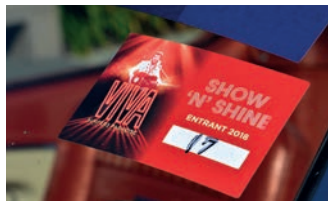
Contact committee for full details

**MUSTANG
ROUNDUP**

QUEENSLAND MUSTANGS

Gold Coast Mustangs & All Ford Day

Colin Falso



Note to self...when organising any holidays away, always check ahead to see what car events are going to be on at the same destination and time...

before you book any flights or accommodation.

So, a quick little break to escape the Melbourne 'Winter Blues' was organised and booked.

The plan was to go to 'The All Ford Day' held at Willowbank Raceway with an old school mate who now lives 'up North'.

This time, I got lucky though, with a 'Free Bonus 2 for 1 Deal'...and...The Free Bonus?...a Classic Show 'n' Shine held over 2 days along the Esplanade at Surfers Paradise as part of an the annual VIVA Festival event.

I had no idea this event was scheduled but i'll take any car show if its on and only steps away from my accommodation.

The Gold Coast Muscle Car Club supplied plenty of cars and put on a great display over the 2 days.



Next up...The All Ford Day at Willowbank Raceway. Up early and into my mate's 1955 Crown Victoria for a short cruise to the venue.

The great thing about this event is that the organisers have combined all things that make an enjoyable day out for us car guys and gals. You have the show 'n' shine by clubs and individuals, there's a bit of swap meet, trade vendors and then the best bit the Drag Racing. Never a dull moment.

I met up with a few of the Mustang Owners Club of Australia - Queensland Chapter Members including long time member John Binge and his original/unrestored Highland Green 1968 GT350 Shelby Mustang. I could have chatted with him for hours.. he has so many 'Stang stories and history to tell.

Another great day out and one to put on your calender.



Driving around France

Phil Browne

My lovely lady and I have had the pleasure of driving around France, and nearby parts of Europe. None of this involves Mustangs but if you are thinking of heading to the Continent and planning some driving there you may be interested in some of our experiences.

Firstly, if you live outside of the European Union you can lease a car in France for a period of 3 weeks to 6 months, tax free. That may not sound exciting but consider that these vehicles are brand new, you have a choice of Renault, Citroen or Peugeot, usually any model, and they don't care what condition you return them because the cost includes full insurance. The only thing that they inspect on return is the odometer because the vehicles are sold. We usually go for a Renault Clio because there is just the 2 of us and we can fit 2 reasonable sized suitcases in the boot. The last vehicle we used was fitted with a satnav unit built-in, we had it for 8 weeks, drove nearly 11,000 kms and cost just \$30 a day. That, to me, is cheap driving. Admittedly, we did get some discounts as return customers and also for early booking and payment.

Our last trip started with picking up the car at Heathrow, in London, and dropping it off at Charles De Gaulle in Paris. We drove our LH drive and French registered car around the UK for 3 weeks before taking the ferry from Dover to Calais. In England, one day, we were caught in a traffic jam and a kind gent was walking the line of cars explaining to all what the issue was. At our car he addressed us in French until I answered in a broad Aussie accent that I didn't really understand what he was saying.

Once on the Continent we drove to Ypres for the evening sounding of the Last Post then headed south through the length of France to Toulouse to visit the Airbus factory. (We did make a small side trip to one of the many Commonwealth War Graves cemeteries to pay our respects to a cousin of my mother. Uncle Billy had been a Padre with the YMCA during WW1 and was hit and killed by a truck. His three cousins who were there as combatants all survived.)

From Toulouse we drove across the Pyrenees to the Channel coast, crossed in to Spain and then drove across the top of Spain to Barcelona. Next we followed the Mediterranean coast around to Nice before driving up in to Italy. From Nice to Turin we drove through 97 tunnels with a combined length of over 54 Kms. Turin has a car museum which was interesting, but not my favourite.

From Turin we drove over the Alps back to France on a road that had 27 hair-pin bends. Once back in France it was to CDG to drop off our wheels and fly home. We had driven 10,831.9 Kms from London to Paris.

My favourite car museum is the National Museum - Collection Schlumpf at Cite de la Automobile in Mulhouse, near the Swiss border in Alsace. This started out as a private collection owned by two brothers, Fritz and Hans Schlumpf. Post WW2 they built their ownership up to over 450 cars, including more than 130 Bugattis, their main obsession. They had a spare building where they kept their collection and employed a number of mechanics to restore

and maintain the fleet. They admired the lamp posts on a bridge over the Seine in Paris and had these replicated to decorate the rows of automobiles that dated from the 1890's to some more modern examples. The full story is in a book titled "The Schlumpf Obsession" by Denis Jenkinson & Peter Verstappen. I had bought a copy many years ago and when researching a driving trip of France came across a description of the museum I recognised it from the book. It is mostly as the brothers built it up with some obvious modernisation. When we visited in 2009 there were 3 Bugatti Royales on display. Two were owned by the museum and the third was on loan. Only seven were ever built and just six survived.

Anyway, if you are considering a drive around France think about leasing a car rather than renting. The companies that arrange these have numerous locations in France and many cities in other parts of the European community. The economics are attractive and being fully insured takes a lot of the worry out of driving in Europe. The first time we did this I scuffed a wheel trim on Day 1 and worried about it for the rest of the trip, fearing the excess I would be charged when returning the car. I needn't have bothered because they never even looked at it. Often they can source an

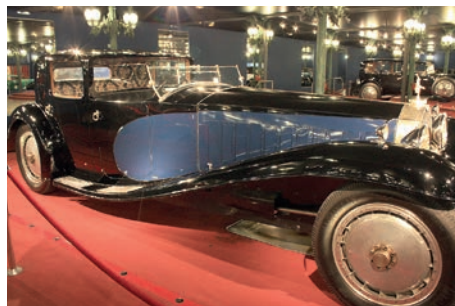
English translation of the Driver's Manual so that you can figure out all the European gizmos and the satnav can be tuned with an English speaking audio guide. Driving in France is a breeze. It usually takes me a day to remember I can't change gears with the door knob in a LH drive vehicle. We are always on holiday so not in a hurry. Consequently, we can take our time, give way to any other vehicle and most major intersections involve a roundabout so we do laps until we've worked it out.



A row of lamps in the Schlumpf Collection.



A row of Type 35 Bugatti racers.



A Bugatti Royale in the collection.

Member's Mustangs 2017 GT Convertible

Phil Browne

One trap we fell for, the first time we leased a car. The vehicle has minimal fuel on delivery - not a full tank like a rental. As we were leaving with the keys to our vehicle we were asked where we would spend our first night. We were at Orly Airport and they provided a map of the area, marked the road we should take and location of a service station. I missed the importance of that last bit and as we headed off, somewhere between the Hilton hotel and the Shell depot I took a wrong turn and we found ourselves in a one-way tunnel under the airport runways.



Road showing on GPS, crossing the Alps.

Out the other side and we were travelling across open fields when I noticed the ominous glowing red light on the dashboard and then the fuel gauge pointing to E, not F. Completely lost and unable to turn around we drove on, carefully, with the slightest of throttle use. Eventually we stumbled in to a small village and I headed in to a general store where I found a little old lady, about 4 foot nothing and nearer 100 years of age than 90. In my best imitation of Gallic style I asked, questioningly, "Gazoline?", shrugged my shoulders and had both hands turned palm upwards. Her response was to raise 2 fingers on one hand and point down the road with the other. I didn't know if it was a case of "Up yours" or what. We found two servos around the corner. So, always take note of where the nearest servo is before you heard off.

As a side note, on a recent trip to France we saw just 4 Mustangs in the month we were there. In Ireland for 2 weeks and we saw none. The preference in Europe (except for Germany) seems to be small, turbo powered diesels.



France has a long history with Mustangs which began with its racing debut in the 1964 Tour De France taking home a first place win.

The MUSTANG CLUB DE FRANCE presented MOCA VIC with this plaque when our past president Steve Lond met up with the Club whilst on holiday in France.

Check it out in our Club Display Cabinet at the Club Rooms.

LET ME INTRODUCE YOU TO OUR CANARY.

I wasn't planning on buying another car but circumstances sort of took over. When the current generation of Mustangs first arrived I took one for a drive. I won't say which dealership I went to except that it is North West of Melbourne and between where I live in the Macedon Ranges and the city. Just suffice to say that it was not a great experience. The car was uncomfortable (I didn't have time to set up the seating etc) and we were literally only allowed to take it around the block, even when there is a perfectly good highway about a mile away. I walked away telling Her Majesty - the Queen of my Heart - that I wouldn't be interested in one like that.

Fast-forward a couple of years and we were having lunch in the Tooborac pub and discussing the concept of buying a caravan for future Aussie holidays.

"Let's drive to Bendigo and have a look around, just to get an idea", I said. We were on the Northern Hwy so up to Heathcote, change to the Mclvor Hwy and we could be there in half an hour or so. After all, we were out for a spin in Sally, our 2005 Coupe.

In Bendigo Jayco have a sales location on the Midland Hwy, at Epsom. Jayco is located next door to the Ford dealership and there happened to be a couple of Ponies parked out the front. I had been thinking about my only experience so I suggested that I would like to try one of these cars again, but this time take the time to get myself comfortable. I had a chat with Craig, one of the sales reps and he threw me the keys to a red coupe and told me to "come back when you're finished". I asked if he wanted to come and along for the ride and to explain various features but he declined.

In the car with Her Majesty beside me we took the time to set things like the seats, mirrors, steering, sound system, etc then off we went. I spent half an hour on the roads, highways and by-ways, and loved every twitch and turn.

Continued over >



Unveiling the new toy.



Member's Mustangs 2017 GT Convertible Phil Browne

Back at the dealership and of course you have to talk to the guys to justify playing with one of their toys. Craig organised coffee and then the questioning began. Did I like it? Was I interested in the V8 or Eco-four? Coupe or convertible? What colour? I answered him honestly. Yes, I had enjoyed the ride, a V8 convertible in Triple Yellow. Only issue with a convertible was that it only came as an auto – no manual option. Then we got to the real questions. How much? Craig fiddled with his computer and made a note on some paper and slid it across to me. Too much was my reaction. How much “too much”? “Drop 10 grand and I’ll talk to you” was my reply. His reaction? “I can’t do that, what would the boss say?” “I don’t know, go ask him”. The boss wasn’t available so we thanked him for the time and use of his demo and he came out and had a look at Sally parked outside.

The next day I was doing some work in the garden – a rarity – when the shoe-phone buzzed. It was Craig who’s opening line was “I can’t drop it 10 grand by I can eight and a half. From \$73500 to \$65000. Close enough. How soon can you get one? Having seen numerous dealerships across the countryside with a dozen or so each, while we were on a country drive, I figured there had to be one somewhere. I dropped the garden tools, went inside and arranged for a deposit to be charged to the plastic card.

A few days later Craig rang to give me a delivery date. Remember when they first went on sale and it was an 18 month wait for your new wheels, 8 days from go to whoa and I would be promenading in my new style-machine.

We took the train to Bendigo and Craig met us at the station. A short drive to the showroom and five minutes to sort out the paperwork.

When we walked in to the showroom and Craig’s cubicle – it’s not an office – we had walked past a vehicle covered in a black sheet and hadn’t noticed a thing. Paperwork done and I was invited to have a look under the sheet. Guess what, a shiny new Canary was sitting there, waiting to be played with. Photos of the “un-veiling” and a brief explanation of various

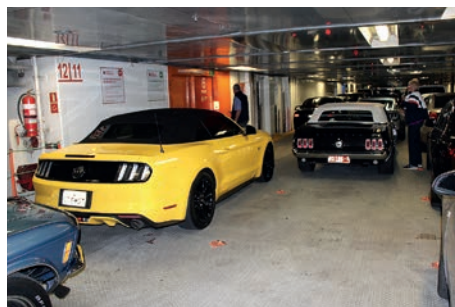
features and add-ons and then the doors were opened and we were free to fly. Out on the road and it sounded great, felt great and boosted the ego to greater heights. We cruised through Bendigo and on to the Calder where we gave it a squirt on the go-gas and smiled down the miles homeward.

About a month after we brought the new baby home we were headed to QLD for a biennial piss-up, sorry, reunion, an event for people who had worked in PNG. We wanted to try the Canary out on a real road trip and this seemed like a good way to do it. One problem, we needed to “get some miles on the clock” for the first 3000 km inspection so an overnight trip to Phillip Island solved that. We settled in and headed North to catch up with some old friends and enjoy our new toy in the meantime. A couple of observations. When passing another vehicle, such as a truck, don’t get too heavy on the go-pedal. I was surprised at how many times I looked down and saw we were at 150 KMH in the process. Secondly, Her Majesty liked the driver’s seat too. She has never driven Sally because I reckon she would need both feet on the clutch to change gears but in the Canary, with the auto, she

L-O-V-E-D it. Can see some issues in the future when it comes to “Who is driving”. We stopped at one place for a coffee at Maccas and when we returned to the car there was an old codger in a little Hyundai bubble car leering at the Canary and he asked “How does that go”? A one-word answer sufficed. “Fast”.



A Black-tailed Canary in flight.



On the ferry



Dark skies threatening



Group photo at Port Arthur

In February we joined 30+ other cars for the annual drive around Tassie. Originally I had planned on using Sally but because of a couple of minor issues that needed to be attended to the Canary came along instead. We thoroughly enjoyed the cruise around the island state and the camaraderie of joining in with the various events.

At a MOCA meeting I won an auction which included an offer of 10% off anything bought from Mustang Motorsports. I wasn’t too sure what to do with this offer so went for a drive and had a chat to Justin, one of their sales reps. I eventually decided on a little black tail and a “Light Bar”, a faux roll-bar with added light features. Shortly after this I saw a car fitted with a Light Bar and decided that I didn’t like it. It looked a bit cheap and would restrict access to the rear seat. Another chat with Justin and we cancelled that part of the planned additions. I did like one of the 3rd party bonnets that they stocked and discussed that. We asked for a Civini Stalker bonnet and that was added. I didn’t realise that the air in-take on the new bonnet is actually functional, directing a boosted air flow over the air filter. When we arrived with the car for the new bonnet another chat with Justin ended with us changing the standard air filter assembly for a Roush cold air in-take unit. The Canary was now looking like a special set of wheels, individualised and hornier than a standard Pony. (Later additions also included a new exhaust for a hornier sound and struts for the new bonnet, because it is much heavier than the standard one.)

Next was a trip to Sandown for Track Day. I did have my reservations about driving a convertible without a roll bar around a high speed race track, but nobody else seemed worried so why should I be? Come the day and after 8 weeks of dry weather, it rained. And not just dribble, it was quite heavy at times. However, we went through the various processes – collect a crash helmet because I don’t own one, track inspection, handling sessions for cornering and braking – then we got to do the real thing. Two further instructions – no racing and no lap timing. Well, I couldn’t work a watch if I was driving and Her Majesty was busy with the camera. As for “no racing”, well, of course you want to pass at least one other vehicle. I got it up to 180 KMH on the main straight (in the wet) and unable to see any cars in front of me. Just follow the red glow in the mist in front. I did 4 sessions with about 6 laps each. Her Majesty joined for one session and I noticed her hanging on to the door handle with both hands as we approached Corner 4. After the session we called in to a servo to refuel. I had filled up and set the trip meter on the way in. We had covered 103.7 km and needed 37.8 litres. A little thirstier than our usual highway cruising. (As a side note, the Canary was not the only rag-top on the track that day. There were at least 3 others.)

Six months after taking delivery and we had to book in the 15000 km service. More than I had planned but we keep wanting to take it out and play with it. Oh, why the Canary? Because it is yellow and it flies! And we still don’t have a caravan, but maybe in the future.



With a red Roush at the Pub in the Paddock

2018 MUSTANG ROUNDUP

INCORPORATING THE SHELBY NATIONALS



**SOUTHERN HEMISPHERE'S LARGEST DISPLAY OF MUSTANGS
OVER 400 CARS ON SHOW • CONCOURS/SHOW & SHINE
SUNDAY OCTOBER 28 2018 10AM-3PM**

**NEW VENUE VICTORIAN DEAF INSTITUTE
597 ST KILDA RD MELBOURNE VIC 3004
GENERAL PUBLIC ENTRY ADULT \$10/KIDS UNDER 16 FREE • ALL MUSTANGS \$5.00**



JUST CARS



MUSTANG ROUND UP & STATE CONCOURS

Judging Information

ELIGIBILITY

The Mustang Round Up and Victorian State Concours is open only to Ford Mustangs, including Shelby, Boss, Californian Special etc. and any other version of the Mustang Body fitted with a Ford engine.

All vehicles must be registered at the time of entry and be entered in the owner's Family Name. Club registration is permitted; trade plates or temporary permits are not permitted. All vehicles must be able to pass a Roadworthy/Defect Certificate Check.

The Entrant must have owned the vehicle and been a financial member of M.O.C.A Victoria for at least 60 days prior to the event to be eligible for any trophies.

Entrants must decide before entering, which class they want to compete in. Once the vehicle has been entered it cannot be placed in another class except at the discretion of the Head Judge, who may change the class entered vehicle to the appropriate class. The Entrant will be notified of any class change.

Concours Showroom Original & Modified Classes

- Entry form & payment to be received by the M.O.C.A. Vic Secretary no later than **5pm Friday 28th September 2018.**
- Owner of the vehicle will be required to attend a minimum of 3 club events prior to the Mustang Round Up.
- Entry Eligibility is based on, and governed by, a rolling 10-year process. A Vehicle with a manufactured date of less than 10 years is not eligible to enter this class at any time.
- Vehicle can be transported to the event but must be driven into the judging area.

Concours Driven Original & Modified Classes

- Entry form & payment to be received by the M.O.C.A. Vic Secretary no later than **5pm Friday 28th September 2018.**
- Owner and vehicle will be required to attend a minimum of 3 club events prior to the event were vehicles are to be driven and/or displayed.
- Entry Eligibility is based on, and governed by, a rolling 10-year process. A Vehicle with a manufactured date of less than 10 years is not eligible to enter this class at any time.

Show'n'Shine Class

- No previous club event attendance required.
- Entry is open to any member/vehicle which has not been awarded the Most Outstanding Mustang Show'n'Shine class or either a State or National Concours class trophy within the last 5 years.
- Entry form & payment can be prepaid by **5pm Friday 26th October** or by **10am on the day.**

Continued over >



**MUSTANG
ROUNDUP**



MUSTANG ROUND UP & STATE CONCOURS Judging Information

CLASSES

All Concours Driven & Show'n'Shine class entered vehicles for judging must be registered and driven into the venue. Concours Showroom class vehicles can be trailered to the venue and must be driven into the display & judging area.

All Vehicles will be judged on how they are presented on the day. When examining any aspect of the vehicle, points will be lost for collision damage, rust, grease, dirt, overspray, staining, poor general appearance or lack of preparation.

Cost of entry into the judged classes:

- Concours Driven & Showroom Concours class \$65.00 per vehicle.
- Show'n'Show class \$20.00 pre-entry or \$25.00 on the day.

All judged entries must be presented to the judges clear of all items other than those required to be included in the judging of the vehicle. For example if no Ford part No. or documentation available covering said items remove item/s! (Chairs, umbrella's etc.)

Concours Driven & Showroom Original Class

Open to Mustangs which are of original manufacture as per the VIN Plate or Door Tag / Decal. All parts and accessories to be original or genuine Ford (USA) approved, otherwise points deducted. Reproduction parts may lose points at judge's discretion. Please note Showroom Class vehicles will judged to a higher standard i.e. no Road grime, stone chips etc.

Concours Driven & Showroom Modified Class

Open to any year model modified Mustang powered by a Ford engine. This class allows owners to modify the car to suit their personal tastes.

A basic list of modifications must be made out and submitted by the entrant prior to judging, will be attached, section by section (i.e. interior, under body, engine bay etc.) to their judging score sheet before judging. Internal components are not judged. Please note Showroom Class vehicles will judged to a higher standard i.e. no Road grime, stone chips etc.

Show'n'Shine Class

1964 ½ - current Model, Originality and Modifications are a consideration in these class but the only "Condition and Presentation" of what is in place at time of judging shall be taken into account. There is no under car Judging (no need to go up on ramps) within this Class.

No judging sheets will be returned to the owners for Show'n'Shine Class judged vehicles.

AWARDS

Gold, Silver & Bronze Trophies are awarded for those vehicles which have achieved the eligible point levels within Driven & Showroom Original and Modified class judging. The highest Original Class Points will also receive the Kevin Musgrove Award for Concours Excellence. These awards are presented at the Annual Presentation dinner on Sunday 28th October.

Show'n'Shine Class Trophies will be awarded on the day and are dependent on the number of entries received by the cutoff date. There will be 1x Trophy awarded to the Most Outstanding Mustang which will be elevated to Concours Class judging.

The above information contained above should be used as **guide only**. For further specific detailed information please refer to:

MUSTANG OWNERS CLUB OF AUSTRALIA INC. (MOC)
CONCOURS GUIDELINES & RULES document.

Or Contact

Mustang Round Up & State Concours Director –
Adam Richmond 0423 449 125 or 5995 4772 (after 6pm AEST)
Head Judge – Ian Blume 5474 2477
Assistant Head Judge – Andre Stoffers 0411 455 755



2018 Victorian Mustang Round Up & State Concours Entry Forms



SUNDAY 28th OCTOBER 2018

SHOW 'N' SHINE Class Registration Form

Entrant's Name _____ Contact Ph. no. _____

Membership No. _____ No. of Cars _____ Reg. no. _____

Year of Manufacture _____ Body Style _____ Color _____

Shelby Nationals entry Yes/No _____

Entry Fee Per car **\$20.00 Pre-Paid** or **\$25.00 on the day by 10am.**

PLEASE SIGN _____ Total Enclosed \$ _____

***MOCSA Entrants MUST Pre-Registered by 5pm Friday 28th September 2018**

CONCOURS Class Registration Form

Entrant's Name _____ Contact Ph. no. _____

Membership No. _____ No. of Cars _____ Reg. no. _____

Year of Manufacture _____ Body Style _____ Color _____

I am entering my car/s into: Concours Category SHOWROOM ☐ DRIVEN ☐

Concours Class ORIGINAL ☐ MODIFIED ☐ SHELBY NATIONALS ☐

Entry Fee **\$65 Per Car** - Total enclosed \$ _____ PLEASE SIGN _____

NOTE: Entries close for All Concours Classes Friday 28th September 2018

Please debit my ☐ Visa ☐ MasterCard for \$ _____

Card no. _____ Expiry Date _____

Name of Cardholder _____

Signature of Cardholder _____

Payment via EFT is subject to approval only.

Send Cheque or Money order & Completed entry registration form to M.O.C.A.
Vic PO Box 450, Hawthorne VIC 3122

**Concours and Show'n'Shine entries to be in allocated display area by
9am and confirmed at the registration desk by 10am on the day.**

For further details please call Concours Coordinator Adam Richmond 0423 449 125

**Please see Judging information for Eligibility rules for all judged
classes.**





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2018 M.O.C.A Vic Annual Presentation Dinner



SUNDAY 28th October 2018

6.30 pm to 11.00 pm

**Amora Hotel Riverwalk
649 Bridge Rd Richmond**

ENJOY

A SUPERB 3 COURSE DINNER, DRINKS AND GOOD COMPANY

PARTICIPATE

IN THE SOCIAL EVENING OF THE YEAR

DRESS

TO IMPRESS IN YOUR FINEST FORMAL GEAR

Presentation Dinner Registration Form

Name _____

Partner's Name _____

Please Reserve Me _____ Place/s for the Presentation Dinner

MOCA Vic. member - \$50.00 per person

Non MOCA Vic. member - \$75 per person

I have enclosed a payment for the Total of \$ _____

Please debit my ☐ Visa ☐ MasterCard for \$ _____

Card no. _____ Expiry Date _____

Name of Cardholder _____

Signature of Cardholder _____

Payment via EFT is subject to approval only.

Send Cheque or Money order along with completed form to M.O.C.A.Vic

PO Box 450, Hawthorne VIC 3122 by Wednesday 24th October

CONCOURS TROPHY PRESENTATIONS, DOOR PRIZES AND RAFFLE ON THE EVENING.

The AMORA HOTEL provides excellent accommodation facilities for those wanting to stay overnight

For further information please call Concours Coordinator Adam Richmond 0423 449 125.



MONTEREY ON MALING

Ron Minogue



I have recently needed some medical attention involving some surgery. Nothing "life or death" but some work that is required when you get as old as me. I had one op last week and will have another later this week. Being in hospital is bad enough but I have been unable to attend several events including the funeral of dear friend and mentor Graham Folwell. And to top all this off, I was and still am, at time of writing this, not supposed to drive.

One Sunday finally got to me, suffering from a bad case of 'Cabin Fever', I decided to drive my Shelby down to a small local shopping centre where they were holding a small car show called 'Autoclassico'.

As the name suggests it was mainly designed for the display of European and British cars and motor bikes.

As I could not drive to the scheduled Lorbek Display I decided to call the organiser and see if I could get my Shelby in the Autoclassico Display.

As the weather was really bad with rain and hail and near freezing temperatures he let me enter probably on the basis that the bad weather would keep a lot of official entrants under the doona rather than freezing their butts off out in the street.

Well it was freezing weather but I did not care. I had got out of the house for a few hours doing what I like doing; looking at and talking about classic cars.

There were about 100 cars and about 20 motor bikes and scooters on display. The organisers were expecting about 250 in total but as expected many were just not prepared to deal with the weather.

My Shelby was one of very few American cars on display. As I recall the other American cars included a sensational 1950 'Lead Sled' Mercury two door.

This car was beautifully customised in 1950's style but with all modern drivetrain. I did not have the opportunity to chat with the owner despite his car being parked next to mine except for a brief few words as we both left under direction of the parking marshals.

There was also a 1966 Thunderbird, beautifully restored and a 1960 Studebaker Golden Hawk sporting what looked like a late model Ford EFI 5 litre engine and finally a tribute Ford F40 in my favourite colour combo of Gulf pale blue and orange. The rest of the cars

included exotics such as Ferraris, Lambos, Lancias, Alfas, Jags, Mercs and the usual groups of Healeys, BMWs, and surprisingly a large number of FIATS.



'Maling Road Canterbury is the first shopping centre in Australia to have a retail heritage overlay'

Notice anything missing? Apart from one late model there were no classic Mustangs on display. I think this was the first multi marque show I have ever been to that did not have a classic Mustang on display. I know it was supposed to be a Euro and GB display but these days Mustangs are almost regarded as International given the huge numbers all over the world.

Some cars of particular interest included a genuine Mercedes Gullwing. This car was totally rebuilt by my former local pharmacist from a heap of parts left by a former owner with less determination than Patrick. There was also a nicely restored 1926 (?) Austin 7 Roadster. This cute little car was so small you feel that you could put it in your pocket and take it home.

So why is this article headed Monterey on Maling? It's because the Maling Road Display could become a mini version of the famous Monterey Car Week in California north of San Francisco.

This event includes the World Renowned Pebble Beach Concours. For 51 weeks of the year this magnificent place is wasted as a golf course and then for one week a year in August it hosts the ultimate concours event. In the towns of Monterey and Carmel during Car Week every street has displays of cars of all types and all the local traders join in with themed window displays.

Maling Road Canterbury is a long way from the Monterey Peninsula but it has the village shopping centre feel about it and the local traders are already getting on board with the car display.

For readers unfamiliar with Maling Road Canterbury is the first shopping centre in Australia to have a retail heritage overlay, which means that most of the old Edwardian shops still have their verandas that provide excellent cover from rain or sun while visitors amble up and down the street.

The heritage overlay was applied in the 1970's and is strictly enforced so that the street still looks like it did in Edwardian times.

The Autoclassico was very well organised by the local Rotary Club and has now been officially designated as an annual event to be held on the third Sunday every August.

As mentioned above it is mainly intended for European and British classic cars and bikes rather than American cars but is still a great little car show where your partner can browse the local shops and enjoy proper coffee.

Parking could be a problem but Maling Road is situated right beside the Canterbury railway station so you don't have to drive there.

Maybe I should buy an Italian car for this show? Perhaps not, I would need a bus load of Italian mechanics to follow.



JULY 2018 CLUB MEETING

Wednesday 18th July 2018
The Reggio Calabria Club, Parkville



APOLOGIES

Graham FOLWELL, Jan THIEDMAN, Ian BLUME, Graham BELL, Nick MADITIANOS, Mic ROMELL, Ange & Rog WILLIAMS, Dave GEDDES, Mic BARROTT, Brian JAMES, Barry HEZELDENE, Peter WELSH.

Meeting opened 8:24pm By the President, Ian Collins.

MINUTES OF PREVIOUS MEETING

The Minutes of the previous meeting held in June were read and confirmed.
Moved: R.McINTOSH Seconded: L.SPARRROW

TREASURERS REPORT - figures subject to audit

TOTAL FUNDS AVAILABLE - JUNE 2018 \$257,824.91

Moved: B.BOLTON Seconded: L.SPARRROW

SECRETARY'S REPORT: Craig McKenzie

June 2018 correspondence. From 10/6/2018 Incoming

Melanie, Burgled Burgers	Come for car club meet
G.FOLWELL	Request for TAS deposit refund
J.CHAPMAN	Need BSB details
B.KENNEDY	Change of email address
N.DUYVESTYN	CPS enquiry
D.NASH	Membership payment
M.VAN VEEN	Membership payment
I.KUNOVIC	Contact with J.BORG
K.SANDERS	CPS enquiry
K.McPEAKE	Membership payment
B.WATTS	CPS enquiry
A.KUNA	Membership payment
J.EVERETT	CPS enquiry
K.BATCHELOR	CPS enquiry
J.COLEMAN	Recent passing of member
J.STANT	Membership payment
MOCA QLD	Magazine
G.HENNESESY QLD	Date of Muster
G.ANDERSON	NPD Mustangs info
ADELAIDE RALLY	Entry info
MUSTANG M/SPORT	Shelby information
T.KELLOW	CPS enquiry
GEELONG REVIVAL	Entry info
N.DEMAJ	1998 Cobra for sale
D.BOTTARI	CPS enquiry
BLACK ROCK VILLAGE	Invitation to Pastry shop
M.SCHRYVERS	Membership payment
J.BORG	Unavailable for August & September
S.BENEDICT	CPS enquiry
R.PIERI	Current membership
C.DEAN	Memberships
R.STENT	CPS enquiry
G.FRAGAPANE	Resignation from club
P.FRANGOS	CPS enquiry
C.BERGORIZO	Have sold Mustang
A.JUDGE	CPS sold to son
S.BENEDICT	CPS enquiry
P.SPENDER	Membership
T.LOW	CPS enquiry
D.FLENTJE	CPS enquiry
M.RINALDI	Membership payment
T.McDONALD	Own 2017 GT/Buying GT390
sales@coolstubby.com.au	Stubbies for sale \$2.62
F.PUSKARIC	Email change
Paulk MATHERS	Motorclassica info
A.PAPADAKIS	Why receive only one lanyard?

SENT

All returns as above.
Monthly email with info
Monthly email re dinners at new event

NEW MEMBERS ACCEPTED - Current Membership 1053

3227	Arthur Lazaris	?	Red	3941
3228	Sean Day	GT350	Nightmist Blue	3381
		66 GT350	Red	3381
		65 Shelby Cobra	Silver	3381
3229	Stephen Alexander	GT	Magnetic	3377
3230	Ross Savage	Coupe	Blue	3140
3231	John Laney	?		3219
3232	Mark Duckett	GT Convert	Blue	3121
3233	Eddie Voogt	GT	Red	3820
3234	Alan Vella	2002 Cobra Coupe	Blue	2148
3235	Simon Hayes	GT	Black	3205
3236	Dave Calovic	F/B	Orange	3088
3237	John Di Salvo	Convert	Blue	3805

PRESIDENT'S OPENING: Ian Collins

Notification that Brian JAMES has hurt himself during training in the lead up to his Kokoda Trail walk. Brian has broken his ankle a week before he was meant to be leaving. He's not very happy and is resting. The committee and club wish him all the best.

Angela WILLIAMS has had surgery and is due now to have radiation therapy. Again, the committee and club wish her all the best.

RECENT EVENTS: Ian Collins

Recent car show by AOMC, "All American Day" held at Yarra Glen, about 40 Mustangs turned out in the wet conditions, so well done to those that attended. This was our 3rd year running that the club has taken out best "Club" display. The marquees stood out and were well used. About 200 cars turned out in total.

Ian thanked the old committee for their work over the last 12 months. Each was singled out and their achievements whilst in that position.

Joe BORG	CPS & Vice
Craig McKENZIE	CPS, Secretary & AOMC
Adam RICHMOND	Treasurer, show organiser
Rowdie McIntOSH	Set up shows
Bob OPPERMAN	CPS & Raffles
Tony BORG	Social events
Barry BOLTON	Tows trailer, buys food, Property Officer
Lino AVELINO	Web master, advertisements etc.
Ian COLLINS	President, has attended 28 meetings this year/ at least 1 hr /day on phone.
Ken HARRISON	MC of Concours, Dinner & Events

Ian thanked them for the work that they had done and what they had planned for this and next year's shows.

8.34p.m. Meeting suspended for nominations of next years committee.

Nominations called for by Ian COLLINS and recorded by Craig McKENZIE for next year's committee.

President	Ian COLLINS	Nom. L.SPARRROW Sec. Tyler SPARRROW
Vic Pres.	Joe BORG	Nom.B.OPPERMAN Sec.R.McINTOSH
Secretary	Craig McKENZIE	Nom L.SPARRROW Sec. A.STOFFERS
Treasurer	Adam RICHMOND	Nom. T.SPARRROW Sec. B.BOLTON
Committee	Bob OPPERMAN	Nom. L.SPARRROW Sec. N.DYVESTYN
	Rowdie McIntOSH	Nom. B.OPERMAN Sec. I.COLLINS
	Tony BORG	Nom. B.BOLTON Sec. B.ROSCROW
	Lino AVELINO	Nom. B.BOLTON Sec. T.BORG
	Ken HARRISON	Nom. B.ROSCROW Sec. R.McINTOSH

All of previous committee nominated for next year's committee without contest.

General meeting continued.

SOCIAL: Tony Borg

EVENTS SINCE LAST MEETING

Saturday 09 June 2018 Central Crew Coffee Morning

Details not yet provided

COMING EVENTS

Sunday 15 July 2018 B24 Bomber Display and Engine Run

The club will be heading to the B24 Bomber restoration display. Be there from 0930 and have a look at this fantastic aircraft, being restored by the volunteers of the Liberator Restoration Project. At 1100hrs the mighty Pratt and Whitney R-1830 Twin Wasp engine will come to life. A donation of \$10 per attendee applies for this event, which includes entry into the hangar display, and a front row seat for the engine start. The club trailer will be there providing the usual luncheon fare Call Tony on 0411406760, Click yes on the App, or email mustangclubevents@gmail.com To register your attendance

Sunday 29 July 2018 MOCA VIC Winter Run.

Meeting at the BP East Link at 0830 for a 0900 sharp departure. The a cruise through the surrounding country side ending up at the Healesville Bakery for a very late Breakfast/early Lunch Call Tony on 0411406760, Click yes on the App, or email mustangclubevents@gmail.com To register your attendance

Saturday 4th and Sunday 5th of August 2018 Winton Festival of SPEED

Tickets to display your vehicle on both the Saturday and Sunday are available. On the Sunday, a cruise up to the display has been organised, With Nez leading the way in his Green Machine. Meeting at Ford Broadmeadows and leaving at 0730 sharp. So if you are interested in heading up on for the weekend, or just the Saturday or Sunday, contact Tony to get your tickets. Only a limited number available. Contact Tony on 0411 406 760 to arrange Tickets.

Saturday 11th of August 2018 Central Crew Coffee Morning, Sat 11 August 2018

Meeting at kangaroo flat at the lake rotary gateway park high street at 9am, across the road from the APCO servo. All Welcome. Contact Angela on 0438699515 to register

PRESIDENT'S INFORMATION: Ian Collins

Ian explained that he has recently seen a 1969 Mach 1 station wagon that had built and was an interesting job done of it that was up for sale in Barn Finds USA.

Ian had been sent a question by a club member looking for the new Mustang plate surrounds. He was directed to Craig DEAN who has them.

Ian asked for a show of hands as to who may be interested in having a Ladies Day as part of a club outing. A show of hands by both sexes indicated a YES.

Also there was a discussion on a Tassie trip for next year. We may have to move it. There is a gap after 26th Jan. It may be the first week of Feb, 2019.

MUSTANG MOTORSPORTS: Craig Dean

The new 2018 Mustangs are about and kits available for them.

New Roush "Jack Hammer" soon available and will be attending shows.

Craig had recently attended the All Ford Day in QLD at Willowbank and reported seeing about 250 Mustangs at their show.

Mustang Motor Sports has generously donated items for auction.

Auction conducted		
727 Roush ladies jacket	Won by C.McKENZIE	\$140.00
Shelby Poster	Won by A.STOFFERS	\$50.00

Craig then displayed an interesting clip of his recent trip and race in Tasmania in which he scored 6th outright.

AUTOMOTIVE HISTORIANS: Tony Lupton

Tony explained that the next meeting was in Melbourne on the 11th and 12th of August at the Melbourne University. His part was to do some interviews with 3 x historic racers and race team managers. Links will soon appear on the website.

BULLETIN: Ian Collins

There is a new magazine out. Colin FALSO asked for more articles to keep coming in, including more photos for our membership to read about.

STATE CONCOURS 2018: Adam Richmond

Will be held on 28th of October this year. It will be at the Deaf Institute in St Kilda Rd, Melbourne.

We are well down the track with planning.

Cars need to be entered by the entry forms if being shown in competition.

Dinners @ \$50.00 each and there is 130 spots available.

Entry forms need to be completed.

Membership awards/entries to be submitted by membership on country and Metropolitan member awards.

STATE NATIONALS 2019 : Adam Richmond

Entries have started to come in and things are looking good.

SHELBY REGISTRY: Nez Demaj

Winton Race Day. (Melb 6G Club 70 vehicles)

Lorbek Day/Sponsors/Mustang Motorsport/Harrop.

Shelby America - recent article published on MOCA Vic and it's Shelybs.

BOSS REGISTRY: Andre Stoffers

Attending the Lorbek display. All Boss owners welcome.

There will be a Boss display at State Concours.

BUY SWAP & SELL

J.B:	'66 GT Blue coupe/auto \$35/40K
A.S:	Wanted RH Front Guard/ RH door '65 F/Back
I.C:	GT '66 black/auto Jon Mob. 0432 001172
	'05 Saleen 90,000 \$50 K Pete Mob. 0417 009 033

BADGES

Membership Badges handed to:

Rowdie McIntOSH (Life Member)	20 Year Badge
Nick& Kaye DUYVESTNE	20 Year Badge
Ron CAMPBELL	20 Year Badge

GENERAL BUSINESS

Peter:	Enquired about club business cards to be handed out for future members/ events/ speakers
C.M:	Reminder on new PO BOX 450 Hawthorn 3122

RAFFLES

Door prize:	Yvonne BUTLER	1:18 prize
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Mug of the month	Lino AVELINO
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Lucky Members Draw - June \$300.00
#2991 Jeffery JAGO Not attending meeting
\$400.00 next month.

A special thanks to as usual, Terry SMITH for donations of prizes.

MEETING CLOSED

9.44pm Minutes recorded by C.McKENZIE

NEXT MEETING

15th August, 2018 Calabria Club, Brunswick Rd. Parkville

AUGUST 2018 AGM & CLUB MEETING

Wednesday 15th August 2018
The Reggio Calabria Club, Parkville



APOLOGIES (as per sign on book)

Andy SHUGG, Barry BOLTON, Geoff GRACE, Peter BOUTS, Brian JAMES, Ian BAILEY

Membership attended as part of the general meeting

Meeting opened 8:42pm By the public officer Craig McKENZIE.

MINUTES OF PREVIOUS MEETING

The Minutes of the previous AGM held in 2017 were read and confirmed.

Moved: L.SPARRROW Seconded: R.McINTOSH

APPOINTMENTS CHANGE OF COMMITTEE MEMBERS

All positions still held. Positions to be held.

President	Ian Collins
Vice-President	Joe Borg
Secretary	Craig McKenzie
Treasurer	Adam Richmond
Committee	Bob Opperman, Ken Harrison, Tony Borg Rowdie McIntosh, Barry Bolton, Lino Avellino

NIL GENERAL BUSINESS

MEETING CLOSED: 8.42pm

Normal General Meeting continued.

Minutes recorded by C.McKenzie

Mark DAYNARD
Christopher HEPPINGSTONE
Daniel McFAWN

MOCA Vic TAS
Bec WATTS
Peter FRANGOS
Daniel Mc FAWN
Clayton PARKER
Paul MATHERS
Graham BURTON
Trevor ALLWRIGHT
Rose DICKSON
Lorenzo PETRORO
Steve JAKSETIC
Kelvin SPILLER
Rose DICKSON
Graeme ARTHUR
Kalinda Mc INTYRE

Anthony JOINER
Robert CLEMENTI
Mark DAYNARD

CPS enquiry
Membership enquiry
Looking for history on parents, Michael and Carol McFAWN who owned a black 1969 Mach 1, rego KYG 597
Committee meeting Minutes
Membership renewal enquiry
Membership renewal enquiry
History supplied by Ian COLLINS/ Thankyou
Membership renewal
Display Exhibition Centre/Motoring Lifestyle
Club Permit Info/return
Concours Sunday 16th Sept Bayside
Address for invitation to upcoming show
CPS enquiry
Invite Show at Ford Wodonga 18th Aug 2018
Looking for 2001 Parts
Show N Shine at Baxter Primary 28th Oct
Article CPS now on LEAP
Show N Shine at Gisborne Shire Office
28th Oct 18
CPS and Membership enquiry
CPS enquiry
Further CPS enquiry

SENT

All returns as above.

CPS reminders/PO BOX Change; Monthly email with info.

Monthly email re dinners at new event

NEW MEMBERS: Craig McKenzie

3238	Robin Mc Kittrick	2017 GT	Magnetic	3936
3239	Sonya Oberstar	65	Black	3781
3240	Michael Gavalakis	2017 GT Convert	Silver	3046
3241	Andrew Salisa	65 F/B	Red	
		2018 GT	Red	3038
3242	Steve English	68 F/B	Blue	3850
3243	Sonny Banjara	65	White	3781
3244	Kelvin Spiller	2001 Cobra Conv	White	3094
3245	Fabio Piccirilli	66 Convert	Red	3107
3246	John Conte	70 Mach 1	Red	3128
3247	Gus Macalister	65	White	3658
3248	David Dailey	2017 GT	Grey	3936

Current Membership 1065 as at 10/8/18 Email list updated.
271 Unpaid 62 CPS

PRESIDENT'S OPENING: Ian Collins

Ian spoke of the passing of Graham FOLWELL who had been a great member to the club over 30 years reaching life membership status. He was personally responsible for setting up the Club Permit Scheme within the club and was currently the CPS co-ordinator. He was one of our AOMC delegates and had been a judge of many shows and concours over the years. He often used to tow the club trailer and would attend a majority of our events throughout the year. He was a lovely man who had integrity, honesty and was very helpful to those that needed it and was certainly a straight shooter and always said what he meant.

He will always be remembered for things such as: No lanyard = No entry or no snag at the BBQ. Ian told some stories of breakdowns and cars being towed and reinforced that Graham would always be there to help out as well as always being the nicest gentleman out. His love for Mustangs, old Fairlane coupes and up until lately Fox body Mustangs.

We will certainly miss him here as he was a great club man. The funeral will be held at Knox tomorrow and for members attending jacket will be the dress of the day.

Suspended at 8.42 for Annual General Meeting

Craig McKENZIE took over control. Previous minutes were read out and confirmed.

TASMANIA REPORT: Ian Collins

Ian attended meeting on 5th August at Oaklands. There would have been about 25 to 30 cars attending. The committee was returned plus 2 extras. Nth, Wst & Sth and some from East.

WELFARE: Ian Collins

Geoff GRACE was in hospital for a month with pneumonia, now at home and sends his love to members.

John BAILEY who won the raffle car continues on his battle. He also has had pneumonia.

Ange WILLIAMS has been through most of her battles. She is upbeat and we are looking forward to her return.

BULLETIN: Colin Falso

The current edition is well underway with plenty of articles from Tasmania. Keep sending articles in as the deadline will be the 5th of September, 2018.

Colin was thanked for the great flyer he has created for the Club show coming up in October.

SOCIAL: Tony BORG

Events Report July 2018

Events since Last Meeting

Saturday 09 June 2018 Central Crew Coffee Morning

COMING EVENTS

Sunday 15 July 2018 B24 Bomber Display and Engine Run

Sunday 29 July 2018 MOCA VIC Winter Run.

Saturday 4th & Sunday 5th of August 2018 Winton Festival of SPEED

Saturday 11th of August 2018 Central Crew Coffee Morning

The club will be looking for someone to pick up a lady who has written to the club who has a medical problem and wishes to tick one of the boxes off her list. She will be arriving in Melbourne on the 24th of August and wants to be driven to her accommodation.

Phil will be doing a drive trip leaving on the 8th of October for 1 week and is looking for anyone who wishes to come along.

New members in attendance: Fred 2018 red fastback; Shaun 1966 silver coupe; Tony 2017 convertible; Steve 1965 blue fastback & Dale 1964 green coupe. All members were welcomed by the membership on attending their first meeting.

SHELBY REGISTRY: Nez Demaj

Nez delivered an update on the Shelby registry. At present there are 201 cars recorded and 156 members on the owners list in the registry.

He gave his respects to Graham FOLWELL and told the story of his phone that went missing off the table one night at the old club meetings. During the meeting the phone was tried a few times but no one could hear it ringing. Next day it was discovered in Graham's sound proof brief case where he had forgotten that he had seen it on the table and put it away for safe keeping and then forgotten about it. Nez had a nice drive out to pick it up at Lysterfield. He was a good mate, a servant to the club and we owe him. R.I.P. Graham, he was a good guy.

Recent events: Winton 55 cars to the track - Thanks to Craig DEAN for a loan of a Shelby (show including G6 group) 3 parade laps. Thank you Richard. Best Muscle Car 1st by Theo. Award

Lorbeks attendance by M/Motorsport, Harrops, Harrod, MOCA, 6G group
Coming: 30th Sept 9am Police legacy show 20th Oct Epping 4pm to 8pm

PRESENTATION OF YEAR BADGES: Ian Collins

Ian presented a variety of 10 & 20 year badges to long lasting members. He reminded those who had been with the club for a while to let the secretary know that they might be entitled to a new year badge which would be later presented.

MUSTANG RACING: Bob Lorch

Relayed a story that he had heard from a Ford service manager that Graham FOLWELL had worked for a company called VOLVO.

From recent racing at the 6hr they had gained a 4th outright by "Mustang Magic." They were managed by Mark AVIDORE. A thank you went out also to those that attended the racing.

Coming up at Sandown was racing on the 2nd weekend of November.

STATE CONCOURS 2018: Adam Richmond

Will be held on 28th of October this year. It will be at the Deaf Institute in St Kilda Rd, Melbourne. We are well down the track with planning. Cars need to be entered by the entry forms if being shown in competition. Dinners @ \$50.00 each and there is 130 spots available. Entry forms need to be completed.

Membership awards/ entries to be submitted by membership on country and Metropolitan member awards.

PRESIDENT'S INFO

Bob OPPERMAN put up a suggestion that the club assist by donation the farmers that were doing it hard from the club's Charity Funding. ALL MEMBERSHIP ATTENDING AGREED.

Ian COLLINS was looking for any information on a previous owner of a Black '69 Mach1 Vic Registered KYG 597. The original owners were in the club at the time and the son is now looking for the vehicle.

AUTOMOTIVE HISTORIANS : Tony Lupton

Conference on weekend. This is the History of Fisherman's Bend/Also speakers on History of USA 1900 - 1930's in urban areas. There will be a presentation at the next meeting. The weekends conference will also be listed on YouTube to those interested in viewing it.

STATE CONCOURS: Adam Richmond

Concours will be conducted on 28th of October, 2018 at Deaf Centre in St Kilda Rd, Melbourne.

Event needs to be promoted. Flyers have been printed and ready to be distributed. Registration for judging has opened.

A reminder on applications for member of the year nominations and life memberships to be put in. 9 weeks left.

NATIONALS CONCOURS: Adam Richmond

Concours will be conducted on 19th/22nd of April 2019 at Deaf Centre in St Kilda Rd, Melbourne.

Dinner and merchandise have been worked out. Hotel will have one car space free for Mustangs.

GENERAL BUSINESS

Peter WELSH asked what was happening with Mustang Plane money?

I.COLLINS Replied that it was expected soon. That they will still be paying with interest which was 3% over 4 years.

There was a reminder about the Fathers Day Show at St Kilda on the 2nd of Sept, 2018. 4 from the meeting said that they were going.

Craig McKENZIE relayed an amusing story about Graham FOLWELL, about how well his old Fairlane went because he had fitted a 460 big block to it and used it for towing the club trailer around. There were many funny occasions, but one was on a visit down to Ian JOHNSON's Longford Luncheon where Graham had been driving the Fox Body GT all the way wanted his passenger to have a little listen to the vehicle's front end noise when the speedo always reached exactly 100. Graham was reminded of two things, the fact that the speedo was in MPH and the occupation of the passenger.

BUY SWAP & SELL

Wanted 1964 260 Air Compressor bracket? A.Richmond replied that he may have one for sale.

Thommo had a set of 5 x 12 Slotters for \$200. Ron may be a buyer.

AUCTION	Mach III 1:18 model	\$50.00
	01 Bullitt 1:18 model	\$170.00

RAFFLES

Door prize	Ron CREMONA	1:18 prize
Mug of the month	Ang CARDAMONE	
Lucky Members Draw - August	\$400.00	

#1286 John WARD Not attending meeting

\$500.00 next month.

MEETING CLOSED:

10.09pm Minutes recorded by C.McKENZIE

NEXT MEETING

19th September, 2018 Calabria Club, Brunswick Rd. Parkville



SEPTEMBER 2018 CLUB MEETING

Wednesday 19th September 2018
The Reggio Calabria Club, Parkville



APOLOGIES (as per sign on book)

Craig DEAN, Jan THIEDMAN, Ian BLUME, Ange WILLIAMS, Ken HARRISON, Mic ROMERIL, Mac BARROT. Warwick DOWSLEY

MINUTES OF PREVIOUS MEETING

The Minutes of the previous meeting held in July were read and confirmed.

Moved: N.DEMAJ Seconded: L.BROADHURST

OPENING BY PRESIDENT

A warm and big welcome back to Sue BAILEY and Geoff and Elaine GRACE.

TREASURERS REPORT - figures subject to audit

TOTAL FUNDS AVAILABLE - SEPT 2018 \$296,631.63

Moved R. McINTOSH Sec. Barry BOLTON

SECRETARY'S REPORT

From 10/8/2018 Incoming

Tony KILVINGTON MOCA Affiliation fees being assessed 2733 in AUS
D.PAKORIS CPS enquiry
Robert VAN STOKROM Leaving club because its too authoritarian
A.McDONALD Membership enquiry
Loddon Valley Region Invite for club to visit area
T.ALLWRIGHT Car and bike show 16th September
N.DEMAJ 3rd Feb 19 Swanpool Motor Festival
N.DEMAJ 30th Sept 18 Northern Classic Cruisers Show
Trafalgar Motor Museum Display of Effy & Holdens Sun 21st Oct Run
T.ALWRIGHT Car and bike show 16th September
J.COLEMAN Info 50th anniversary in Ohio (talk available)
P.WHITFORD Trickle battery charger for new model Stang
M.GREEN Volunteers req. for Motorclassica 12/13/14 Oct
N.BUTLER Proposals for Tassie trip
J.MURPHY Advert price req. for magazine.
Mustang tour LA & Vegas.
M/Motoring Apparel/site wanted @ show

Steve
MOCA Tassie Application to use MOCA logo
A.MALLICHAN 1969 Coupe parts req. after fire
T&I JOHNSON Application for 20 year badges

SENT

All returns as above.
MOCA AUS/PO BOX Change
Monthly email with info
Monthly email re dinners at new event
G.FOLWELL's passing and funeral information

NEW MEMBERS: Craig McKenzie

3249	Arnold Black	2018 GT	Magnetic	7053
3250	Andrew Robinson			3181
3251	Lou Rujanoski	66 F/B	V/Burgundy	3073
3252	Peter Rujanoski	66 GT F/B	Tahoe Turquoise	3207
3253	Tom Mc Donald	67 F/B S Code	Black	
		2017 GT	Grey	3144
3254	Freddy Garcia	2018GT	Ruby Red	3201
3255	Ron Massey	2017 GT Convert	White	3124
3256	Peter Sloan	65 Coupe	Black	3795
3257	Fiona Price	2017 Super Snake	Grey	7310
3258	Don Sands	2017GT	Grabber Blue	3931
3259	Leigh Graham	68	Aqua	3809
3260	Barry Messenger	66	Orange	7253
3261	Amanda Branson	2016 F/B	Race Red	3795

Current Membership 1075 as at 10/8/18

Email list updated.

Application Made To Vicroads For CPS Clean Up.

PRESIDENT'S INFO: Ian Collins

Ian spoke of the Moorabbin Air Museum and payment by them of our investment money and also the interest paid by them to our club of \$600.

The Tassie Trip dates will be 21/22/23/24th of February, 2019.

Two funerals since last meeting.

A big and good turnout for Graham FOLWELL's send off.

Macka to now take on role as Club Permit Scheme co-ordinator.

Funeral for John BAILEY was our most recent loss. Memories of John winning the raffle car throwing his hand in the air and the kid's to be the first to jump in it and hang out the back windows. Sue will remain an active member.

Trip overseas since last meeting around Scotland and England and it just so happened that Goodwood Race Weekend was on which he visited. Ian explained that if you ever got a chance to go along that weekend then go. Only about 5% of those attending were not dressed up in period costume and all of the racing was with cars that were worth a fortune. The racing was tremendous and blokes were out there racing and bending fenders and weren't holding back. One race had one of the biggest line up of valued cars ever raced anywhere in the world.

There were not too many Mustangs driving around but it was a great place to visit. He did manage to speak to the owner of a Ford XP wagon who was parked up by the side of the spectator area at the races, he was an old employee from Tickford Australia and had taken his pride and joy along to watch the racing.

SOCIAL: Tony Borg

Events Report September 2018

Events since Last Meeting

Saturday 11th of August 2018 Central Crew Coffee Morning.

No report received for this day.

Sunday 19th of August 2018 Lorbeks Despite a very wet day, a number of our members attended the event, with awards given to Joe Vella, Andre Stoffers and a 6G member

Saturday 8 Sept 2018 Central Crew Coffee Morning Around 15 Mustangs were on display on the day, and were joined by several other marks.

Sunday 9 Sept 2018 The Showcars of Melbourne and Acland Street traders Father's Day car and bike show. A number of MOCA members attended. Three had their cars on display in the Premium area along Acland Street with John Pipan's beautiful dark blue convertible parked next to my convertible. I spotted a few other members in Shakespeare Grove near Luna Park. There may well have been many more members present but due to the enormous size of the event and the number of visitors I spoke with I wasn't able to get around to all of the displays areas

With our very own Brian James taking out a trophy in the top ten award on the day. Thanks to Peter Alderson for the days report.

COMING EVENTS

Sunday 16th of September 2018 7th Annual Beaumaris Concours Car and Bike Show. This is a regular event attended by the club and growing every year, and due to its popularity the organisers have asked participants to register directly. So, if you are interested please register directly providing:

Name, phone number, email & car details - concoursecarshow@gmail.com
(Example: Tony Stark 0410 666 777 starkindustries@avengers.com Bugatti Veyron registration IRN MAN.)

Sunday 23 September 2018 Tickford Day. Tickford is an aftermarket vehicle personalisation business headquartered in Melbourne, Australia but born out of a near two-centuries-old tradition of vehicle engineering. The business operates under the tagline "Performance driven by passion" and focuses on delivering quality, highly-engineered, OE-level vehicle personalisation packages for Ford vehicle platforms including, but not limited to Mustang and Ranger. Backed by Tickford warranty, the packages provide customers with performance backed by peace-of-mind and the knowledge their vehicle has been tuned by local experts for Australia's unique conditions.

So come along and have a look at this fantastic facility, speak to the experts about what they can do to your pride and joy to make it that special vehicle you deserve!

Call Tony on 0411406760, Click yes on the App, or email mustangclubevents@gmail.com to register your attendance

Sunday 30th September 2018 HARROP OPEN HOUSE 9am start.

An entry fee of \$5 applies

Tours of the HARROP workshops are available.

Go to the following link to Register:

<https://www.harrop.com.au/events/open-house-2018/>

All proceeds donated to Victoria Police Legacy

Sunday 7th of October 2018 Cheltenham Claytons Concourse Meeting at the carpark near the corner of Centre Dandenong Road and Grange Road from 8.00 am.

The Club Trailer will be there providing Brekky and Lunch along with the usual cold drinks and coffee.

So come along, catch up with other club members and maybe pick up a few hints to help you with your stang.

Please note: no current members lanyard = no feed. So make sure you are wearing your members lanyard.

Call Tony on 0411406760, Click yes on the App, or email mustangclubevents@gmail.com to register your attendance

12 to 14 October 2018 Motorclassica. Motorclassica is arguably the premier classic car event of the car show calendar, with special vehicles on display that you only get to see on those rare occasions.

The 2019 holding of this event is different from previous years, the club has been provided the opportunity to put on a display of our finest vehicles. Placing them on the grounds from Thursday evening the 11th of October until the afternoon of Sunday the 14th of October. With those participating offered some fantastic opportunities.

Contact Tony direct on 0411 406 760 directly if interested.

13 October 2018 Central Crew Coffee Morning. Meeting at 9am, at Kangaroo Flat by the Lake Rotary Gateway Park, High street across the road from the APCO servo. All Welcome

Contact Angela on 0438699515 to register

New member in attendance: Peter 2017 Blue Fastback. He was welcomed by the membership for attending his first meeting.

Tony reminded everyone that there is a phone application that can be used to keep track on events and let him know if you are attending things

STATE CONCOURS 2018: Adam Richmond

Will be held on 28th of October this year. It will be at the Deaf Institute in St Kilda Rd, Melbourne.

Cars need to be entered by the entry forms if being shown which close on 28th September. You will need to have your club lanyard, a club sticker on your windscreen and be in by 10.00am.

Dinners @ \$50.00 each and there is 130 spots available. Hopefully it is a nice day.

SHELBY REGISTRY: Nez Demaj

Nez delivered an update on the Shelby registry. At present there are 203 cars recorded and 167 members on the owners list in the registry.

Recent events:

Lorbek : There was rain, 10 deg, Dave had the heaters going in side. 50 odd Mustangs/ Herrod and Harrop, Mustang Motor Sport were Sponsors.

Congratulations to Joe VELLA who won best Mustang and Andre STOFFERS who won best Shelby on the day.

Recent display at the show grounds article was published in USA Shelby Bulletin.

BULLETIN: Colin Falso

The current edition is closed off. Keep sending articles in. Colin will assist with any help that is needed with any article.

GENERAL BUSINESS

C.McKENZIE reminded those that have been in the club for a while and may have year membership badges to be presented then applications can be made to him as club secretary.

Anyone thinking that they may have something that they can bring to the club through a short presentation at General Meeting were to speak to him or email with information.

A.RICHMOND reminded everyone on the membership awards/ entries to be submitted by membership on country member and Metropolitan member awards.

NATIONALS CONCOURS: Adam Richmond

Concours will be conducted on 19th/22nd of April 2019 at Deaf Centre in St Kilda Rd, Melbourne.

RAFFLES

Door prize Bruce CAMPBELL 1:18 prize
Mug of the month #2847 Tony COSARA
Lucky Members Draw - September \$500.00
Not attending members at meeting were Peter & Gail WALSH.
\$600.00 next month.



BUY SWAP & SELL

4 tickets are available if someone wishes to attend Bathurst. \$1408 was being asked for a prime position in the stand near a big screen and close to the beer.

Thommo had a 1965 Convertible 1:18 model which sold for \$55.00

A member card was found belonging to Travis WEYNE who was not at the meeting. Macka will post it out to you.

MEETING CLOSED:

9.13pm Minutes recorded by C.McKENZIE

NEXT MEETING

17th October, 2018 Calabria Club, Brunswick Rd. Parkville

VICTORIA & TASMANIA CLUB SOCIAL CALENDAR SEPTEMBER - NOVEMBER 2018

SEPTEMBER 2018

SUNDAY 23RD	<p>TICKFORD DAY SUNDAY 23 SEPTEMBER 2018</p> <p>Tickford is an after-market vehicle personalisation business head-quartered in Melbourne, Australia but born out of a near two-centuries-old tradition of vehicle engineering. The business operates under the tagline "Performance driven by passion" and focuses on delivering quality, highly-engineered, OE-level vehicle personalisation packages for Ford vehicle platforms including, but not limited to, Mustang and Ranger.</p> <p>Backed by Tickford's Warranty, the packages provide customers with performance backed by peace-of-mind and the knowledge their vehicle has been tuned by local experts for Australia's unique conditions.</p> <p>So come along and have a look at this fantastic facility, speak to the experts about what they can do to your pride and joy to make it that special vehicle you deserve!</p> <p>Call Tony on 0411406760, Click yes on the App, or email mustangclubevents@gmail.com</p> <p>To register your attendance.</p>
SUNDAY 30TH	<p>HARROP OPEN HOUSE 9AM START.</p> <p>An entry fee of \$5 applies</p> <p>Tours of the HARROP workshops are also available.</p> <p>Go to the following link to Register:</p> <p>https://www.harrop.com.au/events/open-house-2018/</p> <p>All proceeds donated to Victoria Police Legacy</p>

OCTOBER 2018

SUNDAY 7TH	<p>CHELTENHAM CLAYTONS CONCOURS</p> <p>Meeting at the carpark near the corner of Centre Dandenong Road and Grange Road from 0800.</p> <p>The Club Trailer will be there providing Brekky and Lunch along with the usual cold drinks and coffee.</p> <p>So come along, catch up with other club members and maybe pick up a few hints to help you with your stang.</p> <p>NOTE: No current members lanyard, no feed, so make sure you are wearing your members lanyard.</p> <p>Call Tony on 0411406760, Click yes on the App, or email mustangclubevents@gmail.com to register your attendance</p>
FRIDAY 12th SATURDAY 13th SUNDAY 14th	<p>MOTORCLASSICA</p> <p>Motorclassica is arguably the premier classic car event of the car show calendar, with special vehicles on display that you only get to see on those rare occasions.</p> <p>The 2019 holding of this event is different from previous years, the club has been provided the opportunity to put on a display of our finest vehicles. Placing them on the grounds from Thursday evening the 11th of October until the afternoon of Sunday the 14th of October. With those participating offered some fantastic opportunities.</p> <p>Contact Tony direct on 0411 406 760 directly if interested.</p>
SATURDAY 13TH	<p>CENTRAL CREW COFFEE MORNING</p> <p>Meeting at Kangaroo Flat at the lake rotary gateway park high street at 9am, across the road from the APCO servo.</p> <p>All Welcome Contact Angela on 0438699515 to register</p>
SUNDAY 14TH	<p>BACCHUS MARSH SWAP MEET AND SHOW AND SHINE</p> <p>Come along to this fantastic event, meeting there from 0700, look for other members to park together.</p> <p>Held at Maddingley Park Bacchus Marsh.</p> <p>\$10 entry fee applies.</p> <p>Call Tony on 0411406760, Click yes on the App, or email mustangclubevents@gmail.com</p> <p>To register your attendance.</p>

OCTOBER 2018

WEDNESDAY 17TH	<p>MONTHLY CLUB MEETING</p> <p>REGGIO CALABRIA CLUB</p> <p>476 Brunswick Rd, Parkville VIC 3052 at 8.00pm.</p> <p>Don't forget you have to be in attendance for your chance to win one of the following: LUCKY MEMBERS JACKPOT DRAW, MUG OF THE MONTH, DOOR PRIZE, and MOCA RAFFLE.</p>
SATURDAY 20TH	<p>NCC AT EPPING RSL 4pm to 8pm.</p> <p>195 Harvest Home Road Epping</p> <p>Pre 1987 Classic Cars, Bikes, Hot Rods and Customs.</p> <p>Cars: \$15. Bikes: \$10.</p> <p>All proceeds donated to Victoria Police Legacy</p> <p>Call Tony on 0411406760, Click yes on the App, or email mustangclubevents@gmail.com</p> <p>To register your attendance</p>
SUNDAY 28TH 10am - 3pm	<p>MUSTANG ROUNDUP - VIC STATE CONCOURS - NEW VENUE</p> <p>VICTORIAN DEAF INSTITUTE - 597 ST. KILDA ROAD MELBOURNE.</p> <p>Read all the details earlier in this magazine</p>

NOVEMBER 2018

SATURDAY 10TH	<p>CENTRAL CREW COFFEE MORNING</p> <p>Meeting at Kangaroo Flat at the lake rotary gateway park high street at 9am, across the road from the APCO servo.</p> <p>All Welcome Contact Angela on 0438699515 to register</p>
SATURDAY 10TH SUNDAY 11TH	<p>MUSTANGS ON THE MURRAY</p> <p>Our annual trip up to the border to catch up with our NSW brethren is on again.</p> <p>Heading up on Saturday the 10th of Nov 2018, meeting at the Shell Servo, Corner Donnybrook Road and the Hume Hwy at 0800 for departure shortly thereafter.</p> <p>Staying as Quest Wodonga on Saturday the 10th of November, Contact Quest Wodonga directly on (02) 6043 8300 and mention Mustangs on the Murray to get your special room rate.</p> <p>Grab a quick bite Saturday arvo at one of the local establishments, I recommend Henri's Café?</p> <p>Dinner at the Houn Hill Bistro Saturday Night, starting at 630pm,</p> <p>Display at Junction Place, just a short drive from the hotel, starting at 0900.</p> <p>So come along and get together with the NSW crew and catch up with your fellow Mustang enthusiasts.</p> <p>Contact Tony on 0411 406 760 for details.</p>
SATURDAY 10TH SUNDAY 11TH	<p>HISTORIC SANDOWN</p> <p>This is one of the premier historic racing events on the calendar.</p> <p>The club will be putting on a display of our vehicles, so if you are interested in heading to this fantastic event, and watching the classics racing around the track, contact Tony for tickets.</p> <p>Contact Tony on 0411 406 760 to arrange Tickets.</p>
SUNDAY 18TH	<p>MEREDITH CAR SHOW AND FAMILY DAY 2018 10am till 3pm</p> <p>Old Skool Street Cars Geelong brings you this annual country event.</p> <p>Meredith Cricket Club.</p> <p>Pre 1980s / Public Gold Coin Donation</p> <p>Call Tony on 0411406760, Click yes on the App, or email mustangclubevents@gmail.com</p> <p>To register your attendance</p>
WEDNESDAY 21ST	<p>MONTHLY CLUB MEETING</p> <p>REGGIO CALABRIA CLUB</p> <p>476 Brunswick Rd, Parkville VIC 3052 at 8.00pm.</p> <p>Don't forget you have to be in attendance for your chance to win one of the following: LUCKY MEMBERS JACKPOT DRAW, MUG OF THE MONTH, DOOR PRIZE, and MOCA RAFFLE.</p>

SEE MORE EVENTS FOR NOVEMBER OVER PAGE



www.facebook.com/pages/Official-Mustang-Owners-Club-Australia-Victoria/270093699735606



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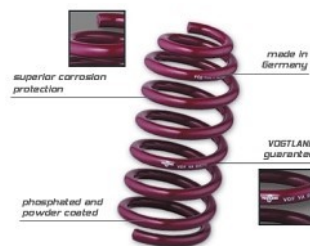
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VICTORIA & TASMANIA CLUB SOCIAL CALENDAR

NOVEMBER 2018 - JANUARY 2019

NOVEMBER 2018

FRIDAY 23RD SATURDAY 24TH SUNDAY 25TH	GEELONG REVIVAL It's on again, MOCA VIC will be on display at this prestigious event, which just keeps getting bigger and bigger. Come down, put your car on display on the waterfront and enjoy a day of racing and special events. Register directly with the organisers at https://geelongrevival.com.au/register-for-an-event/shannons-classic-moroshow/ Contact Tony so we know how many to expect.
SUNDAY 25TH	STEVE LOND MEMORIAL RUN Meeting at Mustangs of Melbourne, 8/65-67 Canterbury Rd, Montrose VIC 3765 At 10am, before taking a short cruise to one of Steve's favourite places, the Yarraglen Hotel. Call Tony on 0411406760, Click yes on the App, or email mustangclubevents@gmail.com To register your attendance

DECEMBER 2018

SATURDAY 1ST	TASSIE EVENT - XMAS PARTY IN SWANSEA Contact: mocataschapter@gmail.com or David O'Brien
SUNDAY 9TH	COFFEE RUN WITH THE PORSCHE CLUB The Porsche Club has invited us on a run to one of their favourite coffee places. Meeting at Lorbeks, 30 Prohasky St, Port Melbourne VIC 3207 at 0900 for a 0930 departure. Then a run, not a race, to the Growling Frog Golf Club, Yan Yean for coffee and lunch if you wish. Call Tony on 0411406760, Click yes on the App, or email mustangclubevents@gmail.com To register your attendance
WEDNESDAY 12TH	MONTHLY CLUB MEETING - CHRISTMAS BREAK UP DINNER Contact Macka directly to register your attendance. REGGIO CALABRIA CLUB 476 Brunswick Rd, Parkville VIC 3052 at 8.00pm. Don't forget you have to be in attendance for your chance to win one of the following: LUCKY MEMBERS JACKPOT DRAW, MUG OF THE MONTH, DOOR PRIZE, and MOCA RAFFLE.
SUNDAY 16TH	CLUB CHRISTMAS RUN Join the club for a day of fun and frivolity. Meeting at Lorbeks, 30 Prohasky St, Port Melbourne VIC 3207 at 0900 for a 0930 sharp start. Heading to a venue for lunch, where the man in the red suit will join us. So if you have kids 12 years of age or under, call Tony on 0411 406 760 with details. Contact Tony directly on 0411 406 760 or email mustangclubevents@gmail.com to advise of your attendance, Not bringing kids, that's OK too, just let Tony know.

JANUARY 2019

SUNDAY 6TH	DRYSDALE AUTOPRO CLASSIC CAR AND BIKE SHOW Meeting at the BP on the Geelong Ring Road at 0800 for a 0830 sharp departure. Then a short cruise to the venue situated at the Drysdale Sporting Oval. Food, refreshments, live band, Cool Change, jumping castle for the kids. A real family day out. Contact Tony directly on 0411 406 760 or email mustangclubevents@gmail.com to advise of your attendance.
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Get the latest info on our Club Facebook Page - @ <https://www.facebook.com/OfficialMOCAVIC>

AUSTRALIAN SHELBY REGISTRY



The Australian Shelby Registry was created back in 2009 by the Australian Mustang Club and affiliated with Shelby American (SAAC) Australian

Shelby Owners and Mustang Motorsport. Nez Demaj was elected the Australian Shelby Registrar by the Australian Mustang Club and certified by SAAC in 2009.

The main objective of the Australian Shelby Registry is to create a data base of early and late model Shelybs and establish the amount and wherabouts of all Shelybs in Australia. Also, to have links with SAAC and to update their records, change of ownership and any relevant information of each Shelby produced.

Once a Shelby owner has submitted their details such as their name, state of residence and Shelby details such as VIN and Shelby numbers then their information is loaded in the Australian Shelby Registry. Once submitted, the Shelby owners details are kept confidential at all times and never published in any magazines or websites. In each state of Australia, there are State Shelby Representatives who can assist any present Shelby owners with any questions relating to their Shelybs.

There are advantages in being an Australian Shelby Registry member as there are many Mustang and Shelby displays organised around the country so every Shelby member is contacted via email whenever there is an upcoming Shelby display. Also, when a Shelby owner decides to sell his/her Shelby, they can inform the Australian Shelby Registrar and he will email all Shelby Registry members.

The Australian Shelby Registry is a group of Shelby owners who come together at various Shelby displays around the country while enjoying each others company and their vehicles.

So, please submit your Shelby details in confidence directly to the Australian Shelby Registrar, Nez Demaj.



Australian Shelby Registry
shelby.org.au

Australian Mustang Club
mustang.org.au

Mustang Motorsport
mustangmotorsport.com.au

Australian Shelby Registrar
Nez Demaj

Victorian Shelby Representative
Nez Demaj
0407 460 600
nezgta@optusnet.com.au

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DEADLINE FOR NEXT MAGAZINE - DECEMBER 5

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B Polo Shirt - White, Navy & Red	\$50
C Polo Shirt - Red, Navy & White (New Style)	\$55
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Children's Polo Shirts	\$25
D Ladies 3/4 Length Sleeved Tops In Black / White	\$40
Ladies V-Neck Short Sleeve	\$35
Ladies Cardigan - Navy	\$75
V-Neck Jumper - Dark Navy	\$75
E Fleecy Long Sleeved Tops - Navy Only	\$55
F Reversible Vests - Navy With Red Lining	\$50

G Hoodie - Navy / Red Piping Or Screenprint	\$60
H Cambrey Shirts Long And Short Sleeve	\$60
I Baseball Jacket W/Suede Sleeve (Large Logo On Back, Small Logo On Front)	\$170
J Navy Winter Jacket / Fully Lined With Red Piping (Large Logo On Back, Name On Front Optional)	\$105 \$150
K Lightweight Microfibre Club Jacket Red, White & Blue (Large Logo On Back, Name On Front Optional) Limited Stock)	\$80 \$125
Club Caps Navy / Suede Peak	\$20
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- Contact **KAYE DUYVESTYN** by Phone on 0407 804 569 to order all your gear.
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- Please make all Cheques payable to: **'MUSTANG OWNERS CLUB AUST. (VIC) INC.'**

MUSTANG ROUNDUP

CLUB HISTORY from the Archives



circa: **OCTOBER 1990 - MOCA VIC Concours at Eastland Shopping Centre Car Park .**
Before Sunday trading the Victorian Local Concours was held in the car park shopping centre at Eastland Ringwood.



Please email any old club event photos including details/dates etc you have to:
colinmustangroundup@gmail.com

DEADLINE FOR NEXT MAGAZINE - DECEMBER 5



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