

MUSTANG OWNERS CLUB OF AUSTRALIA - VICTORIA INC.



MUSTANG ROUNDUP

CLUB NEWS FROM ACROSS VICTORIA & TASMANIA

OCTOBER - DECEMBER 2019



**THIS ISSUE - 2019 MOCA VIC MUSTANG ROUNDUP • WODONGA ROAD TRIP • MUSTANGS IN MALTA
• BENDIGO SWAP MEET DISPLAY • MUSTANGS ON THE MURRAY • PART 6 CAR DETAILING • PLUS MORE**

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MUSTANG ROUNDUP

SUMMER 2019/20

MUSTANG OWNERS CLUB OF AUSTRALIA VIC. INC.

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Affiliated with: The Mustang Club of America, The Association of Motoring Clubs, The Confederation of Australian Motorsport

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Ian Collins, Frank Thomson, Kevin Musgrave (Dec), Frank Hayes, 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.

M.O.C.A. Vic monthly meetings are held 3rd Wednesday of every month at Reggio Calabria Club, 476 Brunswick Road, Parkville 3052 at 8.00pm.

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Mustang Round-Up is the official newsletter of M.O.C.A. Vic. Inc. and is registered by Australia Post No: PP334553/0007.



PRESIDENT'S LETTER



Dear Members

The local roundup returned to Dandenong showgrounds for the first time in five years... Oh how time flies. Yes, it was successful and with over 350 cars on a day that started out looking very questionable, the weather actually behaved itself.

We were privileged to have a few of the Ford head people turn up including the CFO and appreciate them bringing along the latest R Spec Mustang for viewing.

A big thankyou to Craig Dean and Mustang Motorsport for their great display and continued sponsorship of the club.

I must congratulate those that put their cars in for judging. The time and effort brought to light some beautiful mustangs.

I do love checking out the judged cars from street cars to concours cars and it just goes to show where the club is at with such an array of top cars.

A special Thank You to those that worked for the club on the day; I won't start naming people as I will forget someone but the club thanks you very much. Thank you to our interstate visitors which came down for the National Meeting on the Saturday then those that stayed and helped out with judging duties.

The club is in a very healthy state and we look forward to all the hibernating cars returning for some runs soon.

The club made its annual run to Wodonga for the weekend. We had over 30 cars turn out, a good portion went down for naughty Friday, no more comment needed, the rest went up Saturday morning which was a lovely drive along with morning tea in Euroa, scones and jam - home made country style fantastic!

A lovely cruise Saturday afternoon stopping at Gehrig's Winery for refreshments and tastings. Lovely to have Alan Vella from NSW make the trip down to join us.

Sunday saw the usual car show in the middle of Wodonga very successful and a meet up with Frank Hayes former long term president of the Victorian Club.

I read with great interest that Ford is experimenting with an electric version of the Mustang. I suppose it had to come some day but please keep a V8 version some of us need that sound. As great mate of mine once said, let's bolt a V8 to the garage floor let it hum along while we all sit around having a beer or wine in its honour. The very same bloke once said that any car that is powered by a V8 doesn't need a radio.. the music comes from under the bonnet.

A few of us went to the Bentleigh Festival and showed our cars along with others from various clubs. Mustangs took out several prizes and they looked fantastic.

I must thank the Stoffers family for all their work for the club over the years. I just cannot remember when they were not doing something for the club. The last job was running the monthly raffles. They have decided to take a well earned break. The club thanks you for the work you have done over the years.



Now summer has arrived and of course we will run the usual end of the year party and kids party, you must put your name down and book a place for either.

The club has many and varied runs for everyone to enjoy so please come along and enjoy the company of like minded people whilst enjoying the pleasure of owning a mustang.

Lastly, I would like to wish every member and their families a safe enjoyable Christmas. One that's full of presents and cheer. Please drive carefully and enjoy the pleasure that only a mustang can provide. Thank you to the committee for your untiring work you all put in and to all those members that just help whenever needed.

From my family and the club, Merry Christmas, Happy New Year and safe holidays.

Every day I drive a mustang I think it's Christmas.

Keep on mustanging.

Ian Collins
President MOCA (Vic Inc)

EDITORIAL



G'day fellow Mustangers.

I get a lot of emails and phone calls every month about the magazine deadline and when it is.

Apart from noting it within the magazine in about 4 spots each issue it's really simple. (here's the first spot to look for - follow the running horse).

Here's how I work it out and the 2020 dates.

All going well, there are 4 issues a year co-inciding roughly with the 4 seasons - Summer, Autumn, Winter & Spring AND we try and get an issue out before our 2 major events, so that we can provide info, entry forms etc for that event to you guys i.e. SPRING issue - Victorian State Concours and AUTUMN issue - National Concours.

Therefore 4 deadlines in one year.

MARCH - JUNE - SEPTEMBER - DECEMBER.

It's the same months every year. The actual day is all that changes and it's based on 2 weeks before the club meeting of that month... you still with me...

for example. MARCH Deadline - Monthly Meeting is on the 18th so 2 weeks before is the 4th... easy.

So... based on that formula, the dates for this year are as follows:

MARCH - Wednesday 4th

JUNE - Wednesday 3rd

SEPTEMBER - Wednesday 2nd

DECEMBER - Wednesday 2nd

Now in saying all that...you can send stuff anytime... that's right! today, tomorrow, on a weekend it doesn't matter. Dont wait for the deadline, the sooner the better.

But... if you want something to be in a particular issue you need to send it well before the deadline date to ensure it makes it in that next issue.

Colin Falso
MOCA VIC Editor
colinmustangroundup@gmail.com



DEADLINE FOR NEXT MAGAZINE - MARCH 4

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

NOTICE OF SPECIAL GENERAL MEETING



AN IMPORTANT NOTICE TO ALL MEMBERS OF THE MUSTANG OWNERS CLUB OF AUSTRALIA (VICTORIA) INCORPORATED NOTICE OF SPECIAL GENERAL MEETING

NOTICE is hereby given that a Special General Meeting of the Mustang Owners Club of Australia (Victoria) Incorporated will be held at the Reggio Calabria Club, Brunswick Rd. Parkville on Wednesday, 18th March 2020.

SPECIAL BUSINESS

Amendments to the Constitution and replacement by the adoption of a modern Constitution.

To consider and if thought fit to pass a special resolution to repeal the Constitution of the Mustang Owners Club of Australia (Victoria) Incorporated and adopt in its place a modernised Constitution in the form attached to this notice. The attached modernised Constitution contains markings to show how the modernised Constitution differs from the existing Constitution of the Mustang Owners Club of Australia (Victoria) Incorporated.

By way of summary, the Mustang Owners Club of Australia (Victoria) Incorporated Executive Committee is proposing the modernised Constitution in order to:

1. **modernise and simplify the wording of the Constitution;**
2. **ensure that the Constitution is compliant with the requirements of current legislation and in particular the Associations Incorporation Reform Act 2012; and,**
3. **introduce a process by which the Executive Committee may award life membership to members.**

A copy of the existing Constitution as well as a clean copy of the proposed modern Constitution may be obtained by written request to Craig McKenzie, Secretary of the Mustang Owners Club of Australia (Victoria) Incorporated via post to PO Box 450 Hawthorn VIC 3122 or email to macka62@iprimus.com.au

PROXY VOTING

A member unable to attend the Special General Meeting may appoint a person as proxy to attend and vote on their behalf by a signed and dated notice given to Craig McKenzie, Secretary, the Mustang Owners Club of Australia (Victoria) Incorporated via post to PO Box 450 Hawthorn VIC 3122 or via email to macka62@iprimus.com.au.

In order to be valid and effective, proxy appointment notices should be received by the Secretary by no later than 24 hours before meeting on Wednesday, 18th March 2020.

Ian Collins, President

14 October 2019

MUSTANG ROUND UP & STATE CONCOURS



After a lot of deliberation for this year's Mustang Round Up, we decided to head back to Dandenong showgrounds and it was just like putting on an old jumper.

This year Mother Nature provided us with same challenging weather, as a result, we had around 380 cars on display throughout the day.

The first display cars started to arrive around 7am, they were shortly followed by our trade stall holders and food vendors. Everyone was greeted by the amazing Gate people who directed them to the main display area. The wonderful Parking Marshall's led by Rowdie and Joe Borg happily positioned all the cars into just the right spot.

As with previous years, there were plenty of volunteers who helped out throughout the day, from setting up the judging area, positioning display cars or helping out on the gate.

Whilst everyone was busy with setting up the General Display and Judging Areas, Club Merchandise Stand, the Food Stands and all those little things that make our event one of the largest Mustang car show in the Australia.

In addition the Cobra Club come along on the day to put on a display of around 10 cars.

It was great to see our 1969 Model year special display show off 20 cars and the first Boss Mustang display had 15 cars.

We were lucky enough to have the new R Spec Model Mustang come along on the day to further enhance the general display area which everyone appreciated these displays.





Victorian State Concours Trophy Winners

ORIGINAL CLASS - DRIVEN

Gold Award

Michael Smith - 1969 Emerald Green Sportsroof
Robert Stent - 2002 True Blue Convertible

Bronze Award

David Krampel - 2002 Black Coupe

MODIFIED CLASS - DRIVEN

Gold Award

Dorothy Cremona - 1967 Gun Metal Grey Fastback

Bronze Award

Anthony Howe - 1970 Black Fastback

KEVIN MUSGRAVE AWARD FOR CONCOURS EXCELLENCE

Robert Stent - 2002 TrueBlue Convertible

GARNET JUDD MEMORIAL AWARD MOST OUTSTANDING MUSTANG and elevated to Concours Judging

Andre Stoffers 2012 Boss 302 Black/Red Coupe

RUNNER- UP MOST OUTSTANDING MUSTANG

Phillip Borg 2008 Black Coupe

Shelby Nationals Concours Trophy Winners

ORIGINAL CLASS

Silver Award

Norm Mills - 1970 Shelby GT500 Silver Jade

Best Restomod

Darren Potter 1969 Red Sportsroof

Best Convertible

Peter Alderson 2016 Red Convertible

Best Fastback/Sportsroof

Darren Page 1970 Red Sportsroof

Best Hardtop

Graham Bell 2019 Highland Green Bullitt Coupe

Best Boss Mustang

Andre Stoffers 2012 Boss 302 Black/Red Coupe

Best Mustang 2005 -2014

Phillip Borg 2008 Black Coupe

Best Post 2015 Mustang

Ken Seelenmeyer 2019 Ruby Red Coupe

Steve Lond Memorial Encouragement Award

Jim Mamos 1967 Blue Coupe

President's Award

Lou De Fazio 1965 Honey Gold Convertible

Most Outstanding Shelby Mustang

Spiros Mitropoulos 1967 GT500 Blue Fastback

Best Late Model Shelby Mustang

Nick Bilyj 2012 GT500 Super Snake Red Convertible

The judging of the Show 'n' Shine & Concours vehicles kicked off around 9am with many entrants nervously waiting to hear what the judges were saying to each other or what they were writing down.

Once the Show 'n' Shine judging started you could see plenty of members doing all of those last minute touch ups and cleaning before the judges came around.

This year we had 7 vehicles entered into Showroom & Driven Concours and Shelby Nationals judged classes.

The Show 'n' Shine Judges are continually amazed with the high standard of the cars being presented to them. With many of these cars could taking the next step into Concours judging and will continue to grow this area of the Mustang movement.

With the day starting to draw to a close all the Show 'n' Shine entrants began to gather; eagerly awaiting the announcement of the winners. Unfortunately just as the award winners were being announced we had a few rain drops which delayed proceedings.

Congratulations to Andre Stoffers with his Black & Red 12 Boss 302 being awarded the Garnet Judd Memorial Award Most Outstanding Mustang. In addition Andre's car won the inaugural Boss Mustang Award.







MUSTANG ROUND UP & STATE CONCOURS

Once all awards were presented all the helpers began the pack up and the display area was cleared for another year. It was now time to prepare for the Annual Concours Presentation Dinner which was held at the Amora Hotel in Richmond.

There were a few light refreshments, before all the dinner guests began to receive their meals and catch up on the day's activities.

The guests were greeted by our President Ian Collins who later on presented Life Membership to Greg Hadfield.

Once everyone's main meals were taken away those members who entered their vehicles into Concours and Shelby Nationals Judging started to become very nervous.

They all wondered whether they had cleaned, detailed and polished their vehicles completely before the judging of the vehicles had started.

After plenty of excitement the Gold, Silver and Bronze Award winners were announced. A big congratulations and well done to everyone who entered their vehicle, as there were plenty of smiles and stories in the room after the announcements.

Overall, this year's event went pretty well with myself and the committee receiving lots of positive feedback on returning to the old venue.

Our event can't go as smoothly and seamless as it does without all the hard work of our volunteers, who helped out on the day. A massive a THANK YOU to each and every one who helped out on the Saturday mark out and on Sunday for all your efforts over those two days.

See you soon

Adam Richmond
Mustang Round Up & Concours Director



'69 Grand'es @2019 Mustang RoundUp

Bruce Rigby



This year's Mustang RoundUp was special for me as we celebrated 50 Years of the 1969 model of our beloved Mustangs. As most of the older members of our club know I have had my 69 Coupe Grand'e for 21 years.

Being only the 3rd owner of this car and also the only Grand'e in the Vic M.O.C.A. Club, the reason for that is because it's a very rare model with only 22,000 examples being made.

Just a quick example as to what makes a Grand'e different to other Mustangs is the extra appointments added during the build.

Four features in particular distinguish the Grand'e model: A special insulation package, a modified rear suspension system, elegant interior appointments - including cloth trimmed and vinyl seats offered for the first time in a sports type car - and classic exterior trim.



Standard features for the MUSTANG GRAND'E include,

CLASSIC EXTERIOR TRIM

"C" Pillar script, dual colour - keyed racing mirrors (remote operation drivers side) Wire-Style wheel covers, Bright Wheel Lip, Rocker Panel and Rear Deck Mouldings, Special 2 Toned Narrow Paint Stripe below fender line. Simulated Air Exhausts with a Bright Metal Horizontal Bar Grille are incorporated into the quarter panels.

ELEGANT INTERIOR APPOINTMENTS

Luxury appointments include, Hopsack Cloth and Vinyl Seat Trim, Simulated Teakwood-grained Instrument Panel and Cluster Applique, Deluxe 3 Spoke "Rim Blow" Steering Wheel, Moulded Door Panels with Courtesy Lights, Padded Interior Quarter Trim Panels with Armrests, Electric Clock with Sweep Second Hand, Bright Trimmed Pedal Pads. Long wearing carpeting is colour keyed to the interior. Air Conditioning, Tinted Windows, Tilt Away Steering Wheel, Light In Glove Box and Boot, Am/Fm Stereo Radio Tape Player With Front and Rear Speakers.

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As I said, it was special because as the Concours got nearer, Ian Blume (Head Judge) and owner of The Mustang Marke, had in his workshop another very rare 69 Grand'e having new door/window rubbers fitted. As this was the first time I had seen another Grand'e, I contacted the owner to see if we could get together at the RoundUp.

Renae Miller from Smeaton Victoria drove down and presented her original untouched, Mustang Grand'e which had been in Australia @ 2 years. It is Gulfstream Aqua with a white vinyl roof, 351 C.I.D 4V with only 75 Miles on the clock all verified legit. Only 513 mustangs, with this paint and trim combination were made. An absolute original gem. Thank you Renae for presenting your car.

That made 2 Grand'e's or so I thought, then another original 69 Grand'e pulled into beside us and made a collection of 3 MUSTANG 69 GRAND'E's.

In the year we are celebrating the 1969 models, 50 years. WOW!

How's that for a coincidence.

Sam James from Mornington presented his Lime Gold Metallic, White Vinyl roof 351 C.I.D. 4 V with only 59 Miles on the clock, again verified legit. Sam's Mustang has been in the country 18 years and only 14 with this paint and trim were produced. Both cars were exactly the same, except for their base colour.

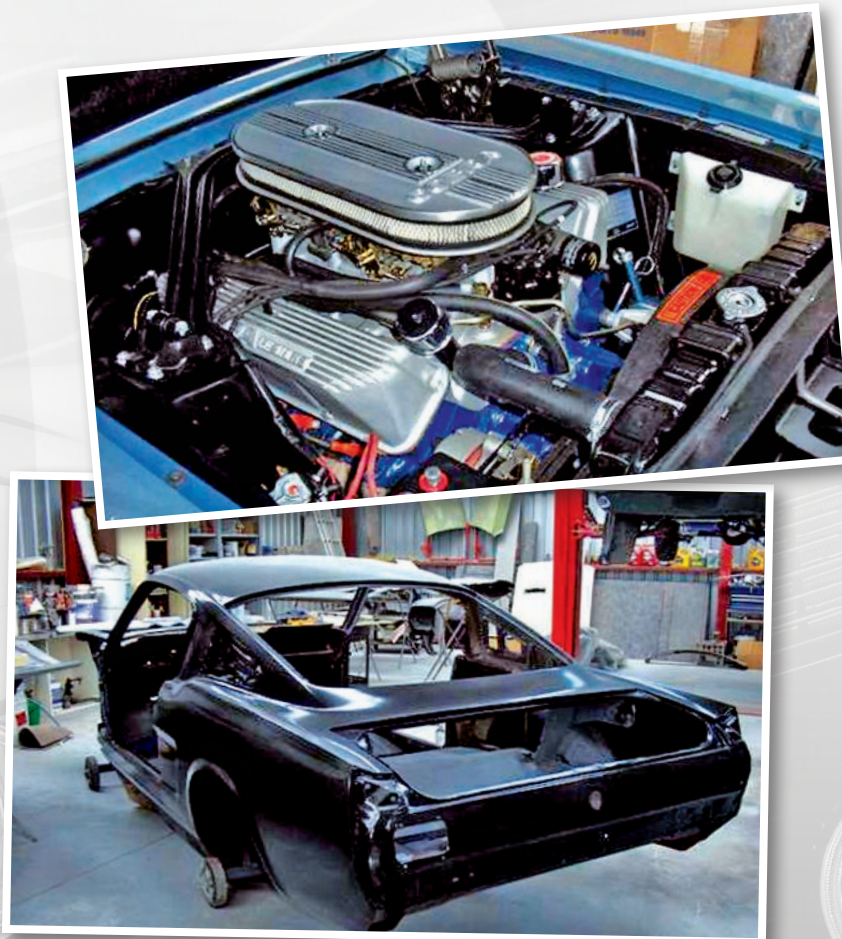
It was great to compare such rare cars together in the one display. While my Grand'e is also original, mine has been resprayed, all mechanicals refurbished and the interior replaced to original. Both Renae and Sam's were untouched except for road worthy items. Thank you Sam for presenting your original Mustang Grand'e.



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WODONGA... The Road Trip

Garry Anderson



Now I have owned my 1970 Boss 302 for about 15 years and in that time the longest drive was Ballarat for the Nationals about a 2 hour drive from the Mornington Peninsula.

We all know about the romance of a road trip in a Mustang like the Mother Road, Route 66 in the states, well here we have the Hume freeway. Gone are the days when we would stop off or go through those little country towns, now just a long, long road with the occasional fuel stop/ café.

I have always wanted to go to Mustangs on the Murray as I enjoy the club members and my eldest daughter lives in Albury, so here we go.

My partner, Joanne worked the Saturday morning and I picked her up at about 12:15, car loaded up full tank of fuel and pointed the car north. It all sounds good so far !!

Now Joanne is a fairly tolerant girl (she must be, she puts up with me) but as we are out of Melbourne she becomes what she calls descriptive (I call it whinging) she asks what is that squeak? a squeak? This car pushes out over 300 Kilowatts at the rears with enough noise to drown out any noise except a girlfriend!

We stop about half an hour north of Melbourne for a toasted sandwich and a coffee, I top up the car so I can calculate the mileage, economy isn't a word that is used when talking about a Boss 302 but I thought I would try. The car runs rich, I know it does and I am reminded by Jo who's eyes are nearly watering from the smell.

We made it to Albury in time to check in to the Hotel a quick shower, a change of clothes, ring an Uber and off we go BUT, they don't have Uber in Albury/Wodonga!! The taxi drops us off at the bistro where we were to have dinner. We first have a couple of drinks with the Grand Poohbah Ian Collins and then off to dinner, fantastic food and thanks to Tony Lupton too many red wines.

Sunday morning I roll into Wodonga for our Mustang display (Jo is in bed, but walked down later) nice to meet some of our brothers and sisters from NSW.

We stayed a couple more days then headed back Tuesday, another road trip, you forget how spoiled we are with our modern cars Air Cond, Climate Control, Electric Windows, Bluetooth etc. So now we head south, I fill the car up and this time I take note of the mileage, my phone is clipped to the windscreen with the GPS speedo, I look at it all the time now sitting on 95 kph that's okay in a 110 km zone then I look again 115 !! oops!

We stop at the Glenrowan Scottish restaurant (Mc Donalds) for breakfast then hit the road again, our next stop was about 80 kilometres out side Melbourne where I stopped to top up the petrol, have a toilet stop and Jo a coffee. Jo tried to figure out litres to gallons then kilometres to miles so I gave her the conversion and the mileage20 litres per 10 kilometres and that was with Premium 98, ouch.

We both made it home...alive.



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LETTER TO CLUB

Geoff & Kay Lucas



Hello to all you Members,

I know, you are all now saying - who the hell is this !

Well, I guess I am one of the Club's 'Phantom Members'

Not by choice really. Two reasons I am writing this.

ONE is to enclose our membership renewal for 2019/2020 as I can't remember if I have done it... probably not.

SECONDLY, is to say how much my wife and I enjoy reading the Club's "Mustang Roundup" from cover to cover, over the years. Boy!! - what a professional standard it is!

I guess there is a THIRD reason as well, as to "who am I" and to tell you all a little about us for a change.

I have been out of action since November 2017, but now I am back on top of things again with my health. Woooopee !

We have been Members (# 1064 and ironically my Father's WW1 Army # was 1964 - and to go another step, I started my first job from school in 1964), anyway we joined MOCA in March 2000, when we purchased a 1966 Mustang Convertible (Red) from Peter and Lorraine Richardson who advised us the benefits of joining the MOCA.

Since then we have only spoke with Peter on one occasion, being at 'Geoff 's Shed' some years ago.

No excuse really. We have attended a lot of Mustang Car Shows together with other Car Shows, but I'm not one to push myself to talk to groups of people. Kay is different and when we walk away from that "chat" I always say - that was great, glad we had that chat with them.

We purchased our Mustang for our Daughter's Wedding the following November 2000 and it worked a real Treat !!

Plus it was a great opportunity to fulfil my life long dream to own one - and my wife was for it and NOT against it. We had never owned anything as extravagant as this before.

From our Daughter's Wedding Reception at Warranmang Winery AVOCA Victoria we realised the need for Wedding Reception Decorations as there wasn't any at this Winery.

As Ge oaka (that's Geo and kay) sounded as "Ge-oaka" we commenced our Business as "Geoaka Car and Wedding Hire" and from 2002 we were run off our feet, decorating and supplying everything a Wedding Reception would want, and up to now we have decorated every possible Reception in M/ Boro and surrounding districts.

In July 1998 we purchased a Blue C-code 1966 Mustang Coupe with a 302, which was very smooth to drive but needed a little bit more done to it. However it served us well as a partner to our Convertible for Wedding Cars.

In 2006 the same fellow from Geelong was now doing up a bright Orange 1966 Mustang Coupe with a 289 motor and the colour looked absolutely magnificent. We so much wanted to get a white GT 289 Coupe, but we went home and done some homework to see if we could end up with both. We could sell off the other two, as the Orange 1966 Coupe was far from finished, and the GT was in pieces in another shed somewhere. This would give us the time we needed financially.

NOT to mention all the hard and sweet talking to my wife over a long period, because she maintained that the Convertible and Blue Coupe were both serving us well with no problems. And I knew she was right.

Being the wife she is we ended up contracting verbally to purchase both in time. I couldn't wait - I was so excited to get them, it seemed like it took forever.

On January 2007 we took possession of an Orange 1966 Coupe with a 289 motor after selling our Blue Coupe.

This Orange Coupe was a bit more special because it was an original RHD conversion from Ford Motor Co. when they imported a number from the US.

On December 2012 we took possession of the White 1965 GT Coupe with a 289 motor with Red/White Pony Trim.

I was over the moon - Kay, well, she always says to me "old cars always break down"

I can live with that !!

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MUSTANG ROUNDUP

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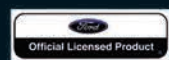
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My Mustang Story

Lou Scapin



Hello fellow Mustang owners and lovers.

Five years ago, I bought my first Mustang and also joined my first car club, being MOCA – Victoria, so I thought it was about time I contributed an article.

My Mustang story starts way back in 1970, when I was a young, naïve and impressionable eleven year old. I had only had a very brief introduction to motor racing, by way of watching drag racing at Calder Park, which was shown on Channel O at the time. The first time I went to a car racing event, was the Sandown 3 Hour in 1970. Back then, growing up in an Italian family, almost everyone we knew (including my dad), owned either a Holden or a Valiant and the older guys that I knew then, were mostly Norm Beechey fans. Much to my disappointment on that day, Norm Beechey in his Valiant Pacer did not win and the winner was some Canadian bloke in his Falcon GTHO.

Not too long after this, I was watching the ATCC race from Calder Park (again on Channel O) and the same Canadian bloke, was now racing, what the commentator referred to as a Trans-Am Mustang.

Being eleven years old, I didn't know what one of those were, but what I did know, was that I loved the look of it and decided to take a greater interest in this magnificent racing Mustang and the bloke that was driving it so fantastically.

Over the next number of years I got to know more and more about the Trans-Am Mustang and of course, Allan Moffat and all of his racing exploits. Maybe I am understating things and should have used the word 'obsession' with the Mustang and Allan Moffat. In saying this, I only ever saw Moffat race the Mustang once in 1972 at Sandown.

As the years passed, my love for the Trans-Am Mustang did not waiver and as is the case for most of us, life and family etc, take precedence over many things. What I mean by this, is that I have never owned a car, that is not a daily

driver, so just over five years ago, after many, many years of saying I would love to have a hobby car, my wife Maria said to me, "you know you are getting old and unless you do something about it, you will be too old to enjoy a hobby car". Well, needless to say, my search began.

Considering my obsession with the Moffat Trans Am Mustang, my search was only ever going to be for one car and after a fairly brief search, based on my criteria for a 1969 red SportsRoof, 302ci, RHD, 4sp manual, with Minilite style wheels, I found it!! Yes, someone had built a car to my

requirements. So I headed up to Sydney with a mate to check the car out and after a thorough check and test drive, the deal was done! FYI, this was the first time in my life, that I had ever sat in or had driven a Mustang!

Fast forward to some very notable experiences with the Mustang. The first being the parade laps at Phillip Island in 2015, with MOCA cars behind the mighty Moffat Trans-Am Mustang.

Having my own car and being on the track at the same time as the Moffat Mustang, is something that for many of us, is the stuff that dreams are made of. That same weekend, I also picked up the Shannon's Walk 'Best Display Car' Award. Another memorable day, was again the Phillip Island Historics in March this year, where I had the glove compartment lid from my Mustang, signed by

Allan Moffat. Needless to say, this was something very special to me.

As well as the obsession I have with Allan Moffat and his Trans Am Mustang, I have really enjoyed everything I have done with my Mustang, including making changes and improvements to her, talking to lots of people at car events or anywhere that I happen to stop in the car and acknowledge compliments about how she looks and is presented.

Another very exciting thing happened this year, just after the Phillip Island Historics. I was contacted by a person, who had seen a photo on Facebook, of my Mustang at Phillip Island and he claimed to be the person who originally owned



my car here in Australia and is responsible for the ground up restoration of the car. After we checked some details, it was confirmed that it is the same car.

The person is Chris Topp and he originally bought the car and restored it over about four years for his wife Sue-Anne, as a Moffat tribute car. We have been corresponding quite a bit since March and there is more to the story, as Chris happens to be best mates with Glenn Seton and also race engineers the TCM and TA2 Mustangs for Aaron Seton.

As a result of this association, I was a guest of Chris, Glenn and Aaron at the Sandown 500 and spent the whole day in the garage, up close and personal with the 1969 BOSS 302 TCM Mustang. This was a really exciting day, not only talking with Glenn and Aaron about racing, but especially talking in great detail with both Chris and Sue-Anne, about the history

of my car and how much they both still loved it. Needles to say, we went for a short drive in the car, where both of them also had a drive. I am sure that given half the chance, they would want this car back!

Having never previously been in a car club, I must say that I am very impressed with not only the cars and how well the events are run, but also the MOCA members that I have met and talked with over the past five years. Everyone has been really friendly, accommodating, helpful and keenly interested in talking all things Mustang or anything else. I am genuinely really happy to be a member of MOCA – Victoria.

Keep on Mustanging and look forward to chatting at future events.



'Kids with Cancer' Event & 'A Breakdown Story'

Barry Bolton



The Kids with Cancer organization hold an event yearly at Sandown - this year it was the 23rd of November - for the children and parents/carers of children dealing with various types and levels of cancer.

The event has a carnival atmosphere with many rides, food vendors and people dressed in costumes out and about. This year it seemed that Star Wars may have been the theme with Star Troopers, Darth Vaders and other characters roaming about for pictures to be taken with the children.



The Mustang Owners Club was invited (as we have been in previous years) to give the children a bit of a 'rush' in a loud, fast vehicle. Other like minded clubs also attend. Harleys, quite a few Lotus', a Cobra, a Corvette, Honda NSX, some Falcon GT's and a couple of hot HSV's.

The process was that the children and parent/carer lined up and were organized to get into a vehicle. There were 2 lanes of vehicles (or bikes) and the queue for a ride was probably about 20-30 all the time.

The passengers were assisted to get into the vehicle, buckled up and the driver waited for the 'go' to take off.

Spinning wheels and smoke are not permitted on take-off and you had to control the acceleration to a given point (not too far though) and then put the pedal down for the rush and noise that only a vehicles of our ilk can do.

From this point you keep the foot down for about 300 -400 metres to the end of the carpark, fairly hard braking then required for the turn and then a more leisurely (but still quick) cruise around the back of Sandown and then return to the start point, where the passengers leave you and you wait for

those next in line to be allocated. This procedure was in the very large carpark at the back of the main grandstand (not on the racetrack).

For those that took part (and I have in the past) the look of enjoyment from the children makes the whole process very worth while and the 'feeling' you get as a result is hard to describe. In a lot of instances the children will be back in the queue for another ride.

As we usually do MOCA Vic will be making a donation to that organization from our Charity Account.

The Club had about 12 cars there and varied from '66 to the current model. (check the website for more pictures). I had my '66 and was also there to take some photos for the website. My plan was to arrive early to take some pics of cars as they arrived. That plan was changed when I noticed that the temp gauge on my car was heading quickly to the top mark - when it normally sits about 1/4 - and this was only noticed as I turned off the highway into Sandown.

Pulled up in the carpark and popped the bonnet and someone said 'There's the problem - the fan belt has come off' but then another said 'More than that the fan belt pulley has come adrift'. The top pulley that operates the water pump and alternator had completely broken away from its centre piece which left the actual pulley part completely free and not attached. It

must of happened just as I was getting there.

There was no noise and no steam - although most of the coolant had gone.



As usually happens in cases like this a 'committee' formed very quickly and the consensus was heading for 'If we can get the part we might be able to fix it here'. My mechanical skills are pretty basic but the skills of those in the discussion are very good. Mike Brodrick got on the phone. First call no answer (it was a Saturday) but the second, to Custom Mustangs, resulted in Mike taking me on a nice drive to Carrum Downs and we picked up the required pulley (a discount for Club Members was welcome). Back at Sandown Nick Duyvestyn, Mike and myself (and others) then had a more in depth discussion on whether it was possible to fix it there and then. I had removed the centre piece to reveal that there was not too much bright metal on the broken edge which indicated that this was a problem just waiting to happen. The issue was that to remove (and replace) the pulley required about 2 inches clearance to move the broken part off the pulley mount. For this to happen the thermo fan would need to be moved and for that to happen the radiator would require to be moved. In the end it was decided that this was probably not going to be possible. Mike and Nick were then free to do what we were there to do and that I would move to plan 'C'. RACV received a call and a tow truck was requested.

Some more photos were then taken while I waited. The traytruck duly arrived within the time frame I was given. When the towie arrived Mike Brodrick was back (having parked his car as - with a new engine - he had a bit of overheating) and when he saw the towie said to him 'Are you the same guy that came to my red Mustang a couple of weeks ago at (address)?' - and it was. My car was taken on board and was driven home.

When I arrived home my intention was to have a tray pick up the car and take it to my mechanic on Monday. However my son (Tim - also a MOCA member) was there and, as I had the new part, he was quite confident that he could fix it at home. He does have skills in this area that I don't. He zip tied the broken bit to the engine so it could be started and driven up the driveway without any further damage.

It turned out as we had discussed at Sandown. The radiator and thermo fan had to be moved out of the way to give clearance to remove the busted bit and replace it with the new part.

By mid-morning on the Sunday it had all been done (with an engine clean and a few other small jobs under the bonnet as well) and we took it for a test drive before lunch. No leaks held pressure etc - all good.

Another aspect of our club also showed itself later on the Saturday. I have already mentioned the actions of members at the event but I also received a call from a member who was not at the event to the effect of 'Heard about your problem - I have a pulley that will fit if you need it'.



Explained we already had the part but his thought of trying to help another says it all.

We have a great club and our members are all about looking after each other as best we can and I suggest that the actions of others on this occasion demonstrate that very well.





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USA Trip

Graham and Sue Hutchins



My wife Sue and I had planned a trip to the U.S.A. and Canada commencing June 2019 and thought while away it would be nice to see if we could meet up with any fellow Mustang owners while over there.

I sent a couple of emails off to clubs in places that we would be visiting and was lucky enough to get an email back from Patrick Germain, President of the Rocky Mountain Mustangers in Colorado Springs. We were spending a week there so it turned out to be perfect.

A few emails went back and forth and then on our arrival in Colorado Springs we were able to contact him and organise a catch up and meet.

What we were envisaging was just a quick catch up with Patrick but it turned out to be a lovely dinner at Rudy's Country Store and BBQ with the added surprise of about a dozen members of his club turning up in their mustangs and most staying on for dinner.

Patrick was able to give us the following information about his club.

"The Rocky Mountain Mustangers formed in 1965 and is the oldest Mustang Club in the Pike's Peak region of Colorado.

As a club, we go on local cruises, attend local car shows, autocross and time attack events. We also have an annual picnic and participate in the annual Rocky Mountain Mustang Roundup in Steamboat Springs, Colorado which draws over 500 mustangs."

Their club, unlike ours only has about 50 members so they were quite surprised to hear how many we have in ours.

I would like to encourage anyone travelling over there to get emailing and try and meet up with clubs as it was a most rewarding experience for all concerned.



Malta Mustang Club

Joe Borg



When you book a holiday, you generally book it quite a few months in advance and then start counting down the days. We did just that and before we knew it Janis and I were off to Malta for a three week break.

As many of you may already know, the Mustang Owners Club Victoria has valuable ties with the Mustang Club Malta and upon arrival on Saturday the 14th of September, we were contacted by Felix, the club president, he was checking to make sure we had a comfortable flight and wanted to know if we needed anything which certainly made us feel very welcome.

One of the interesting things about belonging to a club such as ours, are the many friends you make along the way.

We happened to be in Malta at the same time as one of our club members, Daniel DeBono and his family. The day after our arrival, Felix had organised a car show for us Aussies which was held in a beautiful little rural town called Bahrija, on the west coast of the island.

So Sunday morning rolls around, I left Janis to start exploring Malta after she got up (it's a 25 hour flight so like any good husband I let her sleep in!) and I was picked up by Felix's son Eric in his Fox body convertible.

Daniel was picked up by Felix in his 68 Californian Special from where he was staying and we all met at Bahrija.

Mustangs started rolling in and taking up prime position in the middle of the town square. It was a fantastic sight and it was great to see that no matter where you are in the world, when it comes to Mustangs, everyone speaks the same passionate language about their cars.

Both Daniel and I were made to feel as if we were part of their club and after an exchange of gifts, settled in with the other members having a couple of beers and talking Mustangs.

A week later the Mustang Club Malta held another car show this time at the Malta National Aquarium at Qawra on the north east coast, it's a beautiful place for car shows and other activities and the backdrop of the Aquarium and ocean make for some brilliant photos, in fact it is booked every weekend

The Mustang Club Malta use this location for their shows and it is a perfect place for lunches/dinners and a fantastic place to bring the whole family.

Janis and I were invited to Felix and Rose's boat house for lunch the following Sunday which is located on a beautiful beach in Gnejna. Felix and Rose had all of their family there as



well to meet us and it was absolutely lovely meeting them all. When lunch was being served I thought that there must be another family coming as the food just kept coming, Rose is a sensational cook!

We had a fantastic time, the Mustang Club Malta couldn't do enough for us and the hospitality from the Maltese people was sensational.

Another trip in the future, you bet!



All Good Things Must Come To An End

Ron Minogue



1968 Shelby Cobra GT350 Fastback

As custodian of this great car for 20 years it is time to allow for a new custodian.

I bought this Shelby from Shannon's Auctions in March 2000 and plan to offer it for sale at Shannon's in March of 2020. It was previously owned by a well-known Melbourne car dealer who had campaigned the car in Targa Tassie.

I understand that it was found in a warehouse in WA and underwent a full restoration including RHD conversion, 4 wheel disc brakes, stiffer suspension and a back to bare metal paint job.

Since then the following improvements have been made:

- Correct date code 302 block with 347 Stroker kit
- Dart alloy heads, roller rockers,
- Ceramic coated extractors
- Hi Capacity Cobra alloy sump
- Stainless steel dual exhaust
- Heavy duty alloy radiator painted black to look like an original
- New T5 5 speed gearbox (the original Top Loader 4 speed comes with the car)

- New Rallye style seats (the original front seats come with the car)
- 22 US gallon fuel tank
- Steering column mounted GPS kph speedo.
- After market air con fitted.
- Fully rewired.

.....and much more....

This Shelby is the genuine article and is listed in the Shelby American Automobile Club International Register and correctly described in the Deluxe Marti Report which comes with the car along with 20 years of receipts and other information.

No expense has been spared to bring this Shelby up to a top standard CAMS compliant ready for historic motor racing, tarmac rallies, club track days and regularity trials.

I have enjoyed fully all of the above having participated in events at Sandown, Calder, Phillip Island, Winton, Ipswich Qld and other places, mainly in regularity trials but also tarmac rallies and hill climbs in Victoria and South Australia.

One of the most exciting events was the Cars of the Century weekend as part of the Melbourne Formula 1 at



Albert Park about 10 years ago. It was such a thrill doing demonstration laps in front of about 100,000 spectators and sharing the track with such legends as Stirling Moss.

I told my grandsons that I once passed Sterling Moss at the F1. I then came clean and admitted that was coming out of the change room.

All drivers were required to keep to 80% of race speed which I did. Stirling Moss did not take much notice of that and screamed around the track in a 1956 Maserati similar to the one that won the 1956 event at Albert Park all those years ago.

Having my own pit area and my own pit crew for the 3 days made me feel like a real race car driver. Pity I did not have the skills too.

Another event I will always recall was being invited in 2011 to display the Shelby in the foyer of the RACV building in Melbourne as part of the RACV Heritage Car Series (RACV recognition of the automobile as an art form in its own right).

Since it was my 70th birthday at about that time I held my birthday party at the RACV Club and all my guests and the public got to see the Shelby on display as they came into the building.

I did not come into motor sport until my late 50's and although never actually winning anything I had a great time with other owners of classic cars of the 60's and 70's. I did in fact win one trophy for best lap time in a Shelby at Winton at a club event arranged by the Cobra Club. Don't tell anybody but I was the only Shelby driver in the race.

I hung up my driving gloves about 5 years ago and have since only displayed the car at various events.

Now that I am in my late 70's I feel that it is time to hand over to the next custodian who will look after it and enjoy it as much I have. Thanks to the late Graham Folwell who kept the car in top condition for me.

It is not a concours car and was never intended as such but would take very little to bring it up to a concours standard. It could retain the improvements and be entered in the Modified Class or brought back to original and entered in the Original Class.

The Shelby will be offered with full Victorian registration, the custom number plate SAAC68 and a current RWC.

If you want to be the next custodian of this American classic then attend the Shannon's Melbourne auction on March 2nd and put your hand up at the right time.



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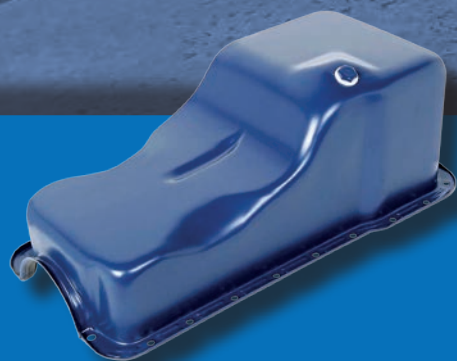
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CAR CARE Tools, Techniques & Tips

Episode 6 – Cleaning & Protecting a Convertible Soft-Top

Peter Alderson

In this episode we will clean, wash and add protection to a convertible's soft-top ensuring it repels water and stays stain free. As a bonus I will report on and give solutions to issues with the S550 models.

The Tools Soft-Top Cleaning & Protection:

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

1. Rubber gloves to protect your hands
2. 1 x Vacuum cleaner with soft bristle attachment
3. 1 x Hose with spray attachment
4. 1 x Bucket for rinsing the cleaning Plush Brush
5. 1 x Bowden's Sublime Clean Spray
6. 1 x Bowden's Fabratection Spray
7. 1 x Bowden's soft bristle Plush Brush
8. 1 x Thick soft bristle brush - rounded
9. 1 x Applicator pad for applying protection
10. 1 x General purpose microfibre cloth
11. 1 x Bowden's Blue Big Softie microfibre
12. 1 x Bowden's Big Green Sucker
13. 1 x Lint Roller



The Tools

Most auto stores stock the Bowden's products.

If you shop for Bowden's at Custom Mustangs in Carrum Downs, and mention you are a MOCA member, you will receive a very attractive discount! If you prefer to use a different brand of cleaner and protectant feel free to do so. I previously used a spray can cleaner and protectant until I came across Bowden's. Bowden's is Australian (✓) and their products are biodegradable and safe for the environment (✓). More than that, they work (✓).

The products we will be using are a joy to apply, excess can be removed easily with water (unlike some spray can brands) and Fabratection offers UV protection and lasts for up to 12 months.

The need to clean & protect a soft-top

Like most of us who were driving in the middle of November our cars received a dousing of really dirty rain. Rather than being greeted as helping to wash off the dust from that week, our cars were made incredibly dirty – especially any convertibles. The fine red dust really left an ingrained deposit that if not cleaned immediately and correctly would possibly lead to more permanent staining due to the extremely small particle size. Fortunately, the dust was easily washed from the bodywork, but needed more careful attention to remove it from any fabric soft-top.



Car and roof dust

It may be a little difficult to see in the bottom image but the dust had penetrated the soft-top. I had tried washing it away with the hose when I washed the car, but the next day it was still there. Because my soft-top had previously been cleaned and protected the rainwater sat on top of the fabric. As the drops dried they deposited the very fine red dust onto the fabric and were stuck. You may be able to see the circular red patches spread over the top where I am pointing.

The Technique – Cleaning the soft-top

The dust had to be removed before it had any chance of staining. But wait! It's best to remove as much of the ingrained dust as possible before we start making mud pies by spraying the car with water.

Step 1 – Vacuum the top

Get your vacuum and a soft bristle attachment and vacuum the roof. Gently work on one side of the roof running the brush carefully back and forth in straight lines across half of the roof. Move to the next small row beside the strip you have just vacuumed. Continue down the length of the roof until that side is done. Move to the other side and repeat the process. Remember to run the brush along any joins and be sure to extract dust from these and other tight areas.



Vacuum dust from fabric or vinyl top as well as joins

Step 2 – Wash & clean the top

After vacuuming we can wash the top. You should have your gloves on, and a hose with a spray attachment, and be ready to use Sublime Clean with the Plush Brush.

Be careful to use a soft bristle brush. The last thing you want is to be roughing up the fabric fibres. This is where I prefer to use Bowden's brush. The Plush Brush is contoured so it fits your hand comfortably, is made from a dense pattern of soft horsehair and will not shed – unlike other brushes you may buy that have not been specifically designed for vehicle care. We're not going to be scrubbing floors with this one!



I particularly like the curved design that makes it easier to fit into tight areas where angles are a vital consideration when cleaning – such as the area where the back of the roof meets the boot – quite a tight angle there but the brush makes it easy.

Sublime Clean is designed to deep clean exterior fabrics as well as vinyl found on our early model convertibles. It will safely remove dirt, grease marks, oil and especially any previously applied silicone dressings (we will NOT be using those). As a bonus it will also remove any mould and mildew. It's water-based, uses no bleach and is pH balanced and is safe if it comes into contact with any other surfaces on your car. The environment will be happy as well because it's non-toxic and is biodegradable.

1. Spray the whole roof with water. You can use the broad angle spray to help loosen any remaining dust from the fabric or vinyl. Take your Sublime Clean and spray it onto one section. I start at the front and spray one half of one side of the roof. Also spray a little onto your wet brush.
2. Use your Plush Brush to begin working the Sublime Clean into the surface. Gently brush across the section you are working on then repeat by brushing along the roof. Use a paintbrush to clean along any joins in the fabric or vinyl to ensure these areas are thoroughly cleaned.



Work Sublime Clean in both directions*



Use a paintbrush to clean along joins*

3. Once a section has been cleaned, rinse away the suds with your hose. Move to another section of the roof and keep brushing until the whole roof is cleaned. Thoroughly rinse off the entire roof.



Finish with an overall final rinse to clear away suds*

CAR CARE Tools, Techniques & Tips

Episode 6 – Cleaning & Protecting a Convertible Soft-Top

Step 3 – Dry the Top

After all of the suds have been rinsed from the roof I wash the bodywork as well. Then it is time to dry the fabric or vinyl. Applying Fabratection cannot be done until the roof is totally dry. Use a Big Green Sucker to help dry away excess water from the fabric or vinyl.



*Dry roof with damp Big Green Sucker**

This cloth works best if it is slightly damp as this allows any water it comes into contact with to be quickly wicked away and absorbed into the cloth. Remember, all microfibre clothes absorb best when slightly damp. This cloth can easily absorb about 2.5L of water so is ideal for not only drying the bodywork, but for drying the wet fabric or vinyl roof.

1. I start drying at the front of the roof and work my way towards the rear. Lay your slightly damp Big Green Sucker lengthways across one section of the roof. Pat the cloth to help absorb the water.
2. After you have soaked up any moisture you could hasten drying by using a leaf blower across the roof if you like. This can help push out any water trapped between stitching or joins and make drying slightly faster. Soak this residual water away with the Big Green Sucker.
3. Move your car into a garage or to a spot where the roof can continue to dry naturally. This could be a good time to go for some lunch or afternoon tea! Return to your car and inspect it after an hour or two to check if it is totally dry. If it is, then you can move onto the application of protection. If not, continue to allow it to dry thoroughly before applying the Fabratection protection.

The Technique – Applying Protection

Once you are satisfied the roof is totally dry you can proceed to the application of Fabratection to seal and protect the fabric or vinyl from UV damage and to give it amazing water repelling properties.

I like to work in my garage. There it's cooler and there is no wind to blow the spray to areas I don't want it to go. Carefully inspect the entire surface first. Look for any stray debris, leaf litter or fluff that may have fallen onto the surface while the roof was drying. We don't want it to be 'glued' to the surface under the Fabratection so it should be removed.

Step 1 – Remove Lint & Fluff

1. Grab your lint roller. These can generally be purchased from Bunnings or your local supermarket. Start from the front and roll it sideways across the roof towards the centre. Do this a few times before moving along and towards the rear of the roof. Change sheets frequently.



*Remove lint and fluff – roll across roof **

2. Inspect the surface once you have made a few passes, as it can be easy to miss some specs of fluff. Keep rolling all along one side of the roof then repeat the process on the other side until all fluff has been removed. You are now ready to apply protection.

Step 2 – Apply Fabratection Protection

In this step you will need your applicator pad, such as Bowden's Square Bear, onto which you will apply the Fabratection spray. This process will take some time to complete so be patient, as the final result you achieve will depend upon how carefully you apply the spray and how many layers you apply. TIP: If you have a vinyl soft-top then please consult the table at the end of the article for the products to use and curing times as these are different to those for fabric.

1. First off, spray Fabratection to the front quarter of the roof. Next, spray your applicator pad with about four sprays from the bottle.



Spray onto ¼ of roof then onto applicator pad

- 2.. Working in straight lines gently work the applicator pad across the roof to the centre line then back again. It will seem like nothing is happening as the roof will still look wet. It seems as if nothing is going in. Don't worry. This is where the curing time a little later will be an important step. Keep re-spraying the applicator pad with two or three squirts every few passes along the roof.
3. Keep spreading the protection back and forth and, when you reach the end of that section, start spreading the protection along its length from front to rear. This means you have applied Fabratection in two different directions on each section. TIP: DO NOT USE CIRCLES. That will rough up the fabric surface!



Work Fabratection back and forth then the along roof

4. Move to the next section – The second half of the roof – towards the rear. Spray the surface well, spray your applicator pad, then spread towards the centre of the roof and finally from front to rear.
5. Move to the other side of the car. Repeat steps 1 to 4 above to complete the application of protection to the entire roof. TIP: Pay attention to seams in the roof and ensure they get an additional spray. Carefully work it in with the applicator pad.
6. Once the entire roof has had the protection applied, let it sit for about 20 minutes to slowly bond to the fabric. While it is bonding now is a good time to clean up any overspray that may have fallen onto the glass or bodywork.
7. Use a damp general-purpose microfibre cloth to work your way around the windows, windscreen or bodywork where you notice any spray has fallen. Wipe it away then use a dry Big Blue Softie, long pile side, to dry it and buff it clean.



Clean overspray with wet cloth and buff with dry cloth

8. Apply a second coat of Fabratection following the same process. Wait another 20 minutes or so. Finally, apply a third coat. TIP: Remember to clean up overspray from glass and the bodywork after each coat, as it can become sticky.
9. Once the whole process is complete, and all cleanup is done, you can use your favourite glass cleaner to ensure all glass surfaces are clean.
10. It is important that you allow the Fabratection to be absorbed, dry and bond fully with the fabric before the roof gets wet. This is best done over 24 to 48 hours. So, don't wash the roof or allow it to get rained on for the next two days. Then, you'll have a roof that repels water brilliantly.



Water droplets sit on top of fabric once protected



Final fully protected top

The Tips - Cleaning & Protecting a Soft-Top:

Keep the following tips in mind when cleaning and applying protection to a soft-top:

Cleaning:

- 1. Vacuum the roof first.
- 2. Spray roof with water then apply cleaner.
- 3. Spray cleaner onto one section at a time.
- 4. Clean one section at a time before the next.
- 5. Clean along stitched areas carefully.
- 6. Use a brush designed for convertible tops.
- 7. Use a soft bristle paintbrush to clean stitching.

Drying:

- 1. Use a clean, damp, Big Green Sucker to soak up water when drying the roof.
- 2. Place the cloth onto the roof and pat to dry.
- 3. Do not drag the cloth to dry the roof as it may roughen and break the fibres of the fabric roof.
- 4. Use a leaf-blower to aid drying especially along the seams and tight angles.
- 5. Allow a few hours for the roof to fully dry before applying protection.

Applying Protection:

- 1. Ensure the roof is absolutely dry.
- 2. Work in a cool shaded area that is not windy.
- 3. Use a lint roller to remove any stray fluff.
- 4. Carefully check there is no fluff remaining.
- 5. Spray protection onto a section at a time.
- 6. Spray the applicator pad every few passes.
- 7. Press the pad gently and move in straight lines, horizontally then vertically along the roof.
- 8. Do NOT use a circular pattern for application.
- 9. Wait 20 minutes before applying the second and third coat of protection.
- 10. Clean up any overspray while you are waiting for each coat to dry.
- 11. Clean up with a damp microfibre.
- 12. Buff cleaned glass or bodywork with a dry cloth.

* Some images in this article were acquired from the Bowden's website.

What's up next?

In the next article, episode 7, I'll explain how to clean and protect white wall tyres.
BONUS! I'll also give you some tips for spotting speed and red light cameras with your SYNC and how to find the hidden petrol funnel in recent models!



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Cleaning and Protecting a Soft-top
Fabric and Vinyl Table - Products and correct usage

Soft-top Material	Product/s to use	Application method	Drying Time	Cleanup	Frequency
Fabric soft-top	Initial Clean Use an electric vacuum Soft brush attachment	Use the vacuum to remove dust, fluff, hairs and other unwanted matter.	NA	NA	Monthly Once a month you can vacuum the roof.
	Deep cleaning wash Bowden's Sublime Clean Bowden's Plush Brush Thick soft bristle paint brush Big Green Sucker Leaf Blower (optional)	Wet top with water Spray a section at a time Use straight lines Pay attention to stitching Rinse each section Use paint brush on stitching Rinse whole roof when done You will also need to wash the entire car!	Allow roof to dry fully before adding protection. Use Big Green Sucker to soak up water Use a leaf blower to aid drying stitching Drying time may take a number of hours - 2-3 hours	You will also need to wash the entire car as it has become wet from the roof cleaning process	Yearly or as needed Yearly cleaning only should be needed as protection you will add lasts up to one full year.
	Protection application Lint roller Bowden's Fabratection Applicator pad Bowden's Square Bear Damp general purpose microfibre cloth Dry microfibre cloth (Bowden's Big Blue Softie)	Roll to remove any fluff Spray one section at a time Spray applicator pad Use straight lines both ways Apply 3 coats Clean away overspray between each coat Big Blue Softie - long pile side	Allow each coat to dry for 20 minutes Full protection after 48 hours	Damp microfibre to clean up Dry Big Blue Softie long pile side	Yearly or as needed Yearly protection only should be needed as protection lasts up to 12 months
	Initial clean Use an electric vacuum Soft brush attachment	Use the vacuum to remove dust, fluff, hairs and other unwanted matter.	NA	NA	Seasonal Once a season or as needed as vinyl will not absorb debris as much as fabric tops
Vinyl soft-top	Deep cleaning wash Bowden's Sublime Clean Bowden's Plush Brush Thick soft bristle paint brush Bowden's Big Green Sucker Leaf Blower (optional)	Wet top with water Spray a section at a time Use straight lines Pay attention to stitching Rinse each section Use paint brush on stitching Rinse whole roof when done You will also need to wash the entire car	Allow roof to dry fully before adding protection. Use Big Green Sucker to soak up water Use a leaf blower to aid drying stitching Drying time is quicker than a fabric roof. About 1 hour	You will also need to wash the entire car as it has become wet from the roof cleaning process	Yearly or as needed Yearly cleaning only should be needed as protection you will add lasts up to one full year
	Protection application Bowden's Big Blue Softie Vinyl Revival Applicator pad Bowden's Square Bear Second Big Blue Softie	Roof must be completely dry before application Use a dry Big Blue Softie - long pile side - to wipe down the top and remove any last trace of water. Spray one section at a time Spray applicator pad Use straight lines Wipe off with dry Big Blue Softie - low pile side Complete entire top Apply a second coat Wipe off excess after coats	Allow roof to dry fully before adding protection. Use a Big Blue Softie to soak up water Use a leaf blower to aid drying stitching Dries in 4 - 8 hours Final buff afterwards Full protection after 48 hours	Clean away overspray after each coat Damp microfibre to clean up Dry Big Blue Softie long pile side	Seasonal Once a season or as needed when water beading is not as obvious
Bowden's Products		Uses and Properties			
Sublime Clean		General cleaning and light protection properties. Gentle cleaning properties with antibacterial, mould and mildew inhibitors. Light conditioning only. • Can be used to remove previously applied silicone or oil based applications on vinyl tops.			
Fabratection		Spray protectant for fabric soft-tops. Adds UV protection and water resistance so protects from spills inside as well.			
Vinyl Revival		For exterior vinyl, rubber and plastic. Great for use on vinyl roofs, ute tonneaus, car bras, rubber mats, black plastic trim. Mid sheen finish and can be safely used under the bonnet on plastic covers and rubber hoses.			

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CAR CARE Tools, Techniques & Tips

Episode 6 – Cleaning & Protecting a Convertible Soft-Top

BONUS SECTION

Welcome to the BONUS section. Here I'll be offering some observations I've made with my late model Mustang, how to avoid hidden extra costs and how to find hidden features in your car. For those with earlier models you too may benefit from some of the driving tips I will offer. In this episode there are two Bonus ideas . . .

BONUS #1

This bonus is especially relevant for S550 convertible owners and relates to the roof itself. In particular, you need to become very familiar with the condition of your roof. Examine it carefully every time you wash your car.

After about 2 years of owning my convertible I noticed a few small 'nicks' in the surface. Initially I thought that was par for the course with convertibles. Then I thought again. As many of you will know, I do take very special care when I detail my car. So I was surprised that I could have caused this damage.



Two small 'nicks' were visible



Close inspection of 'nicks' I had noticed – both sides

Immediately I took my car to my dealer and spoke with the service manager. Together we walked around the car and looked to see exactly where the 'nicks' were located and what could have been their cause. We retracted the roof and stop it half way.

We looked at how the fabric was folding and he spotted a possible cause for the 'nick' toward the rear of the roof and between the two seams. He put his hand under the fabric and pulled out a tensioning cable used to pull the fabric in so it folds neatly.



The tension cable pulling too tightly

He concluded that this cable was pulling too tightly on the fabric causing it to rub against itself and was causing the fabric to wear prematurely.

The other 'nick' towards the front of the roof and on a seam was a mystery. He asked me to fully retract the roof so it folded away at the rear of the car. He noticed that it was now in a position where the plastic roof cover was to be inserted. This is the cover that covers the open space that is visible when the roof is retracted. You install these covers manually, one on each side, to cover the hole and prevent dust or objects falling into the roof mechanism.

He suspected that there was contact between the underside of the cover and the roof at the point where the 'nick' had occurred along the seam. After installing the cover and carefully noticing where the damage had occurred we then looked at the underside of the cover to see what might be there that could cause the damage.



Cause of the 'nick' and eventual remedy

It turned out that the construction ribs under the cover were coming into contact with the fabric.

It's what happened next though that is really important. I still had about 12 months of warranty remaining on my car. The service manager said, just keep driving your car and don't worry about the damage. He noted it on the computer against my service history that I had reported the damage.

He explained that if he was to fix the problem now my warranty on the existing roof would cease and the warranty on a new roof, 1 year, would overlap and replace it. Effectively I would be losing an additional year of warranty cover.

Taking his advice I continued using the car, did not use the covers as much, and waited until about two months before my original warranty was to expire. There was virtually no further damage to the roof. With two months remaining I returned to the dealer and my service manager commenced his application for the warranty claim.

Such a claim typically takes a few weeks to be cleared by Ford for their approval to replace the roof. That then left a period of about four weeks within which to have the new roof ordered and installed.

My new roof was delivered and after two days I had my car returned – good as new. They also removed the ridges by sanding them down to ensure they were not going to touch the fabric. Some adhesive cloth tape was then placed over the smoothed ridges to give a burr free surface.

All of this was completed under warranty and I still had about two weeks of the original manufacturer's warranty remaining – not the initial 12 months remaining when I first noticed the problem.

So now, with my original full three years warranty used, and my roof replaced, I now had another 12 months warranty on the new roof that was installed for nothing. This saved me over \$3000.

Thankfully I know my roof and noticed the damage within my warranty period. If you own a recent model convertible (2015 – 2019), and you still have manufacturer's warranty available, or an extended dealer's warranty, look carefully every time you wash your car. If you notice any 'nicks' report these to your dealer's service manager and have it noted on your service history. Talk to them about the best strategy for having your roof repaired, while still retaining as much of your original warranty. Replacement is what you should expect from a new vehicle that is showing premature signs of wear and tear, literally, that are due to design mistakes in the production process.

BONUS #2

This bonus is also relevant all S550 owners and relates to the reversing camera. In particular, you need to be on the look out for any of these signs:

1. Your camera image getting jittery lines running through it.
2. Your camera screen sometimes going black.
3. A message on the camera screen saying your camera is unavailable - contact your dealership.



Camera location under boot lid



Camera unavailable message



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CAR CARE Tools, Techniques & Tips

Episode 6 – Cleaning & Protecting a Convertible Soft-Top

This is what I noticed after three years of ownership. It took about a week for the problem to reveal itself. Initially I noticed the lines jittering through the image. A few times the screen just went blank. On other days it worked perfectly. Then on each occasion I put the car into reverse I just saw the message above. Something was seriously wrong.

Unfortunately I was out of manufacturer's warranty. Nevertheless, I took my car to the dealer and showed him the problem. He agreed that something to do with the camera was faulty and needed to be fixed.

At that time I didn't mention to him that I had researched the problem on the Internet and discovered others who had experienced the same problem – and that a Technical Service Bulletin (TSB) had been issued by Ford to rectify the problem. This was in the US however, and I was not sure whether the TSB was effective in Australia.

If the TSB was effective in Australia then I could get it repaired for nothing even though I was out of my three year manufacturer's warranty period.

I do trust my service manager. I know him well and he has overseen the servicing of my cars for many years. Immediately he explained he had seen only a few of these problems and that I should not worry as there was a TSB issued for the S550 models in Australia to fix the problem – FREE! I was so happy.

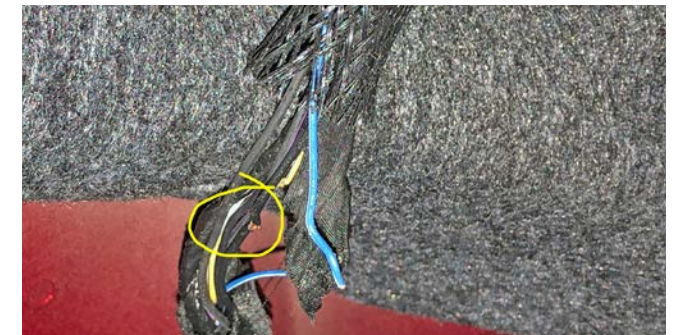
I did explain to him that I thought that might be the case as I had researched the problem on the Internet and discovered the cause of the issue and the fact that a TSB had been issued in the US.

He opened the boot and proceeded to the cause of the problem explain to me. It was the wiring harness that took all electrical wires from the dash to the rear of the car. These powered, not only the camera, but also the indicators; stop lights; rear parking lights; reversing light; number plate light and the light in the boot for illumination. Essentially everything electrical in the rear of the car was at risk of failing due to a faulty wiring harness.



Wiring harness stretched tight when boot was open

Because the harness was a little too short, when the boot was opened the wires it was carrying inside were stretched. The more often the boot was opened the more stretching that occurred. The lines jittering through the image were caused by a partly broken wire not allowing the full current to get through or by two broken ends occasionally making contact. The black screen was caused by the wire breaking completely and not being able to have the two broken ends make contact with one another. The message on the screen was only prompted when the camera remained inoperative for about 20 seconds.



Broken camera cable and black cable breaking

Now the image above is not what the broken cable looked like in my boot. The shroud surrounding the wires was not broken. The service manager actually cut the shroud open while we were inspecting the cable. He wanted to show me exactly what was happening to the wires. It was obvious what the cause was and, what affect this was having on the camera wire.

Interestingly, look to the left of the blue wire. You will see a black-coated wire that is also starting to break and show the internal wire. This means that I was due to have other



electrical components at the rear of the car stop working.

A new wiring harness was ordered and about a week later my car went in for a three-day repair. As the harness runs from front to rear and under the seats, a great deal of work was involved. Luckily it was all repaired FREE of charge and I was also given a FREE hire car for the inconvenience I had incurred. It works well now!

If you encounter this issue, do not accept an offer to have just the wiring extended. This is a stopgap solution that will not last as other wires will break. Demand a totally new harness!

Until next time – Happy motoring!

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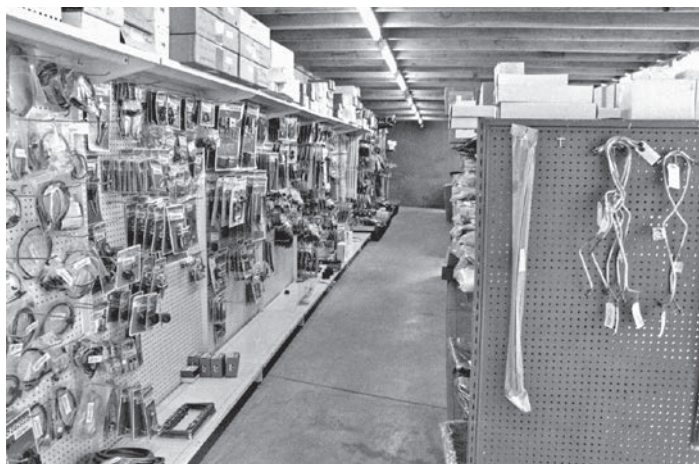
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Swap Meet Display

Bendigo 2019

John Chapman



On Friday evening 15th November we put together our Central Victorian Mustangs and displayed them opposite the Bendigo Cathedral, we had a total of 15 Mustangs in all their glory, it was a magnificent sight.

This year we had a very special Mustang, Howard Percival bought out his beautiful "Bullitt" which proved to be a real highlight, Howard was answering questions all night.

It was great to have one of the three "Bullitts" residing in Bendigo, at our gathering.

Many thanks Howard it was hugely appreciated.

A big thank you to all our members who bought their magnificent Ponies out for the night and put them on display.

To Barry Murphy owner of Bendigo Battery World, a huge thank you for allowing us to display our cars in front of his business, even before he had closed for the day, he also left his front of shop flood and display lights on to highlight our Mustangs to all the passing traffic.

There was also a good turnup of some Holdens and Mopars. Plans are already being made for next year as the event gets bigger.



Mustangs On The Murray

Tony Borg



Another fantastic weekend away at Mustangs on the Murray has come and gone, and what a great weekend it turned out to be. Traditionally starting on the Saturday prior to the display day on the first Sunday following the Melbourne cup weekend, I was surprised to find a large contingent just couldn't wait for the fun to start and headed to Wodonga on the Friday. Can't say anything about that - cos as we say, "What happens in Wodonga, stays in Wodonga".

A run was organized on Saturday afternoon, by our own Sue Broderick, which included a cruise around some of the local country side and through a number of the small towns dotted about the district, our destination was the

John Gehrig Winery, where our hosts, John and Meaghan put on a spread of nibbles while the crew sampled their specialty wines. Their Durif was magnificent.

Dinner on the Saturday night was had at the Huon Hill, where 50 of our members enjoyed a night of beautiful food and drink.

Sunday was the pick of the weekend weather wise, although a little threatening, the day was kind to us. With 30 mustangs on display, made up of those who headed up from Melbourne, as well as a number from NSW and even a couple from Wagga? Awards were made to the best displayed early and best display late model, with Jimmy Gowlett from NSW taking out best late model with



his 2016 Ruby Red GT, and our very own Bob Opperman with his 1969 Lime Gold Mach 1 taking out best early model.

A big thank you goes out to those who contributed to the weekend, including John and Meaghan Gehrig, the crew from Quest Wodonga and

the Huon Hill Hotel and the Wodonga council.

Another fantastic weekend spent with some of our NSW members done and dusted.

Look out for next year's event, as it promises to be bigger and better than ever.



OCTOBER 2019 CLUB MEETING

Wednesday 16th October 2019
The Reggio Calabria Club, Parkville



Meeting opened 8:32pm By the President, Ian Collins.

APOLOGIES

(as per sign on book)
Ron MINOGUE, Daryl CHAMBERLAIN, Geoff GRACE, Graham BELL

MINUTES OF PREVIOUS MEETING

The Minutes of the previous meeting held in June were read and confirmed.
Moved: L.SPARROW Seconded: JB.SPARROW.

TREASURERS REPORT

Not available at time of reporting.

SECRETARY'S REPORT

From 10/9/2019 Incoming

C.DEAN	Raffle Sandwich Display
G.McINNES	Change of Address
G.McINNES	Wrong CPS number quoted in change
T.KILVINGTON	New secretary for WA Bill PERRIE
I.COLLINS	No Magazine from NSW coming in
F.CROWE	Membership renewal payment advice
B.LIERSCH	Removal from Email list
A.RICHMOND	Round Up information for interstate
R.MINOGUE	Bentleigh Car & Bike Festival enquiry
B.BURGESS	Raffle ticket information/supply
T.MASTERS	CPS enquiry
A.ADRIAN	Austrlia MotorClassica Expo 2019
S.COLEMAN	CPS enquiry
T.ALWRIGHT	Thankyou for attending Beaumaris Car
E.BADGES	Club Badges ready to be picked up.
D.OBRIEN	More raffle ticket books req.
T.BORG	Motorclassica discounts available/ use code
P.CESARO	Removal from email lists
F.MARASCO	CPS renewal expired
B.McCALLISTER	Unable to attend Round Up
F.PASCALE	Unable to attend Round Up
M.BRISLANE	Drysdale Car and Bike show Jan. 4/5

SENT

All returns as above./notice to renew memberships/ CPS reminders
NSW Magazine not currently mailed. M.TAYLOR
Nationals Registration Forms. All Members
Welcome to Bill PERRIE WA Sec B.P/ WA

NEW MEMBERS

3373	DANIEL MARTIN	7315	72	MACH 1 RED
3374	TALBOTJOHN	7301	68	COUPE
3375	KAPINIARIS GEORGE	3223	64 ½	COUPE RED
3376	ATHORN SEAN	3340	64 ½	RED
3377	BROOKES WARWICK	3097	17	GT MAGNETIC
3378	MCGOWCRAIG	7050	65	COUPE RED
3379	DAVIES BARRY	3178	66	GT COUPE EBERGLW
3380	DRISCOLL NEALE	3201	66	BLACK
3381	ROBINSON BRIAN	7315	71	MACH 1 DK GRN IVY

Membership Current 1099 as at 9/10/19
Email list updated.

WELCOME: By Ian Collins

Ian gave a warm welcome to those attending the 3rd last meeting of the year.

SOCIAL: Tony Borg

EVENTS SINCE LAST MEETING

Central Crew Coffee Morning, Saturday 14 September 2019
Rocklea Homemaker Centre 239 to 249 High street Kangaroo Flat
A total of 15 members attended this event.

Mustang Motorsport Display & Track Day. Sunday 15th of Sept 2019
Only a small number of members attended this event, although tickets for the Roush Mustang were on sale by club members

Kyneton Daffodil Day Parade. Sunday 15th of September 2019
3 of our members attended this event, parading their vehicles.

Geelong Museum of Motoring Open Day Invitation, Sun 6th Oct 2019
A total of 8 members attended in their stangs, with proceeds from the day going to a charity supporting defence members suffering from PTSD.

MOTORCLASSICA, Saturday the 12th of October 2019
Melbourne Exhibition Buildings, from 0800 through to 1700.
Once again the team at Motorclassica have allocated spaces for our club to display our finest, be quick, as there are limited spots available, first in best dressed.
To Register contact Tony directly on 0411 406 760,
All places for this event are now allocated.

Central Crew Coffee Morning, Saturday 12 October 2019
Rocklea Homemaker Centre 239 to 249 High street Kangaroo Flat
Meeting at 9am All Welcome
Contact Angela on 0438699515 to register.

UPCOMING EVENTS

Cheltenham Claytons Concours, Sunday 20 October 2019
In the carpark, adjacent to the Cheltenham/Moorabbin RSL,
Centre Dandenong Road
Be there from 8:00 for Barry's famous Egg and Bacon Brekky Burgers, and followed by the usual lunch time fare.
We expect a big crowd to this one, so make sure your let us know you are coming along.
And don't forget, no lanyard no feed.
To Register contact Tony directly on 0411 406 760, use the App or email mustangclubevents@gmail.com

Sandown Historics, Saturday 26 and Sunday 27 October 2019
Sandown Raceway, Princess Hwy, Springvale.
Put your steed on display, and watch fantastic oldies going round the track.
Contact Tony directly on 0411 406 760, for details and tickets

MOCA VIC State Round Up, Sunday 27 October 2019.

WELFARE: Ian Collins

Has liaised with Geoff GRACE over email and Geoff is still going about the same, trying to keep well and is investigating nerve treatments overseas.
It was also good to see Sue BAILEY at the meeting.

CAMP CHALLENGE: Ian Collins

This day will be held on the 23rd of November, 2019 at Sandown as it had in previous years. We will be needing 15 to 18 cars between 10am and 2pm for the driving of Kids with Cancer and their families around the car park of Sandown. Food and drink will be supplied to those volunteers.

Ian also relayed a story that he had seen on Netflix of the "Fastest Car" which was about a twin turbo Mustang winning the event.

TASMANIAN TRIP: De

De explained that visit to Tasmania was in February, between the 11th to 16th. There will be a show at the Tasmania Parliament House and the club was taking expressions of interest on who wanted to go. So far they have 26 people with 13 cars at \$2200.00 per couple. For those needing further information can you contact TASSIE2020@mustangclubvictoria.org.au.

BOSS REGISTRY: Andre Stoffers

Andre spoke of the display coming up at the Round Up concours and looking for cars in the Boss display. A new entry on the website has been created for cars to be entered.

SHELBY REGISTRY: Craig McKenzie

A new registry was going to be set up for recording of Shelby models. We are just waiting on the National body.

MUSTANG RACING: Bob Lorich

The next event is at Phillip Island on the weekend and Andy CLEMPSON will be attending with his newly painted car which is looking great.

ROUND UP: Adam Richmond

Adam explained that the Concours entries had closed and that the Show 'N' Shine was still open.

He explained that when cars enter the area that they will be directed by parking staff to their areas.

Those helping out on the Saturday can arrive at 10am for marking out and on the Sunday we needed volunteers for the gate. He reminded everyone of the meal and cost was \$60.00 with meal and drinks included.

GENERAL BUSINESS

C. McKENZIE - Reminded everyone that Lynda was now selling merchandise and a few new items had already started being Jackets, mugs & T Shirts.
Both Tyler, JB & Amelia were available for helping out when busy.

I. COLLINS - Reminded everyone of the dinner after the Conours being held at the Amora hotel was only \$60.00 per head for a 3 course meal which included beer, wine and soft drink.

K. HARRISON - Auctioned "Mustang Wins Bathurst" poster.
Won by A.STOFFERS

M. BRODERICK - Spoke of the trip to Bathurst and the amazing win by the Mustang. He explained that it was a great event and if anyone hadn't witnessed it it was worthwhile in going in the future.

I. COLLINS - Explained of a relevant story in attending Bathurst in 1979 and the win by Ford that year.

BUY, SWAP & SELL

K. HARRISON Has a friend who wants a '66 or '67 Concours Fastback.
I. BLUME Wants a '69 am/fm radio.
A.S TOFFERS Knows of a '69 Boss good cond. \$185K
K. HARRISON Has an inspection plate cover for a C6 auto
D. STOFFERS Knows of a '69 Boss in basket case cond. \$60K

RAFFLES

Door prize 1:18 green Fast back model Well done to Bob OPPERMAN for winning

Various winners of the raffle won prizes
Lucky Members Draw - August \$100.00

Sorry to Ian and Victoria REID who were draw in the members draw but were not attending the meeting to collect the cash.

\$200.00 to be won possibly at the next month by someone.

Remember: You need to be in attendance to win it.

WELCOME BACK

To those who had been off around Australia. (Nick & Kaye and Bob & Josette.)

MEETING CLOSED:

9.40 pm Minutes recorded by C. McKENZIE

NEXT MEETING

Wednesday 20th NOV, 2019 Reggio Calabria Club, Brunswick Rd. Parkville



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6. DONE!

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NOVEMBER 2019 CLUB MEETING

Wednesday 20th November 2019
The Reggio Calabria Club, Parkville



Meeting opened 8:32pm By the President, Mr Ian Collins.

APOLOGIES

(as per sign on book)

Daryl CHAMBERLAIN, Geoff GRACE, Ron MINOGUE,
Graham BELL. Charlie BARRAVECCHIO, Debbie & Allen DOWELL.

MINUTES OF PREVIOUS MEETING

The Minutes of the previous meeting held in October were read and confirmed. Moved: L.SPARROW Seconded: B.RIGBY

TREASURERS REPORT - *figures subject to audit

TOTAL FUNDS AVAILABLE - JULY 2019 **301,238.43**

SECRETARY'S REPORT -

NIL

SOCIAL: Tony Borg

EVENTS REPORT NOVEMBER 2019

EVENTS SINCE LAST MEETING

Drive In Movie Night Saturday Evening the 16th of November 2019

The Melbourne Cobra Owners Club Inc. would like to invite the Mustang Owners Club of Australia (Vic) Inc to attend our drive-in night on Saturday the 16th of November, 2019 at the Lunar Drive In at Dandenong.

The movie for the night is "Ford Vs Ferrari" in which the Cobras and Daytona's will be fully featured.

The function will start at 7.15 pm and run until the completion of the movie which will probably be around 11.00pm due to daylight saving.

The plan is for everyone to start lining up at 7.00pm for the gates opening, we can then set up a display area and cars can be viewed before the movie starts.

Other clubs including the GT40's, Ferrari's, Melbourne Cobra Club and media groups are invited and expected.

Costs as follows:

- Adults: \$13
- Concession: \$11
- Kids 4-16 years: \$9
- Kids under 4: Free
- Carload: \$30 (Thursday, Friday, Saturday and Sunday)

If interested, please be there in line from 7:15pm, the plan being to be directed to parking areas allocated for each club.

See you there.....Tony

Meredith Car Show Sunday 17 November 2019

The Geelong Old School Cruisers, have once again invited the Mustang Owners Club to attend this fantastic event. Held on the Meredith Cricket Oval and Recreational Reserve, 21 Wilson street Meredith.

Meeting at the BP Geelong By pass from 0830 for a 9am sharp departure.

A huge variety of cars on display, trade stalls, and food a plenty.

So come along to this country style car show, in support of the Isabella and Marcus Foundation.

Entry, \$5

To Register contact Tony directly on 0411 406 760, use the App or email mustangclubevents@gmail.com

Geelong Revival Friday 22 through to Sunday 24 November 2019

On the Geelong Foreshore, place your steed on display in the Steam Packet Gardens display area, and have a look at some of the fantastic displays, including all day time trials down the famous Eastern Beach car park trials track.

Register directly with the event organisers using the following link:

<https://geelongrevival.com.au/register-for-an-event/shannons-classic-motorshow/>

Making sure you register for each of the activities you wish to enter in, and please make sure when you register as a member of the Mustang Owners Club, so you can be included in our club display.

Questions, call Tony on 0411 406 760

1st Showcars Melbourne Bentleigh Festival Car & Bike Show Sunday 24th of November 2019

Free Public Entry

Setup Times 9.15am-10.15am

Show Starts 11.00am-4.30pm

Presentation Awards 2.30pm

Meguirs Showbag included with your entry

Display area on Centre Road Bentleigh Closed from (Jasper to Wheatley Rd)

All Types of Cars and Bikes can display ,Classics, Muscle Cars , Street Machines , Hot Rods , Vintage , Original also all clubs are welcome to attend on the day a Photo is Required for our record .

On Day Great family entertainment Food,Resturants, Live Music,carnival rides,trade stalls, kids shows, awards and lots more !!the festival attracts over 35k Public !!

Hope to see you there !!

GO HERE TO ENTER: <https://www.trybooking.com/BFIAT>

Also At www.showcarsmelbourne.com.au

Steve Lond Memorial Run, Sunday 8 December 2019

Meeting at Mustangs of Melbourne, 8/65-67 Canterbury Rd, Montrose from 0930 for a 10am departure.

From there we head to the Yarra Valley Chocolate Factory, 35 Old Healesville Rd, Yarra Glen, where we will spend an hour or so checking out some of the available fare.

We will then take a leisurely cruise through Toolangi and Healesville before we stop for Lunch at our favourite Yarra Valley Grand Hotel for lunch at 1230.

Contact Tony directly on 0411 406 760 or email mustangclubevents@gmail.com to advise of your attendance. Bookings are essential.

Tony greeted new members David with a '67

Mark & Leslie with a blue '73

And Karen with a new number with a '16 convertible

Ian thanked Tony for his good work.



AWARDS: Ian Collins

45 year membership awards were given to:

Frank THOMPSON

Warwick DOWSLEY

Adam RICHMOND together with Ian COLLINS handed out Show N Shine trophies from the Round Up to winners. Those name will be displayed on the website pages.

Well done to :

Phil ROWAN	City member of the year.
Angela WILLIAMS	Country member of the year
Greg HADFIELD	Life member
Ken SELENMYER	Best post 2015
Darren POTTER	Best Restomod
Norm MILLS	Best Shelby
Anthony HOWE	Modified Bronze 70 F/Back
Dorothy CREMONA	Modified Gold 67 F/Back
Alex KRAMPEL	Original Bronze 02 coupe
Michael SMITH	Original Gold '69 F/Back
Robert STENT	Original Gold '02 Conv.



MUSTANG MOTOR SPORTS: Craig Dean

Craig talked about attending SEMA and the new Shelby and Roush that will be available. He informed everyone about the new Shelby ute which produced 800 hp. There is a Jack ROUSH Special Edition which has 775 Hp. Craig also donated another auction item. He also told the meeting of a funny story involving him driving Warwick to the meeting.

TASMANIAN TRIP: De

De explained that the trip will be in February, between the 11th to 18th. There will be a show at the Tasmania Parliament House and they are hoping for than 100 Mustangs. The club was taking expressions of interest on who wanted to go. So far they have 30 people. For those needing further information can you contact TASSIE2020@mustangclubvictoria.org.au .

CHRISTMAS PARTY: Ian Collins

Ian advised that there will be 4 options of meals. Each person will be charged \$20 to enter. An email will come out from Macka in the next week and you will need to let him know if you are coming and which meal you require. Payments will be made at the door on the night.



CAMP CHALLENGE: Ian Collins

This event will be held on Saturday. Enter from Gate 1 before 9.45am. Ian will need to be informed if you are attending. Event will be taking kids affected by Cancer around path in car park.

Wodonga trip and Facebook pictures have been sighted. Ian suggested that there may have to be a sealed section for the club magazine. He explained that there had been a trip to Gerricks Winery and dinner with car show.

Ian gave tribute to Greg HADFIELD who has been with the club for a long time and has done so much over the years. He was nominated to Life Membership and under the new system qualifies and was awarded Life Membership.

BOSS REGISTRY: Andre Stoffers

Andre spoke of the new registry.

THANK YOU

Ian thanked Bob OPPERMAN for his work doing Club Permits with the club. Bob has retired and has joined the Grey Nomads.

Ian thanked Adre & Wendy STOFFERS for the work that they had done over the years in running the raffles with the rest of the family. J.B. Amelia and Tyler SPARROW will soon be taking over.

SHELBY REGISTRY: Craig McKenzie

A new registry was in the process of being set up. It was being supplied by the National body. Updates to follow.

BIRTHDAYS

Everyone sung a Happy Birthday to Tyler SPARROW for his up and coming 21st Birthday.

GENERAL BUSINESS

Nil

BUY, SWAP & SELL

Auction conducted Cap/ Shirt/ Roush poster reached \$140.00
Thanks to Craig DEAN

RAFFLES

Door prize 1:18 GT Model. Well done to Evelyn COWMAN for winning
Various winners of the raffle won prizes.

Lucky Members Draw - November \$200.00

Sorry, but Joshua CLAHAN was not at the meeting and not able to claim the prize.

Next month moves to \$300.00

Remember: You need to be in attendance to win it.

MEETING CLOSED:

9.50 pm Minutes recorded by C.McKENZIE

NEXT MEETING

Wednesday 11th December, 2019 Downstairs
Reggio Calabria Club, Brunswick Rd. Parkville

DECEMBER 2019 CLUB MEETING

Wednesday 11th December 2019
The Reggio Calabria Club, Parkville



Meeting opened 8:36pm By the President, Mr Ian Collins.

APOLOGIES (as per sign on book)

Ian BLUME, Graham BELL, Daryl CHAMBERLAIN, Geoff GRACE.

MINUTES OF PREVIOUS MEETING

Minutes of the previous meeting held in November were read and confirmed.
Moved: U.SCHAAK Seconded: B.RIGBY

TREASURERS REPORT - figures subject to audit

TOTAL FUNDS AVAILABLE - DECEMBER 2019 \$310,918.77

SECRETARY'S REPORT

NEW MEMBERS

3392	Burr Francis	7172	66 Coupe	Black
3393	Luck Dale	7250	65 Coupe	Honey Gold
3394	Forbes Tim	3807	65 GT Coupe	Ragoon Red
3395	Milder Avi	3162	19 Bullitt	Green
3396	Bertone Frank	3030	66	Light Blue
3397	Abercrombie James	3121	69 Cobra Jet	Gulfstream Aqua
3398	Mccarthy Timothy	7015	65 F/B GT	Prairie Bronze
3399	Gibson James	3757	17 GT	Blue

Membership Current 1117 as at 10/12/19 Email list updated.

WELCOME: Ian Collins

A warm welcome was given to the membership attending the Christmas meeting. Ian also spoke of recently attending the Bentleigh Car Show with 10 other cars in the group he was leading. An amusing tale then progressed as a wrong turn made it very hard for a Lincoln Continental that had been following them.

Ian summed up the year and looked forward to the next year with the club. He recently attended the Tasmania Christmas party at Swansea with 60 others in the club, all with bushfires nearby. Ian commented on some of the pictures taken, there might be a need for a sealed section in the next club magazine.

A more recent even attended by the club was the Camp Challenge day for kids with cancer. We were the largest club group to attend in which all went well. Frank THOMPSON who lives nearby attended and was awarded the most runs of the day.

SOCIAL: Tony Borg

Tony gave us a run down of recent runs including the Geelong Revival in which Gary ANDERSON had trouble with his pre-entered VW and ended up running the Boss. Brian JAMES won an award in the shown shine with his Datsun. Other recent runs included a small show at a Ford Dealership and the Enzed shop in which there were plenty of giveaways which may become an annual event.

Tony thanked Joe for leading the Steve LOND Run.

Coming events included the coffee morning in Bendigo and the kids Christmas party this coming Sunday.

The 28th Dec was the Ian JOHNSON BBQ day with all to meet at Officer and depart by 9.30am and the return run was going back via the Tura pub. On the 5th of Jan was the Drysdale show.

MUSTANG MOTORSPORTS: Craig Dean

Craig talked about his recent trip to SEMA and the announcement of a Shelby Drag in the Sports Truck and will be available. He suggested to everyone to buy a ticket in the Roush raffle for Christmas presents. This weekend he will be at Binks Ford at Deer Park with the new Ranger and Everest. He will be there from 9.30 onwards.

There was also a reminder for the Track Day for the 28th of March and an open invitation for all to attend.

There was a Merry Christmas from all at Mustang Motor Sports by Craig and Ian reminded everyone of the great work that MMS does in the club and is our best sponsor.

WARWICK TALK

Thank you

BOSS REGISTRY: Andre Stoffers

Andre spoke of plans with the registry. Info coming in the next magazine.



CLUB MAGAZINE: Colin Falso

Colin wished everyone a merry Christmas and reminded the meeting that he was always looking for articles and photos by the membership.

PRESIDENT'S REPORT: Ian Collins

Ian had a poem which relayed well to the festive time of year.

He thanked the committee for their work throughout the year and also to the members that turn up to events. He also thanked both Thomo and Warwick who were at the meeting for their work since starting the club way, way back.

Ian thanked Craig MCKENZIE, Lynda, both JB, Amelia and Tyler for organising and controlling the Christmas dinner.

GENERAL BUSINESS

Ken HARRISON offered up a set of Mach 1, white and gold for \$283.00
The reserve not met.

AWARDS

Country member of the year was awarded to Angela WILLIAMS.

30 Year badge was awarded to John CHAPMAN.

10 Year badge was awarded to Peter WELSH.

BUY, SWAP & SELL

351 Cleveland motor for sale \$400.00.

RAFFLES

Door prize 1:18 GT Model. Well done to Karen CORNISH for winning

Various winners of the raffle won prizes.

Lucky Members Draw - Decenmber \$300.00

Member 1792 Tony CKEKETA was not attending to win.

\$400.00 to be won possibly at the next month by someone.

Remember: You need to be in attendance to win it.

Ian reminded everyone of the need to buy tickets in raffles to have a chance in winning.

Thank you to Brian JAMES who donated a Richmond jumper that attained \$170.00 in bidding.

MEETING CLOSED

9.45 pm Minutes recorded by C.MCKENZIE

NEXT MEETING

Wednesday 15th January, 2020 Reggio Calabria Club,
Brunswick Rd. Parkville

VICTORIA CLUB SOCIAL CALENDAR MARCH 2020



DEADLINE FOR NEXT MAGAZINE - MARCH 4

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

MARCH 2020

SATURDAY 14TH	CENTRAL CREW COFFEE MORNING Rocklea Homemaker Centre 239 to 249 High St. Kangaroo Flat Meeting at 9am. All Welcome Contact Angela on 0438 699 515 to register
WEDNESDAY 18TH	MONTHLY CLUB MEETING 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 29TH	MOCA VIC BRIMBANK PARK CLAYTONS CONCOURS Be there from 8:30 for Barry's famous Egg and Bacon Brekky Burgers, and followed by the usual lunch time fare. We expect a big crowd to this one, so make sure your let us know you are coming along. Signage at the event will be posted to indicate our location And don't forget, no lanyard no feed. To Register contact Tony directly on 0411 406 760 OR use the App or email mustangclubevents@gmail.com

APRIL 2020

**FRIDAY 10TH
SATURDAY 11TH
SUNDAY 12TH
MONDAY 13TH**

**EASTER - APRIL 2020
MUSTANG NATIONALS
ADELAIDE STH AUSTRALIA**



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





BOSS
351

BOSS
429

AUSTRALIA BOSS REGISTRY

If you own a genuine Boss, we ask you to register with us.

This will give us an indication of how many Boss' are in Australia.

By providing your details we can send you updates and other related information.

All information is kept confidential and your personal details
will not be passed on without your permission

PERSONAL INFORMATION

First Name: _____ Surname: _____

Address: _____

(Street no & name - Optional)

Suburb: _____ State: _____ Post Code: _____

Mobile: _____ Email: _____

VEHICLE INFORMATION

(Please complete 1 (one) form per Boss)

☐ UnRestored

☐ Restored

Year: _____ Vin No: _____

Engine Capacity: ☐ 302 ☐ 351 ☐ 429 - KK: _____ ☐ Cougar

Color: _____ Rego: _____

Door Tag Details

Body	Color	Trim	Date	DSO	Axle	Trans
------	-------	------	------	-----	------	-------

Additional information/facts: _____

Return completed forms, with photo/s of your car to

Andre Stoffers

Mob: 0411 455 755

Email: Boss.Registry@gmail.com



Boss Registry @Mustang Round Up 2019

Andre Stoffers

Our Annual Mustang Round Up was with us once again. The weather was a little on the cool side with some expected showers, but these didn't come till late in the day.

We had a good run in with the 3 Boss's and as we arrived, more Boss's showing up.

In total, we had 8 Boss's. 2 x '69's, 2 x '70's, 2 x '71's, 1 x 2012 Laguna Seca and a 1969, Boss 429.

We handed out our Australian Boss Registration forms for owners to fill out, so we can determine how many Boss's we have in Australia.

There's also a Boss Registration Form on the opposite page and it would be greatly appreciated if Boss owners could fill this out and send it to me. The form can be emailed (with a photo of the car) to Boss.Registry@gmail.com.

If you have any questions, just call or email me. I will be sending the form to our interstate MOCA Clubs also and asking their members to do the same.

In future, I will post updates on the website, not only of how many cars are on the registry, but items and cars that may come up for sale or items and cars wanted!



Suspensionpartsonline.com.au



BORLA
EXHAUST



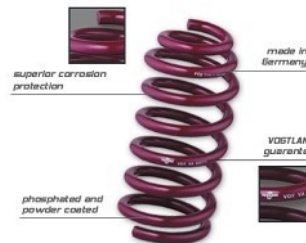
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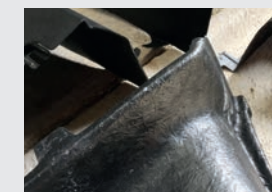
1969 Interior Quarter Panel Trim Set



1969 Front Spoiler.



Bonnet Scoop.



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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 Shelys and establish the amount and wherabouts of all Shelys 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 Shelys.

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, Craig McKenzie.



Australian Shelby Registry
shelby.org.au

Australian Mustang Club
mustang.org.au

Mustang Motorsport
mustangmotorsport.com.au

Australian Shelby Registrar
Craig McKenzie

Victorian Shelby Representative
Craig McKenzie
0417 561 246
macka62@iprimus.com.au

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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
Ladies Peak Hats	\$15
Beanies	\$15

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- Allow \$10 - \$15 extra for any items that need to be posted.
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MUSTANG ROUNDUP

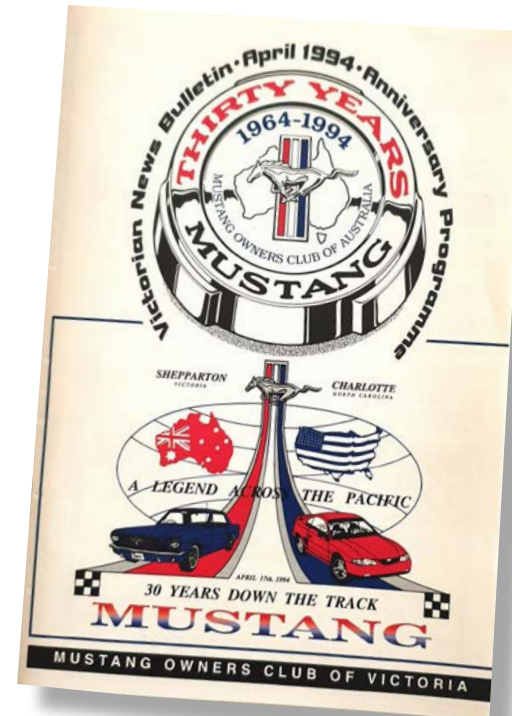
circa: @MARCH 1994 VICTORIAN NEWS BULLETIN.

20 Years of National Concours Winners List from 1974-1993.

Interestingly there were no Mustangs in the restored class until 1981.

Anyone know any different?

Can that be right?



Twenty Years of National Concours Winners

YEAR	NON RESTORED	RESTORED	IMPROVED	CONVERT
1974 VIC	F.HAYES		B.BYRNE	
1975 VIC	L.COOMBES			
1976 VIC	F.HAYES		R.KILVINGTON	M.WILKIN
1977 SA	G.RUSSELL		H.BAJON	G.HUSSELL
1978 VIC	F.HAYES		R.KILVINGTON	V.DEMARTE
1979 SA	G.HUSSELL		C.BENNETT	V.DEMARTE
1980 VIC	F.HAYES		N.RICHARDSON	V.DEMARTE
1981 SA	V.DEMARTE		NA	V.DEMARTE
1982 QLD	F.HAYES	R.BELL		MEVANS
1983 NSW	MEVANS	K.MUSGRAVE		MEVANS
1984 VIC	MEVANS	G.CARLESS		MEVANS
1985 SA	B.BRERETON	J.MCGSON	V.BAKER	MEVANS
1986 QLD	B.BRERETON	J.COSTA	B.BROGAN	MEVANS
1987 WA	B.BRERETON	T.MOORE	B.BROGAN	B.BRERETON
1988 NSW	B.BRERETON	L.BLUME	B.BROGAN	B.BRERETON
1989 VIC	B.BRERETON	T.TOYNE	G.SHAH	B.BRERETON
1990 SA	J.BRIDGE	JILLMAN		B.BRERETON
1991 QLD	J.BRIDGE	MEVANS	G.HADFIELD	B.BRERETON
1992 WA	J.BRIDGE	P.SHERVINGTON	D.FARRISH	K.MORRIS
1993 NSW	J.BRIDGE	G.STEVENS		J.BOWLER

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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.

email them to: colinmustangroundup@gmail.com



someone is always watching...long time club member...Charlie Barravecchio as recently seen on television show 'Bumper to Bumper' talking about one of his Mustangs and (cough) Chev classics.

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2015-19 15" SLOTTED BREMBO BRAKE UPGRADE



\$780

2015-19 ROUSH TRUNK TOOLKIT



SHOCKWORKS

\$2800

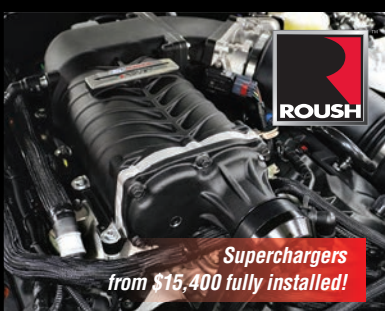
Handles better and provides more comfortable ride than stock!

2015-19 5.0L V8 ADJUSTABLE PERFORMANCE COILOVERS



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2015-19 OEM USA STRUT TOWER BRACE FOR RHD



ROUSH

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2015-17 5.0L V8 ROUSH PHASE 1 670HP SUPERCHARGER



\$2200

2015-19 CARROLL SHELBY CS56 V2.0 20" WHEEL SET



\$110

2015-19 DRAKE BILLET FUSE BOX COVER



STEEDA

\$220

2015-19 HOOD STRUT KIT



\$650

2015-17 GENUINE 50TH ANNIVERSARY GRILLE



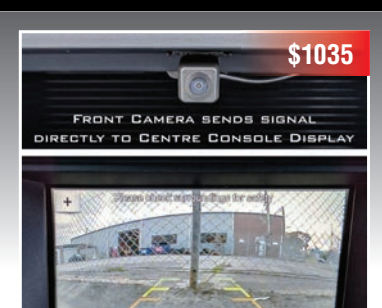
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2015-17 OEM USA GT LOWER GRILLE



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2015-17 GT350 STEERING WHEEL WITH SILVER STITCHING



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