

MUSTANG OWNERS CLUB OF AUSTRALIA - VICTORIA INC.



MUSTANG ROUNDUP

CLUB NEWS FROM ACROSS VICTORIA & TASMANIA

JANUARY - MARCH 2020



**THIS ISSUE - 2020 MOCA VIC/TAS TASMANIA TRIP • TORQUAY MOTOR SHOW • SEMA USA TRIP
• CENTRAL COFFEE CREW REPORT • CLUB INFO UPDATES • PART 7 CAR DETAILING • PLUS MORE**

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MUSTANG ROUNDUP

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PRESIDENT'S LETTER



Dear members

In my wildest dreams I never saw this day coming. The day when we would be all holed up in our homes waiting for this insidious thing to slowly abate so we can all get back to normal. If someone had said to me we would need to cancel meetings I would have said you are

crazy but these are the times we live in.

I for one have read plenty on mustangs over the past weeks with more to come. I guess many of you have polished the life out of your cars and have done many little projects that were put off in the past. I may even install a new convertible top; a job I continually put on the back burner but now will have extra time.

The committee has held a meeting on line and will continue to hold our monthly meetings so as to keep the club in readiness for the return of normality. Like all things we will eventually come out of this and make no mistake we will be bigger and stronger because of it.

I hope and pray nobody in the club or any member of your families has been struck down with this thing. The Nationals in Adelaide had to be cancelled due to the lockdown and I wish the SA club all the best as you know they had put a lot of work into the set up.

The Nationals for SA will just have to wait to they come round again. The raffle car has been drawn and has a new proud owner. The new owner is not from Victoria, more about the draw will be made available later.

The cancellation of the Nationals in Adalaide is such a shame as I really love the trip to Glenelg and have always enjoyed the way the SA club ran the event. I will be speaking to the SA club and hopefully our two clubs can meet up for a run in the not to distant future.

I am extremely hopeful that our local roundup will go ahead but cannot be totally sure as this is a day to day world at the moment.

The committee will work towards it as if it is going ahead anyway. So if and when we are allowed to emerge from the tepee all will be in readiness.

I note with great interest that the mustang from the famous movie Bullit sold for a record amount, great result for mustangs in general and the interest they enjoy.

I must thank Lino Avellino for all the work he has done here in Victoria getting the raffle paperwork and books etc. all sent to SA on time and ready for the draw. Thank you Lino.

Now the constitution we had updated was to be voted upon the very meeting that had to be cancelled so now you all have the updates we will inform you via the magazine which we intend to be delivered as per normal.

The date we intend to have the vote will be in the magazine so keep tuned in. I hope you have read and understand the minor changes that were necessary when you have your own constitution.

Please send articles for the magazine as we all need a good read at the moment. Lets make the magazine our greatest ever in the face of adversity.

Please all abide by the rules, keep safe and get the cars ready for some very interesting runs.

Don't stop sending ideas for anything you may have in mind that include articles, runs, car shows and support to anyone who needs it.

If you are struggling with anything please let us know we are all here to help one another

Keep on mustanging

Ian Collins
MOCA VIC President



EDITORIAL

G'day fellow Mustangers.

Adrian, a fellow club member, sent me the photo below and it got me thinking about our Mustangs and the very important role they play in our lives - and not just the getting us from A to B bit or winning a trophy.

If you're like me, Mustangs have played a big part in my life; for a very long time in my life - so far...

Through good times and bad, that big lump of steel on four wheels, we all have sitting in our garage, at one point slowly becomes more than just a means of transport and somehow finds its way into being a part of your family.

Quietly, or in some cases, not so quietly, it has always been there at some of our memorable moments in life. Sitting in the background...And...like a time capsule locks in those memories for either ourselves to enjoy or others in the future.

We've all seen those photos - fathers, grandmothers, sons & daughters etc etc posing around the family Mustang either at some special occasion, a family picnic or out front the local shops..whatever.. they are all special and remind us how precious those memories are.

Sit back for a minute and just think about all the people you have met (which you wouldn't have normally), new friends you have made and places where you have been through Mustang ownership.

Take another look at the photo below and think of similar pics you may have where your Mustang played an important historical moment in your family's life.

Think about all the family events, holidays and club runs etc you've been on and think, had it not been for that lump of steel in the garage, life might have been a lot different. Some may say cheaper (ha, ha) but others may think they were the best days of their lives - so far...

While we are all in some form of lockdown at the moment, due to this pandemic, reminiscing about the good ol' days and perhaps looking for things to do. Spare some time, go through all your old pics where your Mustang was a family member, send them in and share them with the rest of your extended Mustang Family.

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DEADLINE FOR NEXT MAGAZINE - JUNE 3

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

Tassie 2020 Trip

Neil Butler & De Colledge

Trip Overview

The Tassie 2020 Trip from 11 - 17th February 2020, saw 29 Victorian Cars and 1 from MOC NSW, make the annual trip south to the Apple Isle. Two nights were spent in Strahan, where the day cruise on the Gordon-Franklin Rivers was an outstanding highlight. Then 2 nights staying in Hobart to support the first ever Mustang Spectacular - where almost 100 Mustangs were corralled on the Parliament House Lawns. Great effort by the MOCT Chapter.

The combined Club Dinner was held in the Ricky Ponting Room at Blundstone Arena. The highlight of the final day was exclusively hiring Symmons Plains where 15 Victorian and 5 Tasmanian drivers were able to take many spectators around the 2.3 km track. Approx 1,100 km was covered in the journey.

If you were thinking of coming next year, then please feel free to talk to any of the couples who went this year.

Organising Committee Tassie 2020 Trip



Tassie 2020 Trip

Rob Wiatrowski



The clubs annual Tasmanian trip 2020 has been run and won and the clear winners are the Victorian and Tasmanian members who had a memorable time driving the scenic roads of the Apple Isle yet again.

This time the route took participants along a West coast trajectory from Devonport across to Wynyard and then in a Southerly direction to the unspoilt beauty of Strahan and the Gordon river, then East to Hobart and back to Devonport.

This year to avoid any embarrassments of hiring a car and not suffering the indignity of being thrown the keys randomly to a Holden (footnote: as I write this just received news of the demise of the Holden brand and although being a Blue blood, there is great sadness that we are losing a significant part of Australian manufacturing history. Who can we vent against now? Dull, vanilla Japanese and Korean mobile fridges are not the same and don't invoke the same passion as Uncle Sam's Oz products).

So the family dusted off the big 1973 Mach 1 and went from unforgettable hire car to a muscle car icon in the blink of an eye. Talk about contrasts !!



After a comprehensive check by my mechanic, ('Thumper' is the nick name we give the car and if you have ever owned a 351 Clevo, you will fully understand why) was given the green light for long distance driving.

With the first tank full of BP 98 octane filled in Footscray, we were ready for at least the Northern part of Tassie covering Devonport and Ulverstone.

Meeting our new family of travellers was a delightful experience at the paddock. That is the car park congregation area after we all alight from the 'Spirit of Tasmania' and one common theme I find meeting fellow members at this point is how welcoming and warm everyone is.

As a group, everyone is in holiday mode and ready to enjoy what comes next, the vibe is definitely super enthusiastic and ready for fun.



Meet and greets done, we were on the Bass Highway to Ulverstone driving for an early morning breakfast at the 'Windows on Westella Cafe and Pickled Pantry'.

The Bass Highway is a good smooth road with double lanes each way and quite a contrast to some other Tassie roads which seem to be in a constant state of repair and keeping many unemployed people employed, mainly as lollypop people it seems.

Good friends we caught up with in Hobart told us Northern Tassie is a marginal seat hence the greater attention given to their roads system otherwise Tassie is dominated by Independents such as around Hobart's electorate. Now there's a lesson for our Victorian members especially in the West where Shorten seems to be very tolerated irrespective of whether he's good, bad or indifferent.



The 'Windows on Westella Cafe and Pickled Pantry' is noted for its pickled onions and after a huge, wallet lightening Farmers brekky, the last thing on my mind was a big jar of pickled onions to take on the trip. Initially that had as much appeal as lambs fry and tripe in the morning but a tasting proved they weren't too bad after all.

However, with a long 300 odd km drive planned for Strahan, the thought of scoffing down a couple kilos of pickled onions didn't seem like a very civil thing to do being stuck in a car for long hours so that was off the menu for obvious reasons.

Another forty minutes away we were off to Wynyard to see the 'Ransley Veteran Car Collection' boasting the equal oldest Ford in the world which my family didn't get to see. Now, 'Thumper' likes a drink (there's that Clevo reference again) and De and Neil being so thorough in organising this trip provided all travellers with a list of petrol stations providing 98 octane fuel along the entire journey.

'Thumper' has exquisite tastes and like a good drop of '53 Grange, only tolerates the BP 98 octane brew. So the plan was

to drop into the BP station in Wynyard, fill her up and view the museum and see that iconic Ford. Except it didn't work out that way. The drive to Strahan was around 300 kms away so a fill up was a prudent thing to do and overall good planning when you need to slake the thirst of Dearborn's finest cast iron combustive reciprocating mass.

We drove to what we thought was Wynyard's BP station and in the first of quirky Tasmanian customs, there was no BP signage however the colours of the place resembled BP colours. Unusual I thought but a quick clarification with the owners will sort things out or so I thought.

Now I don't want to sound politically incorrect or whatever the 'latte sipping inner city socialists' call it these days but the guy behind the counter was straight out of a Bollywood movie.

I asked the good man if this was in fact a BP petrol station and he said no, it was an 'Independent' run BP station. Made about as much sense as Barnaby Joyce wanting to run for Nationals leadership again.

Ok, I'll try the direct approach I thought, I asked the good citizen 'Do you pump BP fuel?' Response was 'I think so.'

This was turning into the dead parrot Monty Python routine where this station was a BP petrol station except it wasn't, it was an independent station with BP colours and no signage, and the independent owner thought he served BP fuel but he wasn't sure.

I did not want to exhibit my best frustrated John Cleese impersonation at this point (Basil Fawlty comes to mind and I didn't want to do a Manuel on him) and bit my tongue rather hard.



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That gave me enough confidence to hi-tail it back to Burnie about 20 kms the other way and fill up at a BP station with the right signage that matched the right colours with local people who knew what fuel they were serving.

All that sorted, we were finally ready for Strahan but missed the opportunity to see the vintage car museum and that elusive historic Ford. But hey, every cloud has a silver lining and that gives me a good excuse to visit the museum again and avoid any BP stations that aren't what they say on the box.

The drive to Strahan was a mixed bag of good and not so good roads. Like my friends alluded to, these parts of Tassie were clearly safe seats and you could tell where the marginal seats ended and the safe seats began.

Narrow shoulders, implausibly high number of road works and irregular road surfaces abounded in these sections. We attempted to drive from Wynyard to Zeehan non-stop, about a 200 km journey and a real test of one's marriage in an early Seventies muscle car.

'Thumper' performed very well however.

Some things I found out though. 'Thumper' is a cruiser not a tourer. Unlike the modern cars and most if not all the mechanically updated classic models on the trip, 'Thumper' is factory stock as I like originality and follow the 'they're only original once' mantra.

I confirmed that 'Thumper' can handle as it has the stiffer factory Mach 1 set up (which probably saved our bacon more than once in the safe Tasmanian electorates) but with 11.3 inch front disc brakes and 10 inch finned rear iron drums that need a good machining and fresh pads, rear leaf springs and factory recirculating ball steering with a ratio of 20.2 to 1 and needing 3.17 turns lock to lock, it's a mixed bag of driving experiences.

How Allan Moffat ever drove these type of cars competitively in the day is a mystery to me, or perhaps I'm simply no Allan Moffat.

The two worst parts of our journey was coming into Zeehan which threw up some of the tightest, twistiest roads we encountered. I also discovered 'Thumper' does not like twisting roads. A lot.

And the other forgettable road stretched from Zeehan to Strahan. Driving down steep twisting roads into Zeehan was challenging to say the least.

With the wife asking me to slow down, 'Thumper' hanging on ably with little brake retardation and woolly steering, I was fighting both the laws of physics and trying to save my marriage. So no pressure on this leg then !!

The only way I could get down the mountains effectively was let 'thumper run wide usually over the broken lines if there was no one coming the other way and pretending I was in control. I was to some degree but it must have looked spectacular from the outside as several club members following me offered to upgrade my suspension and steering components on the spot to keep the car in my lane.

Tried to explain that's the way old factory technology works at speed on tight curves and having failed that, thought of saying that modern struts, modern rubber and rack and pinion steering systems are for sissies and real men drive muscle cars the way they are meant to be driven.

By this stage, my wife thought I was grand standing and I thought the better of boasting about a car not really set up for fast downhill runs and remained silent, very silent.

I thought that was the worst of it but no, the drive from Zeehan to Strahan was another challenging stretch but for different reasons. I thought to myself this must be an ultra super safe seat.

Zeehan was a pleasant enough mining town where few eateries were open other than the local pub and a food van affair so the muesli bars would have to keep me going until Strahan.

It didn't take long for the first of at least half a dozen road works to interrupt our progress. There was the burger with the lot; dusty gravel roads, water trucks adding muddy stretches, cars tippy toeing through bumper to bumper and without fail, the lolly pop people either end twirling their signs to stop, go, stop, go, stop, go without fail. And for good measure, we encountered a wide truck pulling a trailer so wide that we had to veer hard to port off the road and almost fling into the shrubbery to let pass a multi wheeled semi-trailer pulling what seemed to be the Loy Yang power station and half of Gippsland behind it.

It was the first time dirt and gravel had baptised 'Thumper's' underside for what is strictly a bitumen set up so I did some Sothern Cross rallying for good measure as well.

Like the nasty tight radius turns encountered previously, if

you don't overstretch 'Thumper', she is manageable, but go beyond its meagre limits and you need to really be on the ball. The wife still thought I was skylarking but I couldn't tell her that I was still hanging on to keep it all together again. Disappointing thing is, the scenery was beautiful all around us but I was far too distracted to see most of it.

After these challenging stretches, we finally arrived in the beautiful town of Strahan where pristine nature and serenity abound. We had been here before and done the Gordon river cruise as well and must admit this was one of the attractions of this trip that appealed to us.

It's such a special venue and Strahan didn't let us down. What was just one aspect of how well this trip was run included ensuring we had a relaxing day to join the 'Gordon River Cruise' on their large, comfortable 'Spirit of the Wild' catamaran (which the locals proudly reminded us was built in Hobart).



We had a lovely cruise around Macquarie Harbour which leads off into the Gordon River. The weather was very blowy and misty initially but then transformed into a sunny beautiful day, much like our Melbourne footy season weather. All we needed was an eye patch and a parrot on our shoulder singing old sea shanties on a squeeze box.

The Gordon river is pristine and the clean, although it has a brown tinge to it caused by organic tannin leeching into the river, it's nature's way of keeping things pristine and in balance.

The region has some of the largest tracts of pristine temperate rainforest in world and you could not tell whether the reflection of the forests riverbanks and sky were upside down or not so mirror perfect were the images in the still waters of the Gordon river. Later in the cruise, we visited Sarah Island once an infamous penal colony and was known for possessing the largest boat building industry in the British colonies at the time.

A bit like crims making license plates today except this was a very productive ship manufacturing business using very cheap, or rather free penal labour.

Also served was a sumptuous chef prepared buffet lunch showcasing Tasmanian produce which topped the cruise off perfectly. Another fuel fill up in Strahan as we were warned there were few fuel options until we got close to Hobart which was 300kms away following the Lyell highway.

Also must mention our accommodation in Strahan. We stayed in the comfortable digs provided by Strahan Village and I swear we had the same room with beautiful views of Macquarie harbour when we last visited. Their 'View 42 Degrees restaurant and Lounge Bar' served sumptuous buffet meals for dinner and breakfast with an emphasis on local produce. Swear that the oysters were so fresh that they melted in your mouth.

Sadly, we had to leave this pristine environment on Friday and travel to Hobart. I was warned that there were excessively winding roads heading into Queenstown and out of it and was not looking forward to this leg as well.

However, these roads were not as bad as the Zeehan amusement park experience and 'Thumper' handled them quite well or perhaps I was getting used to the conditions or perhaps I worked out how Moffat did it.

My wife didn't complain as much either so things were on the improve. We were invited to stop off about mid-way at the 'Hungry Wombat Café' as the owners owned a Mustang and would be over the moon to see our chariots.

We basically did a straight run through to Hobart however and 'Thumper' performed like a Swiss watch, the musical cacophony of hardcore Clevo being music to me and my son's ears, not saying the same about the wife though.

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All done and ready for the drive into Hobart except 'Thumper' won't fire. Bloody Swiss time pieces!! Turns over but not enough juice from the battery. Some quick calls to Dave O'Brien, De and Ian being members of the organising committee for the trip really got the ball rolling.

It wasn't long before, Dave, Neil and De, Craig, Tony and his father and Phil and Denise's Supersnake all rolled up. Talk about sending in the cavalry !! If ever you need confirmation that our club is family, this overwhelming gesture of support from all concerned is it. My own family are extremely grateful for the gesture of camaraderie and support. Thanks to all concerned.



Now try and picture my 1973 Mach 1 (bonnet up), a 2018 Shelby Supersnake, 1966 convertible and two same year coupes all at the same spot outside a prominent location in front of a Macca's at school closing time. We created a mini Mustang show attracting quite an audience with school kids going ga ga in disbelief of what they were witnessing.

Luckily Dave had to leave earlier in his 2017 GT otherwise the local constabulary would have had to use water cannon to quell the crowds.

All this fuss over a dud battery!! On reflection, the only thing my mechanic did not go over was the battery as it's hard to tell if a five year old battery still reliable. Turns out several cells had failed, the battery seized and the RACT which I have complimentary membership being an RACV member got me going again with a new battery.

Into Hobart we went on Friday evening staying at the 'Riverfront Motel' in Rosetta only about 5 kms from the centre of town. But first to the car wash nearby where several club members were already scrubbing the evidence of the drive into Strahan away and further final washing and detailing at the motel for the big show tomorrow on the lawns of Parliament House.

This took a little longer than I anticipated and I was famished after this day's list of activities. So my family had the pleasure of ordering in house dinner provided by the motel's restaurant and enjoyed a wonderful evening with Alex, Trudi, Milan and Debbie overlooking the Derwent river.

However, as we were enjoying a good meal provided by the motel's restaurant, a small car of Asian persuasion pulled up between a high-end Mustang prepared by Mustang Motorsport and another immaculate late model within a squeeze parking bay. Note there were several unoccupied parking spots on offer but parking next to Mustangs must have raised the masses libido somewhat.

Let's just say a club member had to go down and politely ask the owner to move as limited door opening opportunities were not good for one's constitution with our show prepped cars parked there (unfortunately) in public.

No problems as the non-Mustang driver twigged that he had intruded on a corral of serious ponies and drove off in penance. All good and back to enjoying our meal. And then came the next parking wombat episode but this time it was

taken to another level. A guy with a family in a large Toyotter Desert Storm intimidating type Land Crusher thingy decided that he would try and squeeze his oversized fridge in the same rather small spot. Now said club member really sprang into action as we all watched in mortified horror to see if the driver really believed he had enough room to open his industrial sized door. This guy had a bit of attitude thinking he was entitled to squeeze in a limited parking spot which evidently was not the right size to allow for two spanking Mustangs either side.

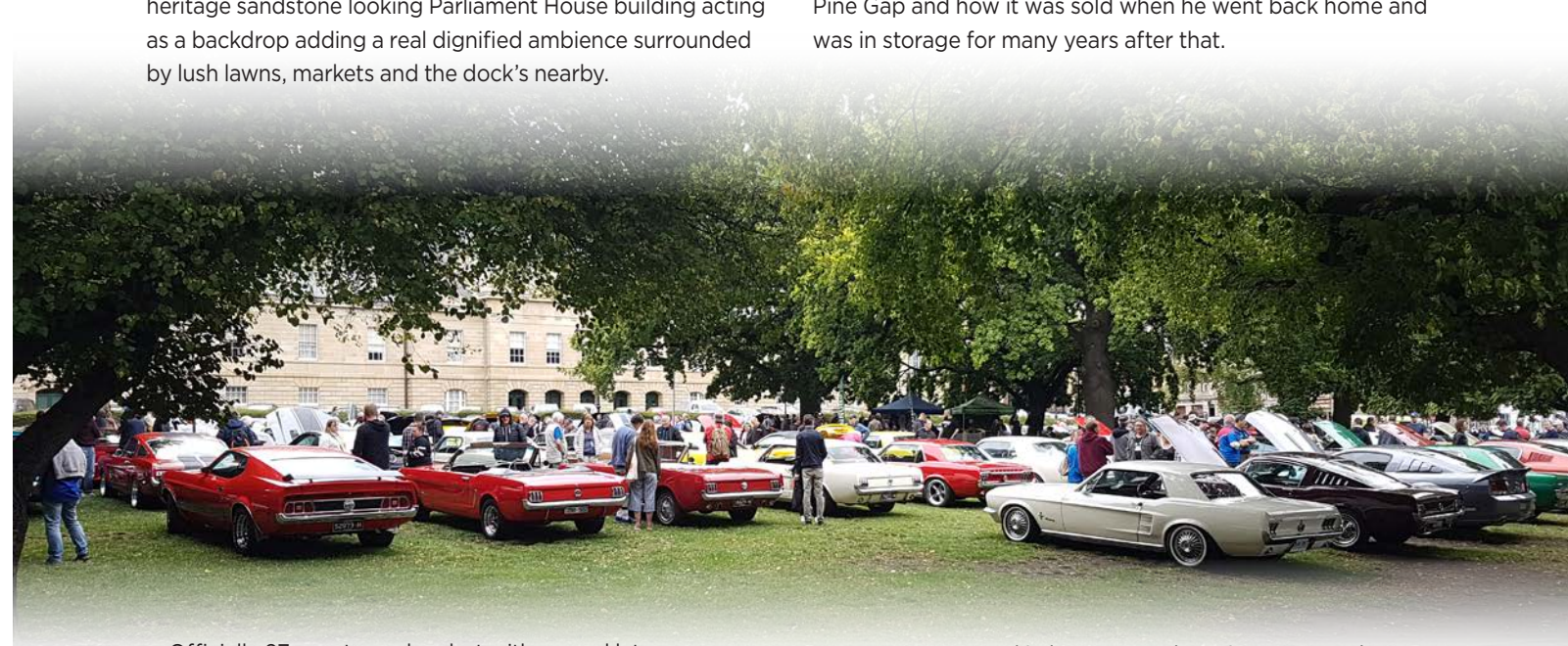
It was a public parking spot and he was a publican he thought but common sense dictated that it was not ideal for a mud climber to berth at this spot so eventually, after some



trite lip service on his part he reluctantly moved on. Not waiting to see what over-sized oil tanker pulled in next, I assisted said club member deposit a pot plant at the front of said parking spot and the mobile wombat brigade finally got the message (no pot plants were harmed in the filming of this episode and all was put back in place in end).

Next Saturday morning it was off to the Mustang Spectacular on the lawns of Parliament House and what a spectacular venue it was right next to the ever popular Salamanca Market near Constitution dock.

My subjective view but I reckon this was the best venue I have ever attended with the club. It was sheer class with the heritage sandstone looking Parliament House building acting as a backdrop adding a real dignified ambience surrounded by lush lawns, markets and the dock's nearby.



Officially 97 cars turned up but with several late comers nearby, let's call it an even 100 thus making it the biggest Mustang event ever held in Tassie. I was particularly chuffed that I brought the '73 as it was the only fastback and a Mach 1 at that of the '71 to '73 vintage there, other than a Tassie '72 hardtop making an appearance and it certainly stood out and looked great amongst the ever present '64 to '68's and the late model cars. The '69 and '70 models were also thin on the ground but mine was a unique one of one so I enjoyed the exclusive rarefied atmosphere that I was privy to on the day. Made it all very special indeed.

We caught up with some personal friends and had a quick lunch at a venue recommended by them at Constitution dock and they provided us with a great coffee from a place nearby.

Their daughter was over cloud nine sitting in 'Thumper' for what seemed a very long time and it looks like we have another Mustang convert. All this time the weather was mild and just perfect for the entire trip. Only rained once overnight but not while we were driving so it couldn't have been better.

Later in the evening, we attended our club dinner at Blundstone Arena, the Tasmanian equivalent of the MCG which was held in the comfortable Ricky Ponting room overlooking the ground.

And did it all look splendid with both Tassie and Victorian (and one NSW representative) in their finest attire. Well, as the theme for the night's dress code was motor sport, their finest motor sport attire. My favourite was Dales' Super Mario's Luigi effort (so my son updated me), great effort put into the costumes by the members.

Kudos to Darren Brown for supplying complimentary Puddleduck wines from his estate. It was a lovely gesture and being partial to wines myself, very appreciated.

Spoke to Darren about his great looking '65 maroon fastback at the show and was educated as to how it was brought in many years ago by a US service man serving at Pine Gap and how it was sold when he went back home and was in storage for many years after that.

He was contacted in later years about its status and was chuffed to see it in its recent form. Great story amongst the many our ponies have all around.

Dinner comprised a sumptuous two course carvery and entertaining speeches by our local Tassie rep Dave O'Brien and our own Prez Ian which were well received. Awards were given out to club members who have contributed to the Tassie club and of course to the wonderful cars' owners that won trophies at the Mustang Spectacular on the day.

A fitting end for all the hard work members put in for the benefit of the club and the public's enjoyment.

The next day, our last day we had the option of driving the windy, scenic Poatina Road which we drove down on to Hobart last year or straight up the Midlands Highway for lunch at Longford and then on to Symmons Plains raceway for some track time.

'Thumper' does not like tight Twisties so the decision was a no brainer. We had a comfortable cruise up the Midland Highway to Longford for lunch and then cruised to Symmons Plains. The track was booked from 12.30pm to 4pm so it was a generous amount of time to flex the torque of the ponies.

Although I did not drive on the track, Alex and Tony kindly drove me around the track in their cars. Alex and Trudi's car

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was a weapon being a Bullitt upgraded to Steve McQueen specs which means supercharger, bigger brakes and suspension/wheel mods. Thanks for taking me and the family around the track Alex, the family survived and almost mutinied in jumping cars to yours.

The Bullitt and associated mods are up there in price but it's wrong to look at it as an expensive Mustang. It should be viewed as a genuine bargain as the engineering depth and talent of this car far outweighs the value of a Ferrari or Lambo costing two to three times more and the McQueen Bullitt is as capable as them for a fraction of the cost as the track experience proved in terms of outright speed and grip.

Only badge snobs would pay more and not get anything more capable than this edition. I think Mustang Motorsport who built this weapon should push this angle more and viewed as such, it's a real bargain. Your '66 GT was a nice handling car too Tony, the upgraded GT mods aren't just a marketing diversion.

The ever resourceful De managed to find a place for dinner that accommodated over 30 cars in Devonport and was a wonderful way to recap the past few magical days of touring the Apple Isle with friends and family. Grateful to reacquire ourselves with old club friends and make great new ones.

Of course, these events just don't happen, particularly when they go like clockwork like this one did. Therefore special mention must be made to the organising committee including De, Neil, Ian and Tassie rep Dave O'Brien.

Thank you all, without you this would not happen and work as well as it did.



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Torquay Motor Show

Phyllis Edwards



The Torquay Rotary Motor Show was held on 9th February on the beautiful Torquay esplanade.

More than 460 Vintage, Veteran, Classic and Contemporary cars and Motor cycles on display.

The best car in show was 1948 Tucker Torpedo meant to be the only one in the Southern Hemisphere. Without doubt all the rare vehicles contributed to attracting a record crowd of spectators.

There was more than thirty vehicles on display from our club which was a great effort.

On of our members Brian James took out the best Japanese award with his orange 1971 Datsun 240Z.

Our Club president Ian Collins did a great as a roving reporter interviewing various car owners during the day and helping the organisers.

Lino had his table set up for the day and was successful selling lots of tickets.

The weather was mild and a good day was had by all hoping the same results next year.



Torquay Motor Show

Steven Vasilevski



A nice windy day for the 13th annual Torquay Rotary Club Motor Show on the Torquay Foreshore.

On Sunday the 9th of February our club members met up bright and early at the fuel station on Geelong's bypass.

By 8am the Ponies and some friends started their engines and headed off on the short cruise to Torquay.

By about 9am, and after the usual waiting in line, 15 MOCA cars were parked and ready for show.

We got a bit worried with the weather being very windy but luckily it cleared up.

With about 460 cars at the show proves that the Torquay car show, even when it's very windy, is still a winner.

The variety of cars is always interesting at this show, basically something for everybody, even Herbie the Love Bug was back this year to cheer us up.

I must say one of my favourites this year was a very nasty Black 32 Ford that rumbled so much my cappuccino was shaking, the thing just looked like it kept wanting to launch.

The usual display of BMWs, Corvettes, VWs, were there along with a large variety of cars ranging from Valiants to Jaguars and off course some very nice Ford Mustangs.

Overall a great day, some nice coffee to warm up, and a great selection of cars.

Hope to see even more of us next year.



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OH WHAT A NIGHT! Shannons Autumn Auction

Ron Minogue



I expected Frankie Valli and the Four Seasons to strut their stuff at the end of this Shannon's Auction Monday 2nd March 2020. Not only did it reach a record price for a two digit number plate, \$1,110,000, but a 1968 Shelby GT350 owned for 20 years by moi, sold slightly above my expectations. It was extremely well displayed and presented by Shannon's. Quite appropriate actually, as I bought that car at Shannon's auctions 20 years ago. I understand that the two digit number plate "26" was also sold to the last owner at that auction 20 years ago. I should have bought the number plate as well as the Shelby. I think that the number plate sold for \$20,000 then. Not a bad increase in value; from \$20K to \$1,110K. The number plate "26" was more than just two digits; two plus six equals eight, geddit?

Readers may recall another article about this car in the last edition of the "Round Up". I was hoping that edition would be published prior to the auction so that Club members would be aware that my Shelby was coming up for sale. However we missed it only by days. No fault of our esteemed Editor. The material got stuck at the printers.

Apart from record prices for Victorian number plates, old Holdens continued their rapid climbs to levels that exclude your average Aussie car enthusiasts. Some examples were:

A 1954 Holden FJ sedan with a matching tear drop wooden caravan had an estimated price range of \$35K to \$40K and sold for \$51K.

A 1978 Holden HZ Premier had an estimated price range of \$30K to \$38K and sold for \$55K

A 1972 Holden HQ Monaro 6 cylinder with the Traumatic box had an estimated price range of \$40K to \$48K and sold for \$67K.

Prices for early Falcons seem to have stalled as have American sedans and coupes of the '50s, '60s and '70s.

Mustang owners will be pleased to know that the early Mustangs are still holding up well in the price stakes. A nice '65 A code fastback still in LHD had an estimated price range of \$60K to \$68K and sold for \$77K.

With an overall 88% clearance rate and some really big ticket items the Shannon's crew would have been busting out the champers later that night.

AUCTION RESULTS

2020 Shannons Melbourne Autumn Classic Auction

VIC 26



Victorian Heritage Numerical Number Plates - '26'

SOLD \$1,110,000

1968 Shelby Mustang GT350 Fastback (RHD)

SOLD \$165,000

Melbourne's first auction for 2020 produced some fantastic results with a 88% clearance rate and over \$4 million in sales.

The Victorian Heritage black and white number plate '26' produced the outstanding single result of the auction, selling well above its home State's median home price for an auction record \$1.11 million.

The result comfortably eclipsed the \$535,000 paid at last year's Shannons Melbourne Autumn Auction for the similar early-issue Victorian number plate '59'. The best price paid for a three-digit Heritage plate at this year's auction was \$165,000 for '817', while auction records prices were paid for both the four-digit numerical plates '8.228' (\$132,000) and the five-digit 'lucky' plate '80.888' that sold for a remarkable \$104,000.

A restored and very desirable 1968 Shelby Mustang GT350 that had been in the hands of the same local enthusiast for the last 20 years, sold with a 347ci Stroker kit, a T5 five-speed manual gearbox and other performance enhancements for \$165,000 to deliver the best vehicle result of the auction.

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MUSTANG ROUNDUP

SEMA 2019 An experience of a lifetime

Ken Christie



In November 2019 I ticked off another item on my life long bucket list by attending the Specialty Equipment Market Association (SEMA) automotive performance show in Las Vegas. I had heard so much about the event, what was on show, how many cars, the number of Performance market vendors and how big it was, and I heard there were a stack of Mustangs at the show.

It was much bigger and better than I could have ever imagined, I was certainly not disappointed, and it was one of those once in a lifetime events, that delivered more than I had hoped for. It is a trade-only show so you need to be involved in the automotive industry to attend. As part owner of BM Performance Centre this allowed me to attend the event, without it I could not have attended (so I feel very privileged and lucky).

Our Monday morning the flight to LA ran smoothly, I headed off to the Budget car rental at LAX airport for our drive to Vegas, four and a half hours later I arrived at the Luxor hotel, then headed off to get my show registration completed Monday afternoon. The show starts on Tuesday morning with free shuttles running each 15 mins all day, the transport in Vegas is so easy.

I was told that SEMA is the largest show event that Las Vegas hosts each year, the logistics are incredible.

After spending 4 days attending SEMA from the open to close times, I did not get to see all of the show; it was just too big (scary that 4 days passed without seeing everything). As a lover of muscle cars there was so much to see in performance car builds, the latest After Market Equipment, the latest technology and incredible array of special cars including a lot of Mustangs.



The common discussion was all about 1,000 HP, the new norm on performance engines, massive Turbo cars with incredible power, I have included a few photos of some of the show vehicles and engines in cars, have also posted more on Facebook.



One of the highlights was seeing Chip Foose who built a custom eType Jag for SEMA.



Was great to see the electric powered Mustang concept car on the Ford display, I took a photo of the engine and the incredible power it puts out, just no sound of a V8.

Some of the key stats at SEMA:

- 150,000 attendees from around the world
- 2,500 exhibitors in 12 huge pavilions over 4 days
- 70,000 buyers from around the world
- 3,000 new performance products on display (that is new that year)
- Over 200 celebrity guest appearances
- 2.2 million square feet in size, with over 1,500 vehicles on display

I will have to head back again in a couple of years to do it all again. What a show!!!! My Mustang seems really mild and mellow to what was on display, need to add a bit more HP I think.



Central Coffee Crew

Phil Browne

Central Crew Coffee Morning. What does that mean?

It means a group of people (mostly guys) getting together with their cars and having a good old fashioned chin wag. When Her Majesty and I first started attending the coffee mornings in Bendigo the meeting place was the Northern car park at Lake Weeroona, on the Midland Hwy, adjacent to the rail crossing. A great spot to park our ponies, admire new cars or modifications, grab a coffee from the nearby van and in some cases a hot dog too – because there was a fabulous hot dog van there as well. Then when the session was over and people started to leave you could walk a lap of the lake to work off the morning tea. But the parking area became crowded with other vehicles so we moved to Rotary Park in Kangaroo Flat (the Southern end of suburban Bendigo). A few other car people would join us as we lined the steeds up on the grassy area, facing the road. At first you had to brave the traffic to get coffee from the ATCO servo across the road but later a coffee van set up there and that made it easier.

However, for some reason the Council parks people didn't like us parking the cars on their grass so once again we moved, this time further south to a car park surrounded by furniture stores and the like, known as the Homemaker centre. Here there is a café in the corner than not only makes good coffee but egg & bacon rolls that are worth an hour's drive for.

So, why do we spend our occasional Saturday morning driving 75km for a cup of coffee? Well, it's not just the coffee (or the egg & bacon rolls) but it is to spend an hour or so with a bunch of friends who also enjoy their Mustangs and other cars. Yes, we do share the parking space with some other, lesser, vehicles.

It is like a club meeting but without all the formalities and we get to look and admire cars, not just talk about them. There are usually the same dozen or so core members with

others, like ourselves, who turn up when we can (or if the weather doesn't look like spoiling a good chat session).

Some mornings might have 20 or more people milling around. It is a great way to keep in touch with like-minded people. In January of this year a group of about a dozen members from Melbourne and the surrounds decided to join in, unannounced. The Melbourne crew met at the BP servo at Calder Park and then headed off in convoy to Bendigo. We joined as they passed Woodend and we all arrived early enough to take up prime positions in the car park and

surprise our Central Crew mates. 23 cars that morning and then a dozen or so headed off to Marong for lunch at the pub. A good "coffee morning" indeed.

But Bendigo isn't the only coffee morning we attend. Bendigo is the 2nd Saturday of the month but on the 3rd Sunday we drive South to the Outbound BP Servo at Calder Park. Here the Macedon Ranges & District Motor Club get together for the same reasons – coffee, cars and a chat with friends. MR&DMC isn't a marque club so the variety of vehicles is pretty good. A 1930 Wiley, a 1951 Jaguar, Maybe a '20s Oldsmobile plus some more modern cars. Even an occasional Stang. Another aspect of this meeting place is that we often share it with other car clubs, some of whom

use it as a gathering point to start a day run. We've chatted with the Zephyr club, The Early Mini Minors, The VW's.

One meeting saw 40+ cars of the G6 group about to head off to Mount Macedon. Occasionally we meet with some bikies or a Custom Cruiser group. There is always an eclectic group of car (and bike) nuts to share a yarn with.

So, if you feel like a morning drive to Bendigo to meet with the Central Crew or you have something closer, take your pony out of the barn and drive on over to share a coffee and a chat. You'll meet some interesting people and get up close to nice vehicles.





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Bull Dust, Bird Crap & Vintage Burgundy

Graham Parslow



Covid-19 has had the benefit of providing me with quality at-home time to go through memorabilia and find a few gems that have waited to be revisited. What follows is an

article that I wrote for the SA Mustang Car club that appeared in the SA state Mustang Owners Club Newsletter of August 1976.

I grew up in South Australia and lived in Adelaide at the time that I bought my Mustang. It was a ten year old car in 1975 when I acquired it and we have stayed together now for 45 years.

I was 26 years old when I wrote this article at the request of Rod Kilvington who was the founding president of the SA Mustang Owners Club.

I joined the new SA club in November 1975 and still cherish the SA membership number 25. My career progressed from school teacher to an academic at Adelaide University, then Bond University Queensland (1989-1991), then the University of Melbourne.

I joined the local Mustang clubs as I changed states. My membership number for Victoria is 507. The Mustang has had considerable work done to it after the snapshot in 1976

that is described here. I kept my Mustang registered as SA SLG-000 through my time in Queensland, but Victorian law insisted on local registration. Personalised number plates were a new option for Victorian registration, so the car became GP-065 (a not too imaginative addition of my initials to the year of manufacture).

What follows is the article from 1976, as it was published with the title Bull Dust, Bird Crap and Vintage Burgundy.

That was a time when cars did not arrive at a wharf in containers. Also at this time the John Eyre highway was a corrugated bush track running for a thousand miles between WA and SA, much of it covered by the fine red sand that is outback bull dust.



SLG-000 was born in Australia as a Sagittarian, like myself, since it arrived in Fremantle on November 24th 1974.

In its previous incarnation this maroon 1965 fastback was registered in California as OYP-200.

The only troublesome birth pangs on arrival were the removal of the radio and cigarette lighter. Wharfies

never let an opportunity for a little bonus pass them by.

As a newborn the Mustang needed some help to cross the Nullarbor. The Mustang was duly loaded onto a trailer, regrettably with the car windows and air vents open.

This gave the car its first real taste of Australia as it filled up with bull dust creating a mini-sand dune inside. To this day there are still a few hidden nooks and crannies with traces of bull dust.

Peter Finch is a bloke who has raced all over Australia and has even beaten Moffat. His Chev 308 Torana is as fast as anything in Australia when the engine hasn't blown up. I hope you are going to hear more of Finchy- look out for his "Action-Performance" Torana.

When he becomes famous I will be even more proud to be his cousin and point out that he did the conversion on my Mustang.

Meanwhile back at Finchy's place the Mustang was dumped and left for the next eight months in his back yard, but his back yard is not just any back yard it is the local seagulls convening point for ablution practice. Needless to say the car rapidly took on the appearance of a derelict. The paint job was not in good condition to start with and there were a few body dents and a broken tail-lamp lens. All in all the car did not exude prestige. Nevertheless I fell in love with it.

It was in August 1975 that I asked Peter to convert the Mustang for me. He said his best time for a conversion was ten days start to finish and it shouldn't take too long to get the job done. The difficulties and delays that the job threw up make for a book in their own right. I left it to Peter to do the serious mechanical and panel work, but I did what I could to help get the job done.

The interior was in poor shape. There were holes in interior door panels where there had once been speakers. The carpet was indescribably shabby and faded and patches of corrosion showed on much of the internal metal surfaces.

The interior did become passable with the application of a lot of black paint and some polishing. I even painted the carpet black as well after trying black "Dolly Dye" that did not work very well.

I fitted a second-hand radio with an 8-track tape player built in. The oval set of speakers that came with this were fitted into the fibre-glass panels at the side of the back seats, under the courtesy lights.

As a young man with little wealth, the aim was only to produce a working car with every expense spared that reasonably could be. It helped that Finchey's workshop was next to a large wrecker's yard.

The heater was sourced from a 1971 Falcon and fitted in beautifully on the passenger side under the dash. A tachometer from K-mart was mounted to the right of the steering column and a motor driven car aerial was installed. The car has only a single speed wiper motor so a variable delay unit was wired in to give intermittent wiping.

It was the end of October 1975 after the three months it took to do a ten-day job. After being filled with bull dust and bombarded with bird crap it was now an immaculate machine wearing a fresh coat of Vintage Burgundy, the original Ford colour.

Registration was an easy job because I delegated that to my sister who worked at the Motor Vehicles Department.

If you thought that numbers like SLG-000 do not fall from heaven then you are right. What I cannot describe is the intense elation I felt when I sat in the car and drove it away for my first solo.

Everyone must have been staring at me because the interior was lit up vividly by the sunlight shining out of my anus. For that matter I still feel like that when I drive my Mustang.

Last year in 1975 I was a school teacher (my specialty is biology) and December 12th was a very important day; it

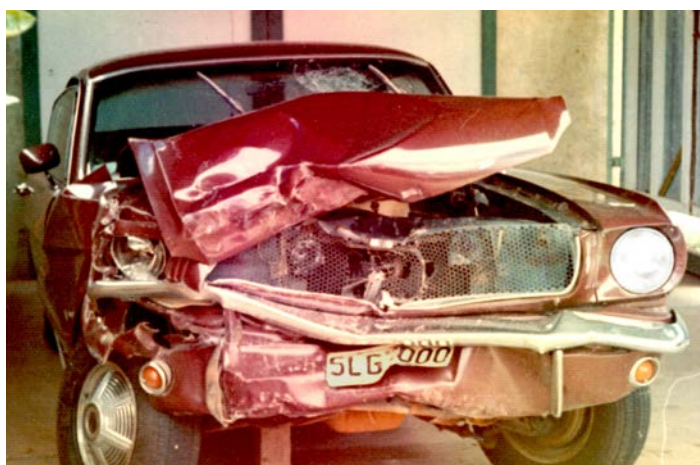
was the last teaching day of the year. To celebrate I planned to take my girlfriend to Camelot Restaurant up in the Adelaide Hills.

It was about quarter to seven in the evening as we were driving with a light drizzle falling.

I was just approaching Norton Summit on those narrow winding hill roads when a '66 Falcon coming from the other

direction, and going too fast for a blind corner, cut to the other side of the road.

The driver of the Falcon was a 19 year old kid who now knows that it is better to use brakes to slow down rather than run head-on into a Mustang. Mind you it was a pretty



effective way of stopping. I was wearing a lap-only seat belt so my face went straight into the horn-assembly on the steering wheel. This delivered a seriously deep cut to my upper lip leaving a large flap of my face just dangling (thankfully patched up after a fashion at the Royal Adelaide Hospital). The steering wheel was bent beyond being salvageable and it was my ribs that did that damage. The steering wheel took its revenge by breaking a number of my ribs (yes it hurt).

Meanwhile my girl friend who had been more intent on her comfort and showing me some affection had not fastened her seat belt. With no restraint she smashed her head into the laminated windscreen and broke the windscreen while she kicked in the dash with her knees. The result was a bloody mess.

Fortunately the injuries did not require in-patient treatment. We have physically recovered rather well, although some facial scars remain as a reminder.

The sickest victim was SLG-000. The chassis was buckled at the front and just about everything was crumpled.

The car that I had wanted for a year and driven for five weeks was a mess. However, like Phoenix it rose from its ashes six months later.

The crash repairers (Jimmy, Johnny and Vince Vozzo) did a beautiful job sourcing all manner of new and reclaimed parts and panels.

The car was completely re-made. The steering geometry was one of the bigger challenges, but it eventually came good. The original chicken-wire backing to the front grille was crumpled beyond re-use. What was available was a '66 grille with the parallel chrome stripes, so that is why you will see a '66 grille on my '65 fastback.

I have come to be content with that variation from original.

STOLEN: 1969 Silver Mach 1 Mustang- Rego ZIGAN

Taken on April 5, 2020 from the Coburg area. The car has been in our extended family for nearly 40 years.

I imported the mustang from the USA approx. 3 years ago.

It was won in a pool (8 ball) game almost 40 years ago in a small town in Montana.

It has a Windsor 351 engine, 4 speed manual, and some options that make it quite rare.

The bonnet has a section blacked out and hood pins. It is in good condition.

If you happen to see this car anywhere, please either call myself or Vic Police.

Thanks

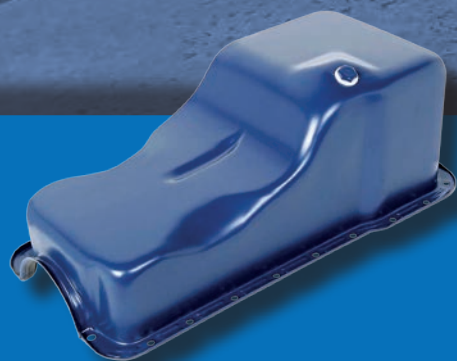
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CAR CARE Tools, Techniques & Tips

Episode 7 – Cleaning & Protecting your Whitewall Tyres

Peter Alderson

In this episode I'll be explaining the different types of whitewall tyres, how they can be cleaned and what protection you should be applying to maintain their appearance. I've got another bonus in this issue with some tips for spotting speed and red light cameras with your SYNC system.

Wouldn't it be great if there were an easy, quick and reliable way to clean white lettering and whitewall tyres so they don't go brown again? Unfortunately, it's not that straight forward. Once you understand the variety of materials and ways in which whitewalls are constructed you'll appreciate how cleaning them will vary and be an ongoing process.

Nevertheless, once you have worked out how your particular white lettering or whitewalls have been made you'll be in a much better position to choose exactly which of the methods I'll be recommending is right for you.

From then on your cleaning and protection regime will be a straightforward process.

But first, a brief history of whitewalls

An appreciation of the historical development of tyres and whitewalls will give us an understanding of why our blackwalls and whitewalls go brown – or bloom. Originally, rubber tyres were almost white, the natural colour of raw rubber. This raw rubber had zinc oxide added to increase traction but also made the rubber pure white. Unfortunately, these tyres still presented problems. Apart from looking very dirty, they lacked endurance.



Original fully white tyres on an early automobile

By DougW at English Wikipedia - Transferred from en.wikipedia to Commons., Public Domain

Carbon black was blended into the tyre tread and left the sidewalls white. This addition of carbon black around 1915 helped in many ways. It conducted heat away from the tread and offered up to ten-times greater tread life. Owning a set of these tyres showed the world that your tyres were the best money could buy, and thus the whitewall trend had commenced.

Cosmetically, black tyres were much easier to keep looking clean, which also made them desirable over whitewall tyres. When blackwalls were introduced after WW1 they were considered very desirable, prestigious, much easier to clean and were found mainly on high-end, luxury cars.

Today though, whitewalls are sometimes thought of as more luxurious, particularly on classic and muscle cars.

Whitewalls returned again in the 1930s with some being available on new cars as an optional extra. In the 1950s there was a re-emergence of wide whitewalls as the war years had limited the supply of rubber. By the 1960s the wide whitewall was losing favour to the narrower whitewall, with lettering, red, gold, double and even triple stripes on offer. The popularity of these thinner designs limited the visual distraction of the wide whitewall and emphasized the seductive curves of the cars of that period – the Cadillac, Thunderbird, Corvette and Mustang.



*Various whitewalls became popular in the 1960s**

How are whitewalls made?

There are numerous ways in which whitewalls can be made. Construction ranges from true whitewalls, where the white rubber is vulcanized with black rubber during the manufacturing process; sticking on stripes or letters; painting letters with tyre ink pen; sanding then painting stripes; and, slipping on plastic whitewalls – Portawalls – under the inner hub. Knowing how whitewalls are made influences how they age over time and how they are best cleaned.

The true whitewall making process

There are two ways in which true whitewalls can be made. First, while the tyre is actually being made – the white rubber is sandwiched with the black rubber and becomes a part of the whole tyre. The white is actually embedded into the structure of the tyre. Interestingly this is how classic Coker tyres are made.

White and black rubbers are formed, pressed, extracted and mold artifacts sanded away. Lettering is produced in a similar manner. Sanding the surface, as a final step, reveals the letters underneath.



*The making of a Coker true whitewall tyre**

The second method used is where the whitewall can be added after the blackwall tyre is made. This is how Diamond Back tyres are constructed. The whitewall is vulcanized to the blackwall. This makes the whitewall a permanent part of the tyre as the vulcanization process, under heat, permanently bonds the white and black rubber together as if they were one. They can't be separated from one another.

But what is vulcanization?

Vulcanization of all rubber helps create a tyre that is stronger and more elastic or pliable and therefore less brittle.

Vulcanization is the process of adding sulphur to the rubber. The sulphur is introduced into and vulcanized with the rubber molecules under heat.

Developed ostensibly by Charles Goodyear in 1839, this process in tyre making results in a complex cross-linking of the rubber molecules bonding to each other by sulphur atoms. Very technical, but very important in understanding, in part, why blackwall and whitewall tyres tend to brown or bloom if not continually cared for. The sulphur, as one additive to the rubber, does leach out over time, along with other additives, and hence contributes to blooming.

TIP: There are many ingredients in modern tyres that cause browning or blooming. The fact is blooming cannot be stopped in true blackwall and whitewall tyres. Blooming will always occur. However, it can be controlled, to an extent, if tyres are cleaned and protected correctly, and frequently.

Why does 'blooming' in rubber occur?

Blooming is the intentional migration of some of the many ingredients from within the rubber to the tyre surface when their concentration exceeds their solubility limit in the rubber. Almost all ingredients that are soluble in rubber have the capacity to bloom. This includes sulphur, selenium, accelerators, antioxidants, antiozonants and organic pigments.



*Blooming on tyre and a clean and protected tyre**

Blooming is designed to reduce the tackiness of the rubber tyre. Additives are soluble in rubber at high temperature, but when the rubber cools down, the solubility decreases and exceeds the solubility limit leading to migration to the surface. Visually, this is commonly referred to as browning or 'blooming' and can also cause adhesion problems including between the rubber layers.

So, it is natural for tyres to bloom when cool. Each of the additives plays their role in protecting the tyre from cracking, UV damage and wearing out too quickly. This helps to explain the importance of warming racing tyres to make them more tacky and adhesive to the track. Without these additives tyres would damage quickly. So, the tradeoff is that blooming occurs, and must be rectified by continual cleaning and the application of tyre protection.

Blooming's biggest culprit is antiozonants!

You should actually be thankful that antiozonant is an essential additive in tyre manufacturing, because its addition is the reason why modern tyres last longer and are more resilient to environmental hazards.

All tyres are engineered to retain a specific level of antiozonant in the rubber. Tyres are built in a way that allows the antiozonant to move towards the surface when cold. As a result, and together with antioxidants, the tyre remains pliable and UV/oxygen/ozone-resistant for a longer time.

CAR CARE Tools, Techniques & Tips

Episode 7 – Cleaning & Protecting your Whitewall Tyres

However, when the antiozonant is exposed to air, moisture, and heat, it quickly oxidizes into a brownish residue. This is blooming, and it protects your tyres from the elements, mentioned above, and helps the tyres last up to ten years.

How do tyre dressings help stop blooming?

Weekly washing, careful cleaning and the application of tyre dressings will help prevent tyre blooming by washing it away and further protecting the tyres from oxidation. However, blooming will still occur in the absence of this proper and regular weekly cleaning and protection.

TIP: It's a fact. Blooming will always occur and there is nothing you can do to stop it, just like there is nothing you can do to stop your car from getting dirty.

The next time you wash your car, remember the tyres. Wash them and clean them with a brush and your chosen tyre cleaner – see the following section for suggestions on how to do this. Remember to apply tyre dressing when you are all done. Don't try to skimp on the time it will take to completely clean your tyres. Just a quick wash without scrubbing will mean the next application of tyre dressing will simply smother a dirty tyre merely masking its dirty appearance. Any dirt and blooming on the tyre will bake on and make subsequent cleaning longer.

Can tyre-washing cause more blooming?

Yes, and no. If you use a colour change wheel cleaner, like those that turn purple when they dissolve brake dust and metallic contamination, then take care. One such cleaner is Bowden's Wheely Clean. When sprayed onto the rubber of the tyre such cleaners have an accelerating effect on the oxidation of antiozonant and can hasten blooming.

When used to remove brake dust from wheels and tyres the colour change you see is actually oxidation. The chemicals in these cleaners are reacting with the brake dust and embedded metallic fragments and begin to dissolve them. This is only a problem if you fail to give a thorough final wash and rinse. You don't want any residue of these cleaners remaining on your tyres. If you do, then blooming can return quickly.

If your tyres haven't been cleaned or protected for some time, they will have large deposits of antiozonant on their surface. If a colour change wheel cleaner is used on these tyres, blooming will be accelerated. It's therefore vitally important to regularly wash and scrub tyres, with a soft brush, to remove the antiozonant deposits. If you regularly use colour change wheel cleaners to remove brake dust, then do spend an extra couple of minutes scrubbing and washing each tyre, to complete the job correctly.

TIP: When I use Wheely Clean this is just the first step in the tyre and wheel cleaning process. I follow up with a good rinse, Orange Agent spray and a gentle scrub of the tyre, another rinse, then a hand wash with Nanolicious and a brush on the tyre and microfibre on the rim before a final rinse. Job done!

Alternative whitewall processes

In addition to true whitewalls there are numerous ways in which whitewall tyres can be made. These include tyre ink pens; painting a whitewall; stick on lettering; and the Portawall system. So, just in case this is how your whitewalls have been made, each alternative is briefly outlined below. I'll explain how each is created, their pros and their cons. The table at the end explains how each can be maintained.

1. Whitewall ink pens

Tyre paint ink pens are a quick and relatively easy way of adding colour, usually white, to lettering already on your blackwall tyres. An oil based paint / ink is the most appropriate to use as it will not crack or wash away like a water based paint. It is for this reason that water-based liquid paper is not used.



Colouring letters with a white ink tyre pen*

Care must be taken to 'stay on or within the lines' otherwise a sloppy finish will detract from your work. If multiple coats are used then remember to press gently on subsequent coats so as to not 'lift' previous coats as they can be softened by the new coat being added. Supercheap Auto and Autobarn carry a range of white and coloured tyre ink pens.

2. Painting a whitewall

Painting blackwalls with white is one way of getting a whitewall tyre look. Don't use house paint though! Special tyre paints with a rubberized composition, give a long lasting and flexible whitewall look.



Whitewall tyre paints by Ranger or Anvil*

Washing, sanding and masking the area to be painted are all helpful to create a surface that will allow adhesion with no bleeding of paint to surrounding areas. As the paint is a rubberized solution it should allow the whitewall to flex without any cracking.

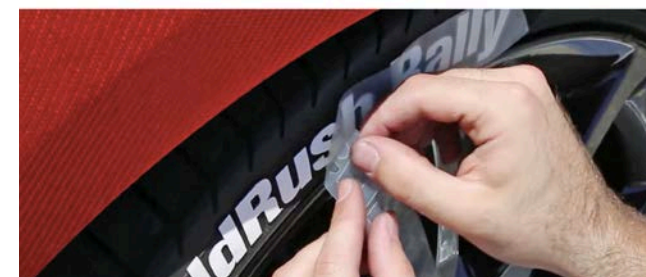


Painting a whitewall and possible bleeding*

Several coats should be applied allowing plenty of time for each to cure completely. The tyre should preferably have relatively smooth surfaces for painting, as letters and ridges can cause bleeding problems to occur. Brush strokes are also likely to be present and these can detract from the final close-up appearance. You'll need to search the Internet for the best source of whitewall paint, as Supercheap Auto and Autobarn do not carry these items.

3. Tyre stickers

Lettering stickers are a popular method of achieving rubber lettering to the sidewall of tyres. These letters are made of rubber and kits usually come with a tube of rubber adhesive to permanently attach the stickers to your tyre.



Applying lettering stickers*

Application must be done slowly and carefully to a very clean tyre. Care must be taken to ensure not too much adhesive is used, otherwise bleeding can occur. If too little adhesive is used, then you must carefully apply more to any unstuck portions of the sticker, and this can be fiddly.

Supercheap Auto and Autobarn will carry a range of white and coloured letters, lettering kits and adhesives. Once applied this type of lettering is virtually permanent.

TIP: With each of these three alternative methods of creating whitewalls or lettering, blooming will still occur so regular cleaning and protection is required. This is because the embedded ingredients within the tyre will still work their way to the surface, as they are designed to do. They'll go through your pen, paint or stickers, and show blooming.

4. The Portawall whitewall insert system

The Portawall whitewall insert method of adding a whitewall to a tyre is a very different process. Paint is not added and the insert is not sticker. A completely separate component is manually added to the tyre. A set of inserts is purchased and attached under the inner bead of the rim. Once applied the insert is not permanent. These components are generally made of plastic, however others are made of rubber.



Application of a Portawall whitewall*

CAR CARE Tools, Techniques & Tips

Episode 7 – Cleaning & Protecting your Whitewall Tyres

Common Portawalls are the Firestone and the popular Atlas Portawall. Unfortunately, this system has numerous limitations. A qualified technician should install them. Incorrect application can lead to tyre/vehicle damage as well as flapping.

TIP: In fact, cars that will travel at any appreciable speeds, such as 60kph, are not designed to have Portawalls mounted. These inserts are best used on Showcars, or display motorbikes, that are driven slowly and infrequently. The slower the better.



A Showcar with Portawalls*

Cleaning Whitewalls

Phew! After all of that background information, it's finally time to wash and protect your tyres! However, knowing what your tyres are and, knowing what you are using and what this is doing to your tyres is important to understand, as you do not want to be damaging your whitewalls or lettering.

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

The Tools – Cleaning & Protecting Whitewalls:

1. A pair of gloves to protect your hands.
2. Bowden's Nanolicious for washing the tyres.
3. Bowden's Orange Agent to clean the tyres.
4. Bowden's Ta Ta Tar to remove the blooming.
5. Bowden's Magic Rub Bar.
6. 1 x general purpose microfibre cloth.
7. A soft bristle brush, such as a nailbrush.
8. 1 x short handle wheel brush with soft bristles.
9. Bowden's Tyre Sheen for tyre protection.
10. Bowden's Muffy applicator pad for Tyre Sheen.



The Tools – You might use some of these tools

1. The Technique - Removing the blue protective coating from true whitewalls/lettering.

There may come a time when you decide to purchase a set of whitewalls. If you buy these new they are likely to come from the manufacturer with a blue protective coating covering the whitewall. This is designed to stop the white from being marked by the black rubber from other tyres. It also stops general dirt from being embedded into the white. But, you are meant to clean off the blue before you use them on your car. If you are having them installed by a tyre dealer then they will likely clean off the blue for you. However, if you are going to install them for yourself then you will need to clean off the blue.

This is exactly what Michael Smith, one of our MOCA members, did. He purchased a new spare tyre with white lettering that was covered in a blue protective coating that he was not sure how to remove. I am thankful to Mike for volunteering to trial the following procedures on his new whitewall letters and report back on his efforts. The following is based on Mike's feedback. Here is what I suggested he do to clean off the blue, and add protection to his tyres.

Step 1 – Spray with Orange Agent

The first step was to decide upon a method of cleaning off the blue. Detergents, car wash, steel wool or bleach may not do the job effectively or may in fact harm your new tyre in the process. They can dry the rubber, do nothing at all or, worse still, may scratch the rubber.

It's best to use products specifically designed for vehicles as they will do the job effectively and will not harm the rubber.

I suggested Mike use Bowden's Orange Agent. Being a concentrated solution of orange peel, it is biodegradable and safe for the environment, as well as the surfaces on your car, its wheels and tyres. First he sprayed the Orange Agent onto a few of the white letters and let it sit for a minute or so. This helped the solution to penetrate the blue and to soften it slightly.

Step 2 – Brush with a soft bristle nailbrush

Next, Mike used a soft bristle brush, such as a nailbrush, rubbing gently over each of the soaked letters until the blue had disappeared. He worked progressively around the tyre until all blue was gone.

Step 3 – Wash the whole tyre

After all of the blue had been successfully removed with the Orange Agent and a nailbrush I suggested Mike wash the tyre to remove any dirt and remaining Orange Agent. He used the two-bucket method.

The first bucket contained a washing solution of Bowden's Nanolicious wash and the second was a clean water-rinsing bucket. He used a wheel brush with soft bristles to gently scrub over the whole tyre including the white lettering. After each tyre had been washed he used a hose to rinse off any suds.



Protective Blue. Removed Blue. Protected tyre.

Step 4 – Dry and protect the tyre

With the cleaning, washing and rinsing done, Mike moved on to the final stage I recommended, that being, drying and adding protection. This step was important, as we want to keep the tyre looking its best for as long as possible. This means having a nice black sheen on the sidewall, and white lettering with a protective coating, to minimize UV and ozone damage and blooming.

Mike used a leaf blower and a general duty microfibre cloth to carefully dry each tyre. By the time all tyres were dried a final check was done. If totally dry, adding protection could proceed.

Mike used Bowden's Tyre Sheen. Before applying this product, tyres should be washed, clean and dry. It is best applied with a Bowden's Muffy sponge as its shape and texture enable it to easily penetrate the ribbed tyre grooves and easily fit between the tyre and inner bead of the rim. I suggested he use Tyre Sheen as it replenishes the rubber with enriching oils to protect it from cracking. Also, its cleaning and water-resistant properties help keep tyres cleaner for longer.

It also slows browning on tyres and will not harm any finishes, such as tyre paint or ink, lettering or whitewalls. In fact, it will give your tyres a deep dry black sheen with whites staying white for longer.

Thank you Michael for your report. Your car and tyres look absolutely fabulous.

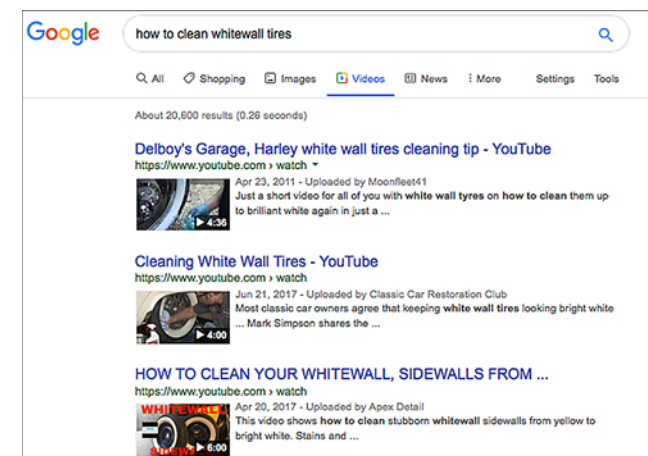


Michael Smith's Mustang with white letter tyres

2. The Technique – Cleaning dirty whitewalls.

I conducted trials over several months designed to determine what products worked best at cleaning tyres and whitewalls that have blooming. First though, I want to thank Judy Nash, General Manager of Goodyear Autocare in St. Kilda, for her donation of a new whitewall tyre for me to use. Thanks Judy.

The Internet is overflowing with all sorts of advice on 'what does the job best!' Everyone seems to have their own secret weapon, and some are really scary. However, above all, you must be very careful to choose wisely as many of the suggestions will actually damage your tyres with acids, bleach, oils or degreasers, silicone sprays and harsh wire brushes. All of these are to be avoided at any cost.



Internet search for cleaning whitewalls

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Let’s dismiss a host of ideas right now. Never use any of the following for cleaning whitewalls or tyres.

Bad Products	Reasons to dismiss
Bleach	Will dry out rubber. Leads to cracking.
Chlorine	Will dry out rubber. Leads to cracking.
Engine Degreaser	Most degreasers contain sodium hydroxide –used to unblock drains and clean ovens. Harms rubber. It can react vigorously with metals, as it is strongly alkaline.
Black Magic Bleche-Wite (formally Westley’s Bleche-Wite)	Corrosive alkalinity. Often used as an engine cleaner! Changed formula so a lot of elbow grease now needed. Multiple applications needed.
Colour Change Cleaners: • Wheely Clean • Meguiar’s All Wheel Cleaner	Multiple applications needed. Hastens oxidation of antiozonant and can hasten blooming. Wash tyre thoroughly if used.
Ajax Bleach Powder (No bleach is OK)	May contain bleach. Bleach will dry out rubber. Bleach will cause cracking.
Wire Brush	Scratch tyre badly and destroy painted, paint pen, stick-on letters or Portawalls.
Elbow grease	Really? If anyone says this is needed then the product they are pushing really doesn’t work that well. Ditch it.

Experiment #1

For my first experiment I tried a number of products suggested on the Internet to see which worked best. Amongst the products I used were All Purpose Cleaners – Orange Agent and Simple Green; Bowden’s Sublime Clean; Bowden’s Ta Ta Tar; a Magic Eraser; and Steel Wool (SOS pads).

Here is a before and after shot for Experiment #1.



Original bloomed whitewall and cleaned sections

The results were as I expected. Loads of elbow grease was required – it was as if this was the magic ingredient most people mentioned, but I could hardly get most of them to work.

I divided the tyre into four sections and experimented in each section with these products:

Section A – Bowden’s Orange Agent and an APC called Simple Green

In Section A, I used two products next to one another. I sprayed each onto a part of Section A and used a nailbrush to work them into the whitewall. I did this for about two minutes. I was hoping to see instant results, but I knew this was unlikely to happen as both are classed as All Purpose Cleaners (APC) and were probably not designed for the specific purpose of cleaning away difficult blooming stains.

There was some slight improvement but nothing like I had hoped. I stopped after about 3 to 4 minutes.

Section B – Bowden’s Sublime Clean

In Section B, I used Bowden’s Sublime Clean spray. Again, I sprayed it on and used a nailbrush to work it into the whitewall. Two minutes later there was virtually no change. Another product not designed for this specific purpose, so I stopped.

Section C – Bowden’s Ta Ta Tar

After speaking with the people at Bowden’s I tried using Ta Ta Tar in Section C. I sprayed it onto the whitewall and saw an instant result. The spray droplets caused an immediate reaction, with the blooming, causing it to lighten significantly.



Ta Ta Tar produced instant results

I sprayed this section fully and let it sit for about 30 seconds as recommended by Brett Hobbs from Bowden’s. Then I used the nailbrush to work the product in and around this section. I was not scrubbing hard at all. I did this for about 30 seconds, then gave another spray and scrubbed once more. After about a minute, I saw great results and stopped.I had proven to myself that this product worked!

Section D – Magic Eraser and Steel Wool

The Internet will give references to the use of a Magic Eraser and SOS pads, or as we know them, steel wool pads, to clean whitewalls. I bought each and tried them on Section D.

I used water with the Magic Eraser and rubbed it along the whitewall with some effect. The steel wool was soap infused so it did lather, but did not produce the same result as the eraser. After one minute the eraser started to disintegrated. It might have been because it was a small block, but I was not pressing hard, so I concluded it was just not up to the job. I decided that the eraser produced a slightly better result than the steel wool, but in the end I decided to give this idea away. The steel wool had hardly any impact on the blooming.

Experiment #1 - Conclusion

I would have to say, as many people on the Internet suggest, elbow grease was a common ingredient they used with their favourite approach to cleaning whitewalls. I wasn’t happy with this idea. Either the product would work within a reasonable time, with reasonable effort, or it was the wrong product.

For me, the best product was Bowden’s Ta Ta Tar. It worked first time, took little effort and produced a very pleasing result after a very short time. All other products had minimal effect, and might have produced better results with more elbow grease and time, or like the Magic Eraser, showed promise if a stronger and larger cube of the product was used.

I don’t believe that time and effort are an essential ingredient when using cleaning products, so I discounted the majority of the products in Experiment #1 as they struggled to clean the whitewall.

Experiment #2

For my second experiment I tried a number of products suggested on the Internet again to see which worked best. Amongst these were Ajax, sandpaper and Ta Ta Tar with a Bowden’s Rub Bar.

Trial 1 – Ajax powder

The Ajax I chose did not contain any bleach. If you want to try this cleaner, be sure it contains no bleach, as there are two types available.

After a sprinkle of the powder onto the whitewall, I used a damp microfibre to scrub it along the area being cleaned. After about 50 rubs, I stopped and wiped the area with another wet cloth. I did start to see a change, so I continued and repeated these steps a total of 5 times. All up I worked at it for about 10 minutes. You can see the result below.



Ajax applied with microfibre and result

Even though this method worked, it took a long time, loads of effort, and I had only completed a very small section of the whitewall. It would have taken me over 30 minutes to complete the whole tyre.

Trial 2 – Sandpaper

The Internet suggests that fine grade sandpaper is an effective whitewall cleaner. Well, I was a little uncertain, for a number of reasons, but I had to try it.



Sandpaper trial with dubious results

It didn’t take long to quickly dismiss this as a viable method of cleaning the whitewall. Rather, it was destroying the rubber itself and it was incredibly inconsistent as you can see in the photo.

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It was hard work, took a long time and produced very irregular cleaning. However, the biggest issue I have with this method is the destructive nature of the process. The rubber felt extremely rough and I suspect it would have attracted and caught dirt and grime in the scratches. Never use sandpaper!

Trial 3 - Ta Ta Tar applied with Magic Rub Bar

I returned to the Bowden's product and, as was suggested to me by Brett Hobbs from Bowden's, I applied the Ta Ta Tar with their Magic Rub Bar.



Ta Ta Tar applied with Magic Rub Bar and result

This method worked a treat. Quick, easy, a great result and no elbow grease needed. It took only 5 minutes to completely restore the entire whitewall.

Experiment #2 - Conclusion

For me, the best product was Bowden's Ta Ta Tar and especially when combined with the Magic Rub Bar as the applicator pad. It just worked. Job done!

I know what I'll be using if I ever have a need to clean whitewalls or white lettering. I'll recommend this combination every time for most whitewalls.

Protecting Whitewalls

Once your tyres are cleaned and whitewalls whitened, you'll want to undertake a final wash with your chosen carwash solution and dry them completely. Once dry, apply up to three coats of Bowden's Tyre Sheen. It will protect both the black rubber and your whitewall or white lettering. It does not make the whitewalls black or dull. Tyre Sheen protects all rubber on your tyres from dust, grime and oxidation from UV and ozone. For each subsequent carwash, remember to include the tyres.

Cleaned and protected true whitewalls and lettering will maintain their appearance for some weeks, so long as you wash them regularly, inspect them for the reemergence of blooming and deal with it as suggested above. I would recommend using Ta Ta Tar every 2 weeks, if needed, and no longer than every 4 weeks. If you keep up with this regime it will become an extremely quick task to complete, as blooming will be minimal, and you'll be rewarded with sparkling whitewalls for little effort. If you let the cleaning lapse, more effort will be required to restore your whitewalls to the brilliant white you want, as blooming is a continuous process.



Bloomed and fully cleaned and protected tyre

The Tips -Cleaning and Protecting Whitewalls:

1. Brush then wash and dry the tyre first.
2. Clean whitewalls and lettering, using Ta Ta Tar applied with a Magic Rub Bar.
3. Clean away excess with a damp cloth often.
4. Do not let the cleaning product dry, as dirty residue will settle back on and into the rubber.
5. Wash and dry the tyre when whitewall is done.
6. Apply up to 3 coats of Tyre Sheen for protection.
7. A sheen looks more natural and consistent than a wet look on tyres and whitewalls.
8. Protected tyres will maintain their sheen and protection for up to 4 weeks.
9. Keep on top of blooming with regular washing, cleaning and protection every 2 to 4 weeks, with Ta Ta Tar and a Magic Rub Bar, if needed.

What's up next?

In the next article, episode 8, I'll explain the process of paint decontamination, meaning how to remove all previously applied products from your paintwork including bonded contaminants.



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Whitewall Tyres – Cleaning Product Recommendations

Type of Whitewall	APCs (Orange Agent)	Car Wash solution	Colour Change Cleaners	Bowden's Ta Ta Tar*	Bowden's Magic Rub Bar	Ajax	Sandpaper
New Tyres only with Blue Protective Coating							
Blue Whitewall Protection	✓ Best	✗ No effect	✗ No need	✓ OK	✗ No need	✗ No need	✗ Scratches
Whitewalls with Blooming							
True Whitewall and letters	✗ No effect	✗ No effect	✓ Rinse thoroughly	✓ Best + MRB	✓ Best + Ta Ta Tar	✓ Big effort	✗ Scratches
Whitewall Ink Pens	✓ OK	✗ No effect	✗ Can damage	✓ Be gentle	✗ Scratches	✗ Scratches	✗ Scratches
Painted Whitewalls	✗ No effect	✗ No effect	✗ Can damage	✓ Be gentle	✗ Scratches	✗ Scratches	✗ Scratches
Tyre Lettering Stickers	✗ No effect	✗ No effect	✓ Rinse thoroughly	✓ Best + MRB	✓ Best + Ta Ta Tar	✓ Big effort	✗ Scratches
Portwall Whitewalls	✓ Best	✓ OK	✓ OK	✓ Best	✗ Scratches	✗ Scratches	✗ Scratches

Apply Bowden's Tyre Sheen for protection – Can be applied to ALL types of whitewalls and lettering

- Remember to wash the cleaned area frequently while cleaning.
- Rinse Magic Rub Bar frequently if being used.
- Wash and rinse the whole tyre thoroughly, after cleaning is complete, with your car wash suds to remove all cleaning solutions.
- Wash tyres at least every 2 weeks and clean whitewalls and lettering with chosen cleaning product every 4 weeks.
- Add protection to the whole tyre, including all white sections, every 2 weeks.

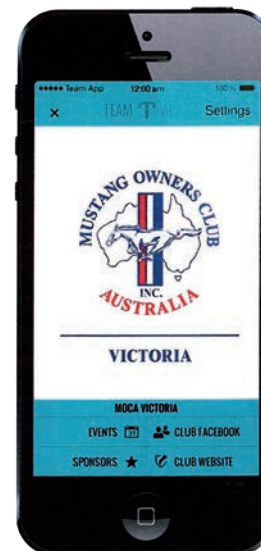
* Bowden's Ta Ta Tar has a new formula based on highly concentrated citrus solution. I used the old petroleum formula and the new citrus formula. Both worked really well, but the new formula worked quicker and better and, with the Magic Rub Bar, cleans whitewalls perfectly.

* Images sourced from the Public Domain

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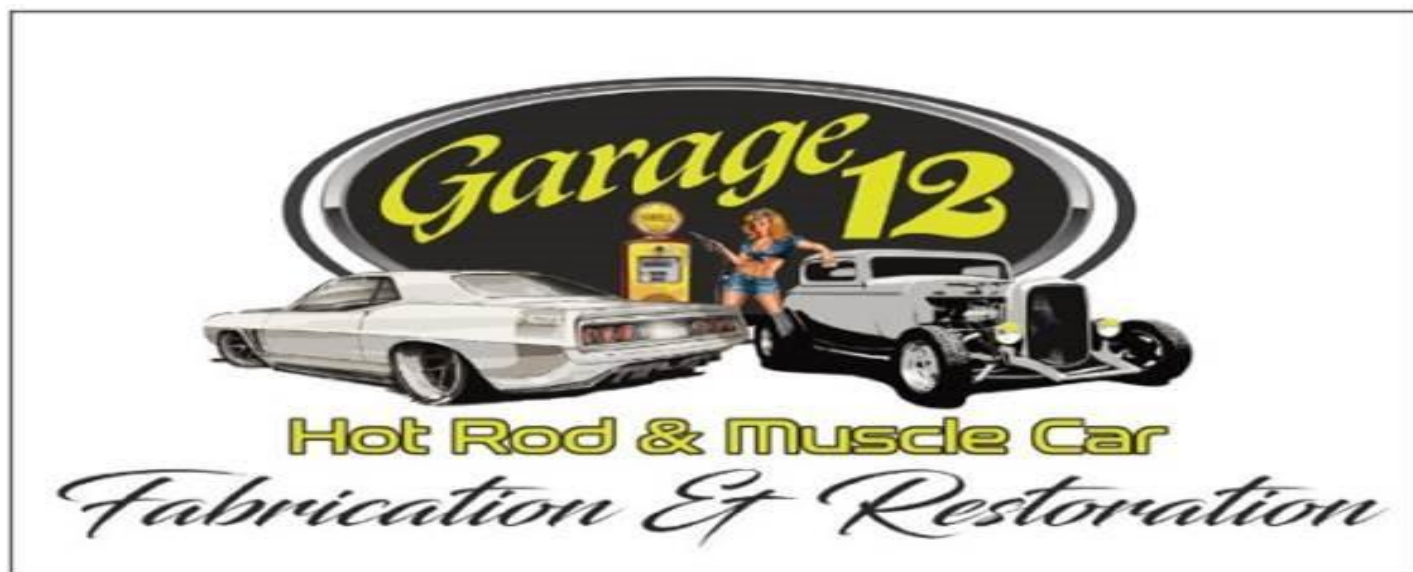
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BONUS SECTION

In this episode I've got one big bonus for you.

How to be alerted of speed and red light cameras!

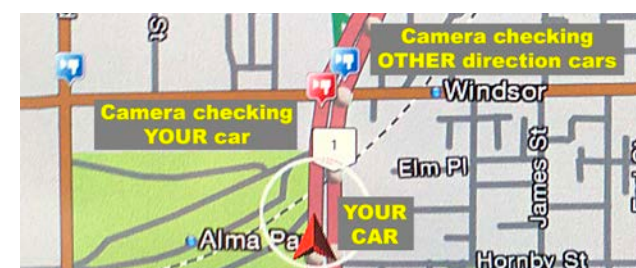
BONUS #3

For S550 models with either SYNC 2 or 3 this is how to get it to show you, and say CAUTION when you are approaching speed and red light cameras. Your screen may look a little different but the selection sequence is the same.

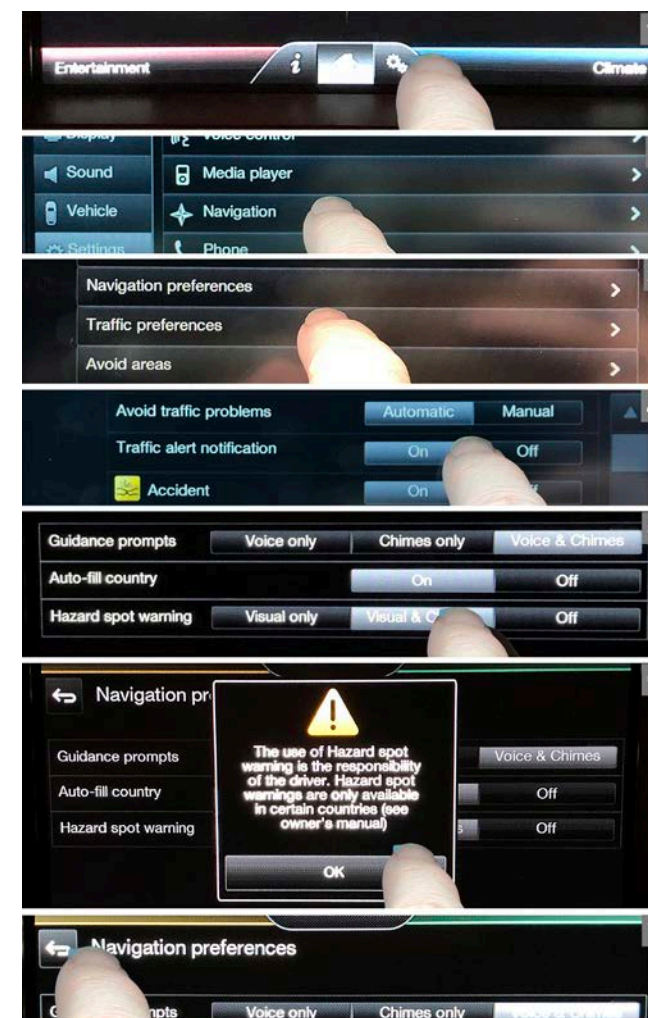
Steps for showing Speed and Red Light cameras

1. Click the Settings Button
2. Select Navigation
3. Select Traffic Preferences
4. Turn ON Traffic Alert Notification
5. Hazard Spot Warning - Select Voice and Chimes
6. Click OK on the Warning Screen
7. Click the Arrow back to Navigation Settings.

Next time you go for a drive you will see Red cameras on your side of the road and Blue ones for cars going in the other direction. CAUTION will be spoken when you are about 400 metres away. Easy!



Map showing RED/BLUE red light/speed cameras



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Can I legally wash my car at home - Whaaaat?

Peter Alderson



As of 1 July 2020 you might be tempted to ask yourself this question – seriously. The Victorian Government has passed the Environment Protection Amendment Act (Vic) 2018 and it comes into effect on 1 July 2020 with some major changes to how wastewater drains can be used.

In our environmentally conscious world this Act represents the biggest updating of environment protection laws in Victoria since the Act was first presented to Parliament in 1970. Its new provisions have the potential to make you seriously consider whether you can legally and safely, in terms of the environment, wash your car at home or on the street.

A breach of Local Laws – trip hazards!

Hazard signs and cable covers are appropriate!

At present in Victoria, private individuals can legally wash their car on the street or in their driveway. The water will generally run down the gutter and into the stormwater drain. This is the significant point here. The waste washing water does not go into the sewerage drains and so receives no treatment to eliminate unwanted chemicals or foreign matter before it flows into streams, rivers and finally the ocean. And it is this that government wants to regulate, and stop from occurring, so the environment is protected more than it is at present.

What the new Act says

Under the provisions of the new Act, one of its purposes is set out in s5(1)(g). It states:

S5(1)(g) to provide for a general environmental duty to minimize risks of harm to human health and the environment.

So, a general environmental duty is now being established. This is something new and something we must all adhere to – businesses and private individuals alike.

We need to look further in the Act to understand exactly what this duty might mean. In Part 3.2 General environmental duty, the Act set out:

s25(1) A person who is engaging in an activity that may give rise to risks of harm to human health or the environment from pollution or waste must minimize those risks, so far as reasonably practicable.

This then raises the question – what is considered waste?

In the definitions section, s6 defines waste that includes any of the following:

s6(a) matter, including solid, liquid, gaseous or radioactive matter, that is deposited, discharged, emitted or disposed of into the environment in a matter that alters the environment.

Why the Act was passed

Water from washing your car is a liquid and is disposed of onto the street and then the gutter, into a stormwater drain that eventually goes into the aquatic environment. If that water contains more than just water, such as suds, dirt and mud, oils and brake dust and the chemicals that make up your washing and cleaning solutions, the question is – is that material likely to alter the environment?

Obviously, depending upon exactly what is being carried in that water, the answer could be a yes. The oil, brake dust, suspended solids and chemicals are likely to alter the environment.

Now this is not to say that car washing at home per se will be banned. What it does mean, however, is that the potentially toxic waste from car washing will be banned from entering stormwater drains. Urban stormwater pollution is the biggest source of pollution into Port Phillip Bay. In many instances urban stormwater is also a significant source of pollution to rivers and lakes across Victoria. It can affect the quality of our seafood, the places we swim and the water we drink and use in our homes.

Remember, not all creeks and rivers flow into the bay. Some flow into our water storage dams as well. You might think that a single car wash cannot really do that much harm to the environment. Think again!

A 2012 study helps shed some light onto the size of the potential problem, and hence the need for establishing a general environmental duty for private citizens to follow. In the 2012 Australian Car Wash Association (ACWA) study it was calculated that:

1. There were 127 million car washes per annum at homes throughout Australia where the water entered the stormwater system.
2. Water from these car washes went into stormwater drains.
3. This figure could be much higher if commercial vehicles and trucks were also included.
4. This figure represents 12.9 million passenger vehicles being washed at an average of 20 car washes per year (258,000,000).
5. 70% of these 12.9 million washes were at home (180,600,000) and 70% of those were on paved surfaces (126,420,000) (approx. 127m car washes) – such as driveways or the road itself.
6. At an average of 105 litres per wash this produced 13.4 gigalitres of contaminated wastewater flowing into creeks, rivers and the marine environment around the entire country. That's the same as around 5000 Olympic size swimming pools.¹

So these total volumes become significant when seen nationwide and we think that it is not just you washing your car. Also of significance, in relation to the Act, is the makeup of the wastewater. If it was just water, then there should be no problem. But, it is what is being carried in that water as a consequence of washing your car that is likely to be of significance.

Further studies by the ACWA, both here in Australia and in the US, have shown that typical wastewater from home car washing can contain materials that can have a negative impact on the aquatic environment.

At the point of leaving the car after washing, the wastewater can contain materials such as petrol; diesel; motor oil; copper; lead; zinc; metal (from rust and brake discs); surfactants (detergent); and suspended solids (organic and inorganic materials not dissolved but carried by the water including dirt, metals, sand and grass).

Some detergents may contain phosphates from soap causing algae to grow. This can eventually smell and look bad when the quantities build in the water and as the algae grow, oxygen is used up in the water and this creates issues for fish, plants, wildlife and other aquatic animals that need oxygen.

These materials found in the wastewater after a car wash can make the water toxic and turbid (cloudy) and so clearly come within the scope of the soon to be active legislation where harm to the environment must be minimized.

In the terms of the Act, to minimize those risks, so far as reasonably practicable, it is important then to ensure your car wash solutions are biodegradable, phosphate-free and water-based. This is exactly why I have chosen to use the Bowdens range of products as they fit this description.

The Act goes further to explain when an aggravated breach of the general environmental duty occurs and then outlines the penalty that can be considered.

s27 Aggravated breach of the general environmental duty

(1) A person commits an offence if—

- (a) the person intentionally or recklessly contravenes the general environmental duty; and
- (b) the contravention results in material harm or is likely to result in material harm to human health or the environment from pollution or waste; and
- (c) the person knew or reasonably should have known that the contravention would result in material harm or would be likely to result in material harm to human health or the environment from pollution or waste.

Penalty: In the case of a natural person, 4000 penalty units or 5 years imprisonment or both;

In the case of a body corporate, 20,000 penalty units.

(2) An offence under subsection (1) is an indictable offence.

So, as a private individual being aware of the problems likely to be caused by car washing at home you are likely to be considered as committing an offence under s27 if you intentionally contravene your general environmental duty and that contravention is likely to cause harm to the environment through your wastewater entering a stormwater drain.

Out of 50 Council web sites studied, 35 made no mention of car washing and stormwater pollution, 13 suggested washing cars on the grass, 1 in QLD said it was legal to wash with waste going to stormwater and 1 in NSW said a fine could be imposed.

A number of the Councils that mentioned washing on the grass did so for water conservation as much as wastewater control. In comparison, Victoria now will make it an offence punishable by prison or penalty units (a monetary fine where 1 penalty unit = \$165.22) to wash your car where the wastewater runoff enters the stormwater drainage system.²

Summary and conclusion

Every time a car is washed on a hard surface the wastewater flows down our drains into our creeks, rivers and oceans. Its important to remember there is no filtering and no treatment.

This wastewater can contain nasty pollutants – sludge, oils, detergents and heavy metals. These degrade water quality, injure marine creatures, degrade the quality of our seafood and destroy aquatic habitats. There are over 13 million cars so the scale of the problem can be immense.

Of our surrounding states, TAS, SA, NSW and QLD, all suggest you can more safely wash your car by following these principles:

- Avoid washing your car on concrete or asphalt.
- Wash your car on an area of lawn, gravel or sand that can filter the water.
- Use biodegradable, phosphate-free, water-based detergents and cleaners only.
- Use a trigger gun hose attachment to control the flow of water and help minimize water usage.
- Wash your car at a commercial car wash where they have a legal responsibility to filter and reuse the water. Car washes use 60% less water than a home car wash and direct the water through filters for reuse or directly into the sewer system where it is filtered and treated before being let into the bay.

How worried should we be?

My conversations with the EPA officers at my local Council suggest they are more concerned with an educative function for the public in relation to this upcoming legislation. They are less concerned with officiously enforcing it.

Flagrant disregard for the law on a continuing basis however, could see them move down a different path for enforcing your general environmental duty.

Be prepared to be educated through the media during 2020 about your soon to be legal general environmental duty. You can get a head start by viewing this informative YouTube video:

<https://youtu.be/PDxsPP3nkII>

NOTE: Take care with the address. The last two letters are – small L (l) and capital i (I). They look the same but will give in an incorrect address if you get it wrong.

Happy washing!

References and footnotes

1, 2 “The Dirty Truth About Home Car Washing”, Richard Holloway, Australian Car Wash Association

Environment Protection Amendment Act (Vic) 2018

<https://beta.epa.vic.gov.au/new-laws>

<https://youtu.be/PDxsPP3nkII>

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JANUARY 2020 CLUB MEETING

Wednesday 15th January 2020
The Reggio Calabria Club, Parkville



Meeting opened 8:34pm By the President, Ian Collins.

APOLOGIES

(as per sign on book)

Jan THIEDMAN, Tyler SPARROW, Graham BELL, Warwick DOWSLEY, Craig DEAN, Bruce ROSCROW, Mac BARROT, Mick ROMLEY, Cath & Dave BATCHELOR, Debbie & Allan DOWELL, Greg HADFIELD, Tony BORG, Ian BLUME, Charlie BARRAVECCHIO, Allen VELLA, Peter ALDERSON.

MINUTES OF PREVIOUS MEETING

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

Moved: K.HARRISON Seconded: L.SPARROW

TREASURERS REPORT - figures subject to audit

TOTAL FUNDS AVAILABLE - JANUARY 2020 \$299,160.87

SECRETARY'S REPORT

From 10/1/2020 Incoming

AUS. GP Federation	Invite to show cars 10 cars \$1000 @ Albert Pk
D.OBRIEN	TAS Member of the year
T.FOLWELL	Contact with SACC & recommendation
G.GRACE	CPS enquiry
Multiple receipts	TAS Member of the year nominations
T.KILVINGTON	Poster being printed in Just Cars for Roush raffle
P.BROWNE	Application for trips re: Bush Fire assistance
B.BURGESS	Application for judging sheets
G.PARSLow	Suggested changes to MOCA Club lanyard
D.NASH	CPS enquiry
N.MURRAY	What events are coming up?
J.MAGAR	Have not received club magazine as yet
Motorsport AUS	CAMs Certificate of Affiliation renewed

SENT

All returns as above. /notice to renew memberships/ CPS reminders

NEW MEMBERS

406	BUSH GORDON	3806	16	GT MAGNETIC GREY
3407	HANLEY-WOODBRIDGE LUKE	3340	20	GT MAGNETIC
3408	RAJA DAVID	3168	67	BRITTANY BLUE
3409	POULTER IAN	3189	66	COUPE RED
3410	REID MICHAEL	7172	16	FM BLUE LIGHTNING
3411	BEER WARREN	7117	19	GT F/B WHITE
3412	BASTIN DALE	3071		
3413	EMELHAIN PHIL	3195	19	F/B GT ICONIC SILVER
3414	JONES CARL	3070	17	GT F/B PLAT WHITE
3415	HODSON BARRY	3186	17	GT GREY
3416	PEACE ROD	3165	18	FN COUPE MAGNETIC
3417	PANTAZIS CHRIS	3550	18	GT KONA BLUE

Membership Current 1017 as at 10/2/20

Email list updated.



SOCIAL: Tony Borg

Not available at time of printing

New Members Attending

David BRITNEL	2018
Luke	2020 GT
Vito	2017

All new members welcomed to the meeting.

WELFARE: Ian Collins

Ian had spoken to Geoff GRACE and he was looking at overseas work being done in relation to his problem.

TASMANIAN TRIP: De Colledge

Entries still open. If you are interested please direct any questions to t TASSIE2020@mustangclubvictoria.org.au .

AUSTRALIA DAY: Ian Collins

Ian advised of the great attendance at the Steam Centre in Scoresby. The coffee cart was well used and the club put on a great show. Well done with the Kids Christmas Party, it was a great job done by Joe and Tony. He was looking forward to next month to a 5 day adventure around Tasmania. Ian reminded the meeting that the club had been invited to the Formula 1 GP display and any enquires could go through him.

2020 CONCOURS: Adam Richmond

This event will be held on at Dandenong at the basket ball club at the showgrounds. On the 28th of October. This year we will show case the '79 to '94 Fox Body Mustang.

In support of the recent fires we will be having some runs and events to help them out. A \$2000.00 donation will be given to the Malacouta Country Fire Authority from MOCA Vic.

Ian reminded everyone of the Mustang Blue Bin where members can donate small Matchbox cars to the Kids with Cancer Cause. These cars will be later handed to the kids with cancer event later in the year.

BUY, SWAP & SELL

J.BORG	Extractors available \$200
Adrian	12 Slotlers \$850
George FOTAKIS	'67 GT500 \$350K
Tomo	71-73 Bonnet \$450
K.Harrison	Chrome tips '69 \$49 per side

RAFFLES

Door prize 1:18 GT Model Shelby Cobra
Well done to Joe VELLA for winning

Various winners of the raffle won prizes

Lucky Members Draw - November \$400.00

Sorry, but 2934 Chase & Robyn KELLY were not at the meeting and not able to claim the prize.

Next month moves to \$500.00

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

Ian reminded everyone about being in South Australia.

MEETING CLOSED

9.28 pm Minutes recorded by C.McKENZIE

NEXT MEETING

Wednesday 19th February, 2020
Reggio Calabria Club, Brunswick Rd. Parkville



BOSS
351



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

☐ UnRestored

☐ Restored

(Please complete 1 (one) form per Boss)

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



FEBRUARY 2020 CLUB MEETING

Wednesday 19th February 2020
The Reggio Calabria Club, Parkville



Meeting opened 8:35pm By the President, Mr Ian Collins.

APOLOGIES

(as per sign on book)
Phil & Denise JOHNSON, Tony BORG, Kath & David BATCHELOR, Ian BLUME, Bruce CAMPBELL, Josette OPPERMAN, Ange WILLIAMS, Tony LUPTON, Geoff GRACE, Daniel & Benjamin STOFFERS, Tony LUPTON, Graham BELL, Mic ROMELL, Ken HARRISON.

MINUTES OF PREVIOUS MEETING

The Minutes of the previous meeting held in January were read and confirmed. Moved: L.SPARROW Secended: T.SPARROW

TREASURERS REPORT - *figures subject to audit

TOTAL FUNDS AVAILABLE - FEBRUARY 2020 \$ 281,664.77

Moved by R.Mc INTOSH Sec. by B.BOLTON



SECRETARY'S REPORT

From 10/1/2020 Incoming
Member from MOCGB heading to TAS looking for member assist
Lynda needing payment to Justin MEADOWS req
Member looking to contact G.LAND re: brake ducts
Letter from Laraine BLUME re Judges and reimbursement
Photos and quote re: damage to hire bus
Change of info on MOCA database, P.EMELHAIN
Removal from email list R.CASEY
D.FRANCISCO unable to make G.P
Carlo BERGONZO membership enquiry / CPS ?
David DURRANT Trade mark. Is Shelby Nationals req?
W.BEZZINA membership payment enquiry
Amy DRAOPOLOUS Show N shine @ Preston Motors 3/4/20
S.HARRINGTON looking for club mag.
Motorsport Aus. (CAMS) Event applications online
T.KILVINGTON Mustang Raffle
Daniel GORGIEVSKI GP bump in times
Iain ROSS AOMC All American show now next year
Chantel COLLINS Motorsport Aus. (CAMS) Officials training
G.HUTCHINS Wishing to contact MOCA Vic president
B.RIGBY Mention Motorsport Training at general meeting?
F.HAYES I.BAILEY not received year 20 badge
P.ALDERSON Proxy vote re constitution to I.COLLINS
F.HAYES Thanks for promptness in badge supply
C.LEWIS Where can I buy Mustang raffle tickets

SENT

All returns as above. /notice to renew memberships/ CPS reminders
Return 45 year badge for #3 Frank HAYES
Return 20 year badge for #920 Ian BAILEY
Mail out to all re: Mustang raffle
Mail out to all re: GP Cost and bump in times/ contact I.C

NEW MEMBERS

3418	SHERRIFF GERALD	7262	70	GRABBER ORANGE
3419	KAITATZIS JIM	3059	67	BLUE
3420	LYNESS TRISTAN	7010	19 GT	ORANGE FURY
3421	NOLAN CHRIS	3101	18 FN MY GT	ROYAL CRIMSON
3422	MIDDLETON RUSS	7018	17 S550FM GT	PLAT WHITE
3423	WELLS DARRIN	7109	18 GT	RED
3424	COOK DAVID	7017	67 SCODE	WHITE
3425	STEEL BRETT	7000	16 FB	MAGNETIC
3426	RATTENBURY KERRY	7010	67 GT FB	GREEN
3427	BAILEY STEWART	7109	17 GT	BLACK
3428	CARTER NIKKI	7054	17 EBOOST	RUBY RED
3429	MOORE GIL	3081	18 MY19GT	KONA BLUE
3430	IACOVANGELO JOHN	3041	17 GT	MAGNETIC
3431	BERGONZO CARLO	3059	66 GT COUPE	YELLOW
3432	ARTHUR PETER	3977		
3433	RIACHI PAUL	3186	67	PEPPER GREY
3434	STEPHENS BARRY	3931	95	RED

Membership Current 1035 as at 10/3/20

Email list updated.

WELFARE: Ian Collins

Ian had spoken to Geoff GRACE who was still having problems.
Thoughts are with him.

PHOTOGRAPHY: Guest

Brian JAMES introduced photographer Matt from BOOST'D Photo graphics in Bayside. Matt gave us an overhead display of some of his work on cars that he had taken. To access his work, have a look on Facebook under Boost'd photography. Sessions are \$200 for photos.

MUSTANG MOTORSPORTS: Craig Dean

Craig adviosed the meeting of the new 'Carroll SHELBY Signature Edition ' That was coming out. The wide body specials are 800 hp..57 are being built for this year. The RS3 Roush is coming out with a Jack ROUSH special edition at 750 hp.

Ian told a story about a nice trip around Simmons Plains in a Shelby.

SOCIAL: Brian James

Not available at time of printing

New Members Attending

Chris NOLAN	2018
Barry and Jane HODSON	2020
Ray	66
Phil	2929 GT (story of meeting Lino)
Dale	2019 Bullit
Con	66 GT Coupe
Jon and Gill	potential new members 2017 GT 1018

Congratulations to Brian JAMES in winning recent show with are Datsun.
Ian asked if anyone was interested in showing their x\car at the GP at Albert Park then they were to contact him.

It is from Wednesday to Sunday after the race and 2 tickets will be given for showing your car. 20 cars are allowed.

TASMANIA TRIP 2020

Ian spoke of the stories that happened on the Tasmania trip in which 59 adults attended. They visited vinyards, car museums (one of which had the 2nd oldest Ford in the Southern Hemisphere). There was the Gordon River cruise and Hells Gate as well as Sara Island. Both Victorians and the Tasmanian crew put on a show outside of Parliament House with 97 cars. Tasmania sold approximately 3 to 4 K of merchandise and members also visited the Salamanker Market.

Well done to Bev who was awarded Tasmanian Member of the Year.

Members had a chance to drive on the Simmons Plains track for about 3 hrs which was loved by all.

Ian handed out the Fly Swatter Award.

The meeting sung happy birthday to Phil & Elsa for their combined 70th birthday.

GENERAL BUSINESS

Phil discussed doing something about the fires in Gippsland, stressing that tourism was important to them down there. Next month he was proposing 2 trips to either Buxton, Bright,or Painesville. Set numbers could be either 4/6/or 10 cars.

A show of hands was asked for with those that had intentions of attending? About 20 % were interested.

BUY, SWAP & SELL

A set of steel car stands/ramps were offered at \$1100.00

Ian reminded everyone of the constitutional vote required at the next General Meeting.

The lightbox was offered for sale at \$650.00

A vintage Mustang clock was auctioned and was won by Craig DEAN for \$75.00

Brian DUNKERLY was offering a 65 Mustang for \$38,500 on 0411 135 050

BOSS REGISTRY: Andre Stoffers

Andre had joining forms available for the Boss Registry.

He also advised the membership of a fully restored Boss being sold for \$175 K

RAFFLES

Door prize 1:18 GT Model Shelby Cobra.

Well done to Adrian MADIA for winning

Various winners of the raffle won prizes

Lucky Members Draw - February \$500.00

Sorry, but 2710 Andrew HEAD was not at the meeting and not able to claim the prize.

Next month moves to \$600.00

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

MEETING CLOSED

9.35 pm Minutes recorded by C.McKENZIE

NEXT MEETING

TBA.. Due to Government restrictions on meetings

Reggio Calabria Club, Brunswick Rd. Parkville



ATTENTION ALL VIC CLUB MEMBERS

DO THIS...

Take some photos at the
next Mustang Club Event.



OR THIS...

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



THEN THIS.

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

...WIN THIS!



Contact committee for full details

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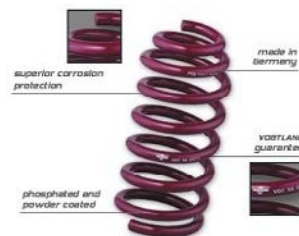
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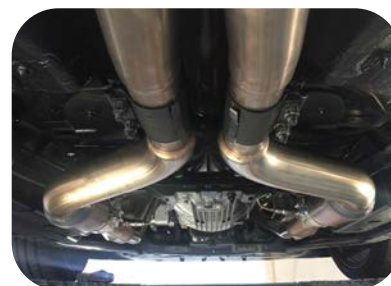
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average work height or space under vehicle - approx. 700 S- 800mm
from ground to car floor pan on 14" rims

CONTACT COLIN 0403 129 811 \$700 ono

PRICE REDUCED!

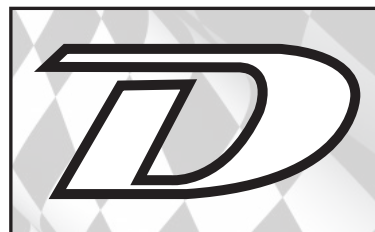


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AUSTRALIAN SHELBY REGISTRY



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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B Polo Shirt - White, Navy & Red	\$50
C Polo Shirt - Red, Navy & White (New Style)	\$55
Children's T-Shirts	From \$20
Children's Polo Shirts	\$25
D Ladies 3/4 Length Sleeved Tops In Black / White	\$40
Ladies V-Neck Short Sleeve	\$35
Ladies Cardigan - Navy	\$75
V-Neck Jumper - Dark Navy	\$75
E Fleece Long Sleeved Tops - Navy Only	\$55
F Reversible Vests - Navy With Red Lining	\$50

G Hoodie - Navy / Red Piping Or Screenprint	\$60
H Cambrey Shirts Long And Short Sleeve	\$60
I Baseball Jacket W/Suede Sleeve (Large Logo On Back, Small Logo On Front)	\$170
J Navy Winter Jacket / Fully Lined With Red Piping (Large Logo On Back, Name On Front Optional)	\$105 \$150
K Lightweight Microfibre Club Jacket Red, White & Blue (Large Logo On Back, Name On Front Optional) Limited Stock)	\$80 \$125
Club Caps Navy / Suede Peak	\$20
Ladies Peak Hats	\$15
Beanies	\$15

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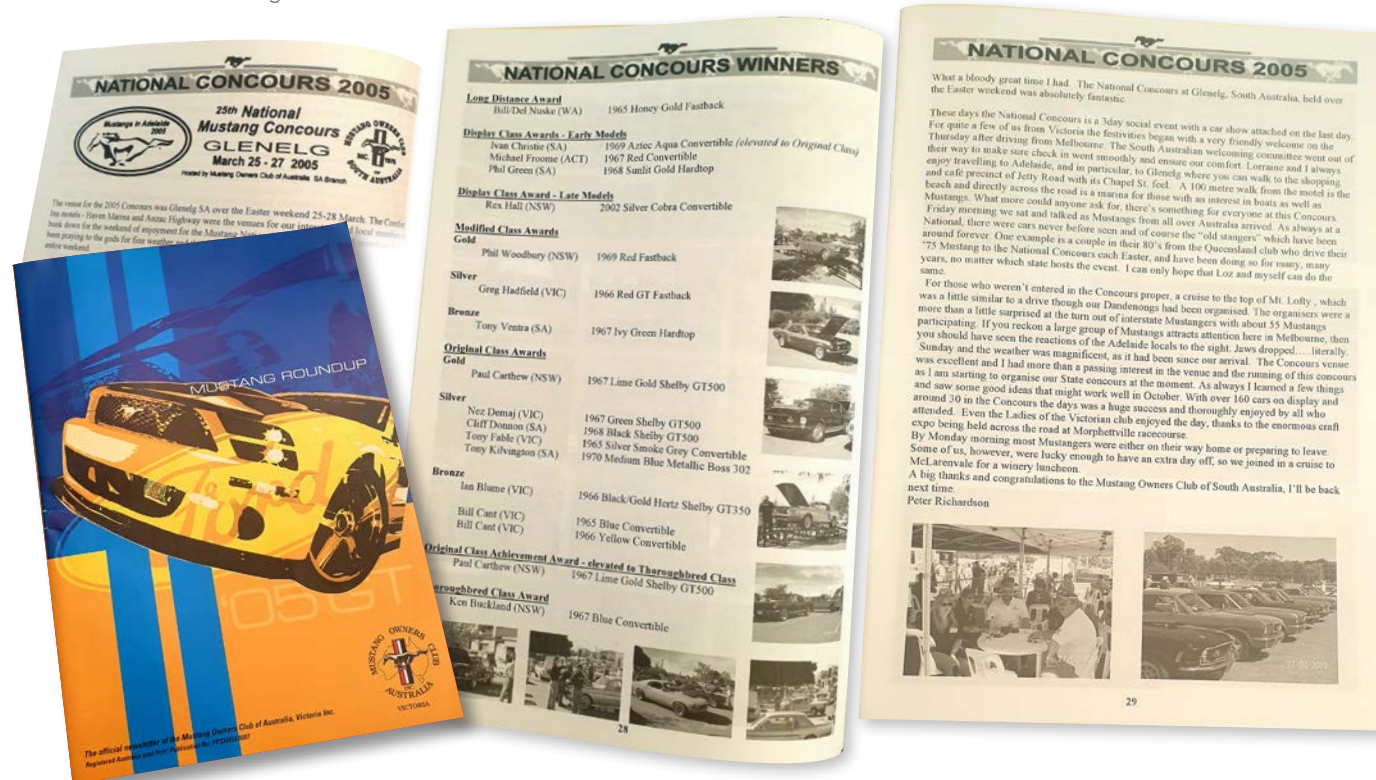
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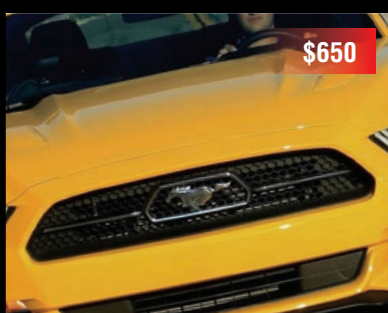
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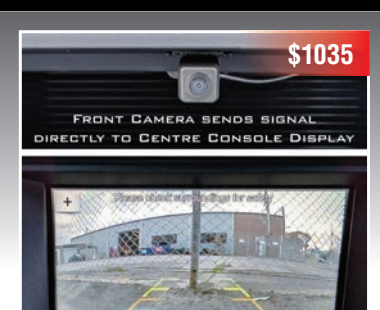
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