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MUSTANG ROUNDUP

CLUB NEWS FROM ACROSS VICTORIA & TASMANIA

APRIL - JUNE 2020



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• CLUB MEMBER'S ZOOM MEETINGS • CLUB HISTORY ARCHIVES • PART 8 CAR DETAILING • PLUS MORE**

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PRESIDENT'S LETTER



Dear members

I was hoping by now the Covid battle would have taken a slower path and allowed us the freedom we so crave.

Not so, here we are in the second wave which we were told would always come but hoped it wouldn't

keeping us all from our mates and hobbies. Unfortunately general meetings will be a suspended for a few months more. The committee will go on meeting but via computers from our homes.



The club appreciates the support of all members re-joining and the flow of renewals and supporting emails from you the members has been nothing short of fantastic and heart warming. I have developed square eyes causing me to watch many movies and documentaries, mostly car docs, stunned by the amount that are actually on air.

If anyone has the audacity to tell me that interest in cars is waning they must be kidding. I haven't found any shows on lithium cars as yet; still looking out for one, can you imagine, now let's try a new battery or even a chrome insert where the power cord goes in.

Now of course they do use tyres so we can put on some smart mags and better tyres. No room for sexy exhausts or scoops - what the hell for. Matter of fact, lets see how quiet we can make it.

I still enjoy looking up barnyard finds, the prices people pay for absolute buckets of rust is amazing. It will benefit us all in the end through higher prices for our toys.

The cost of rebuilding cars is enormous and I doubt many have come out in front but there is the enjoyment something only a car nut knows, and yes down the track as prices creep you start to see why you spent 4 years of your life devoted to the car.

There is nothing I like better than checking out the work someone has put into a vehicle along with all the known challenges.

The one thing of course in our favour is no vehicle in history has had more aftermarket parts made for it. The first car show after you have built the car is the most fun, showing it off to the members and public.

The love for the Mustang shows no signs of abating and the new ones have brought a new group of people into the fold. A new member with a new car is just as passionate as us with the older ones, they bring love and enthusiasm for the car.

The club has a list of new members that we are yet to meet and sadly we will have to wait till the curtains open on the next play which I am confident will not be to far away.

Please follow the rules and we will beat this devil. If you know of a member doing it tough let us know.

In the words of that famous WW2 song by the recently departed Vera Lynn - we'll meet again.

Keep on mustanging

Ian Collins
MOCA VIC President
president@mustangclubvictoria.org.au

EDITORIAL



G'day fellow Mustangers.

How are we all coping with the 'new normal'?

Did you get a chance to get the Stang out... inbetween lockdowns and second waves?

I'm thinking it's been a great opportunity to get all those little or big jobs done on the Stang that you either didn't have the time for or just kept putting off. We are so lucky to have this hobby as a distraction and to keep our minds active during this tough time.

So, onto what's going on with this issue.

As I expected, articles have been far and few and trying to fill the pages with interesting Mustang Club stuff has been a bit of challenge this time round. The runoff effect, of course, is the delay in getting the Club Mag out to you guys as regular as possible. Sorry...it's a late one again....

Fortunately, there are some die hard members that have held the fort and sent in some great stories... I thank everyone that have sent in articles, not just for this issue but for the past 2 years since I've been back in the Editor's Chair. You make my job a little easier and give me the drive to keep at it.

In particular though, 2 members I'd like to point out that have continued to send interesting articles on a regular basis.

Phil Browne is one of those members, and I dont need to remind him to send me anything and its great reading all the Mustang trekking around the VIC state and beyond he seems to fit into his life. Keep it coming Phil... I/we all appreciate it and look forward to the next one.

Then, there's Peter Alderson with his Car Care section.... I guarantee that we will all be professional car detailers after reading his in-depth Techniques and Tips on cleaning and protecting our Mustangs.

I have to say, I kinda knew beforehand that a bucket of soapy water, a sponge and a chamois wasnt going to cut it... but after reading Peter's articles, even my stash of Meguiar's, Mothers and Bowdens etc etc products still dont seem to be enough...there's always something else I need or missing to get the job done better. Again I thank you Peter for sharing your knowledge with us all.

So to the rest of us...let's not leave it up to these 2 guys all the time...send in your stories and pics and share YOUR passion for Mustangs with like minded passionate Club Members who depend on your input.

Stay Safe.

Colin Falso
MOCA VIC Editor
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DEADLINE FOR NEXT MAGAZINE - SEPTEMBER 2

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

A Weekend Drive In Gippsland

Phil Browne



Regrowth on blackened tree

After the bushfires of 2019/2020 the word spread that although many houses and other buildings had been destroyed there were businesses still open but suffering because they had no customers. Businesses that relied on tourism through the summer periods to survive and because people thought that entire districts had been wiped out they were staying away. These businesses needed tourists to return so that they could survive.

One day in February Her Majesty and I took a drive from our home in the Macedon Ranges to Mansfield, a town that had suffered in previous bushfires. We stopped for coffee and cake in Yea, bought a lotto ticket (another dud - nothing really changes) filled up with petrol at Merton and then had lunch in Mansfield before a stroll along the main street.

In all we spread about \$150 throughout these towns on that day and had been thanked many times for doing so.

Two weeks later we took another drive, this time to Gippsland to research the possibilities of an overnight drive through that region with a group of Mustangs.



A simple drive along the Princes Hwy from Melbourne to Bairnsdale, we stopped for morning tea at the Ticklish Turtle in Stratford. (An interesting cafe where you have to walk through the kitchen to use the facilities out the back.)



New signs needed

We then drove on to Bairnsdale where we booked in to a motel for the night. While in town we stopped at a chemist to top up on some vitamins before taking a drive to Paynesville where we stumbled over a yachting festival.

The town was buzzing and we strolled through the crowds before grabbing a bite to eat at a food stall.

Dinner that night was at a restaurant in Bairnsdale with one of my sisters who explained that many businesses in the district were doing it hard.

The next day we drove on to the small town of Bruthen where we stopped at a bakery for a late breakfast.

Amazingly, there were 2 current model Mustangs parked there before we arrived. We chatted with the driver of a Grabber Green coupe who turned out to be the owner of the Ford dealership in Bairnsdale.



Driving through the firezone

We chatted about the cars and business in general. He said they were struggling but would make it through dealing with mainly agricultural styled vehicles. The driver of the other car was another local out for a Sunday drive.

From Bruthen we drove to Buchan, through areas that had been severely impacted by the recent fires. Blackened trees for as far as you see. The interesting thing was the greenery of regrowth on the trunks. We took that as a sign that the area would one day recover and that the process had already begun.

In Buchan we stopped to stretch the legs and look at the few buildings that lined the street. The pub seemed to have a few in for lunch but we wandered down to a general store. Not a high-end department store, stock on the shelves looked a little tired and covered a large range of products, with just a few of each to choose from.

I wanted an ice-cream and Her Majesty found a blouse that she liked - just \$25. I thought the owner was going to kiss her feet when she said that she wanted it.

We had lunch at Orbost, in a chicken shop. A couple on Harleys were there as well and we chatted about taking road trips. They were meeting up with friends in Omeo and told us about the destruction along the highway as they had driven south.

After lunch we headed to Lakes Entrance where we found a motel for the night. The manager here said that things had been bad but were slowly picking up. He offered us an upgraded room which was nice. I suppose any occupied room for him was a bonus. A quick beer at the RSL, a stroll

along the main street then a rest up before dinner. We ate at a seafood restaurant on the water's edge. Great food, cold beers and the best company a man could enjoy - dinner with the Queen of my Heart.

On the Monday morning we had breakfast at a café in town then stopped at the Tourist Information office for a chat. They told us that things were on the up but that they needed many more visitors to help the District get back on its feet. Then it was back to Bairnsdale where I bought a few things from one of the auto shops (the Canary was going to need a clean after this trip) and then refuelled in Stratford.

At Sale we decided to take a coastal route rather than retrace our steps from Melbourne 2 days earlier. We headed to Yarram and on through Leongatha and Cranbourne and finally home.

A 3 day drive and we had spread a little love around and received warm smiles and heartfelt thanks for doing so.

After this drive I was in touch with Tony Borg to plan another overnighter to the area as the first of a series of short week-end stays. An opportunity for a small group of Mustangs to have a longer drive, share stories about our cars (and other tall yarns) and help support areas that were doing it tough.

We had 7 cars booked for a return to Gippsland when everything was put on hold by "you know what".

However, when they open the gates and we can get the ponies out of their stables we will plan some more of these overnight escapades.

Images by Elza Marais-Strydom



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Mach 1 is Back

Murray Roberts

The Mach 1 is back, I think I might have helped.

They say that the best time to plant a tree is - 20 years ago. So, I should have started my push for a 50th anniversary Mach 1 in 2016.

With the success of the 40th anniversary Bullitt Edition Mustang. I tried a scatter gun approach to push for a 50th Anniversary Edition of the Mach 1.

I emailed 3 or 4 Ford dealers in several major cities across America, asking if there was a 50th Mach 1 planned for 2019. Hoping that some dealers would ask their area managers, who in turn would mention it to their regional managers and eventually this would be talked about at Ford H.O.

In reality there were probably dozens of people thinking the same way both inside and outside of Ford.

But I might have helped.

As today I received word from "Wheels" magazine that the Mach 1 is due back in 2021. They have missed this anniversary, but they also missed any anniversary when the Mach 1 re-appeared in 2003/4.

But with over 14,000 built, it sold well above the 6,500 expected. They also missed the 40th for the Boss 302 in 2012 and the first Bullitt Edition in 2001 didn't coincide with any special Bullitt movie dates either.

I was only 12 when the first Mach 1 was launched and it's been one of my favourite cars all of my life.

As they say "If you don't ask you don't get".

Now I'm off to my local Ford dealer to register an Expression of Interest. Can't wait.

photos from www.media.ford.com



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My 66GT

Carlo Bergonzo



Hi Club Members

I have rejoined this great club after 5 years.

The first time I joined the club was with my 67 Red Coupe.

I sold it after 4 years when I got an offer I couldn't refuse.

The wife wasn't happy!!

I have now joined again with my new 66 factory A Code GT.

Love the color and stock appearance to factory spec.

The only thing I did was put Lemman Stripes and the Pony now looks awesome.

Cannot wait till lockdown is over as I am hanging out for a cruise.



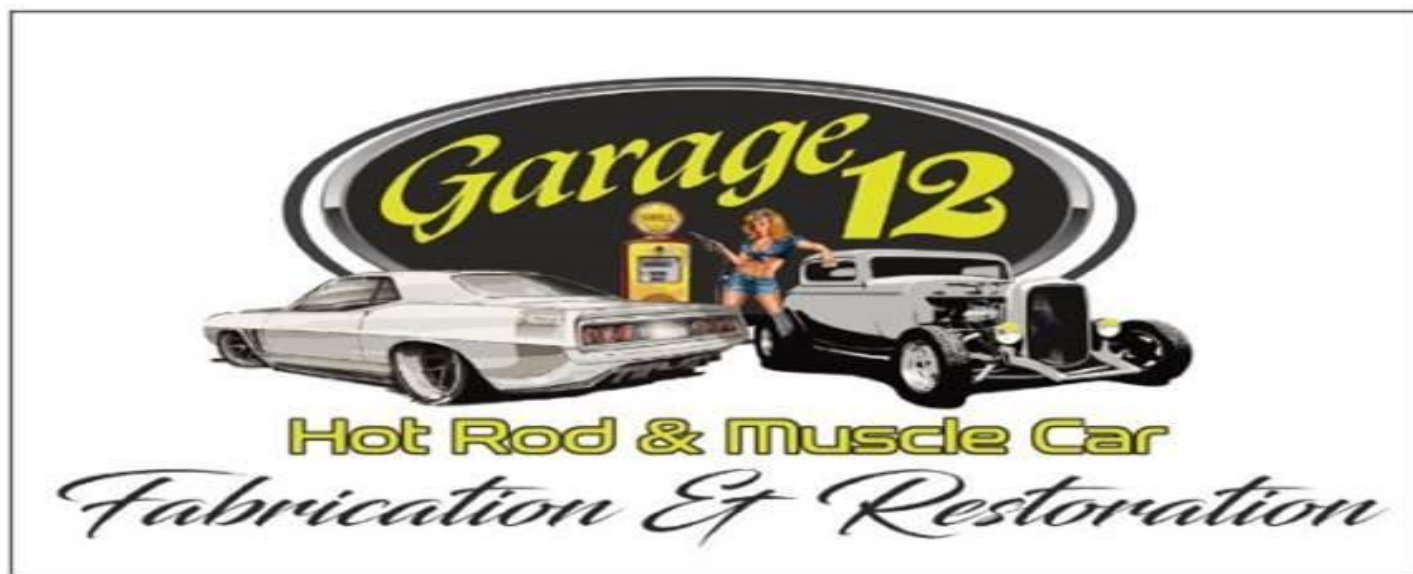
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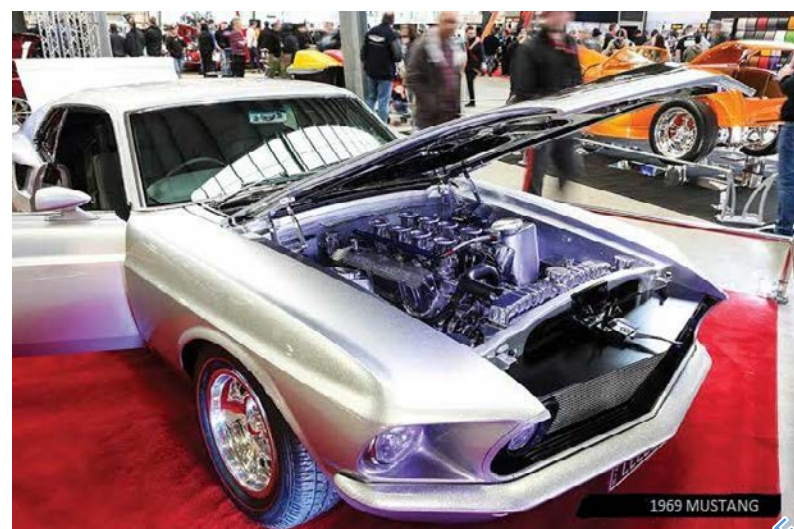
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The Wedding

Garry Anderson



Now my daughter is a bit of a rev head! and as such said that her daughter (my Granddaughter) wants my Boss 302 as the wedding car, and also lives in Albury, so here I go again.

The last time was only a few weeks prior for Mustangs on the Murry, and petrol was \$1.45 per litre for Premium 98, now at this time of writing Premium is now 99 cents a litre and I can't go anywhere.

I was fully prepared for the trip, took out the space saver spare and put in a full-size wheel pumped up the tyres checked all the fluid levels, cleaned the car inside and out packed the white ribbon, all was good and as I got to Melbourne the interior rear view mirror fell off ???

It had been stuck on for 15 years and now decides to head south. Travelling up the Hume freeway without an inside mirror is not much fun when you are trying to negotiate trucks coming at you at warp speed.

Other than the mirror the trip was pretty un eventful, this time I made sure to stop a few times to stretch my back, kick the tyres and have a drink.

The drive up was on the Thursday, set up on Friday and a Saturday Wedding, picked up the bride and her dad at 12:30pm for the ceremony at 1 pm and on arrival many photos of the car, and oh yes and the bride.

The afternoon was taken up with three photo stops first at the "Brick yard" in Wodonga then onto Centennial Park in Albury then by the river on the way to the reception at Splitters Creek.

All in all a beautiful couple on a beautiful day finished off with a great night of wonderful food and drink, surrounded by loving family and friends.



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Junior Stangers

Daniel De Bono



Young Alyssa in the '65 Convertible with Mum & sister Caitlyn.

Daniel De Bono already knows that, and his daughter Alyssa has been a believer and Junior Stanger in the making from a very early age.



Alyssa & Caitlin doing the car show scenes.

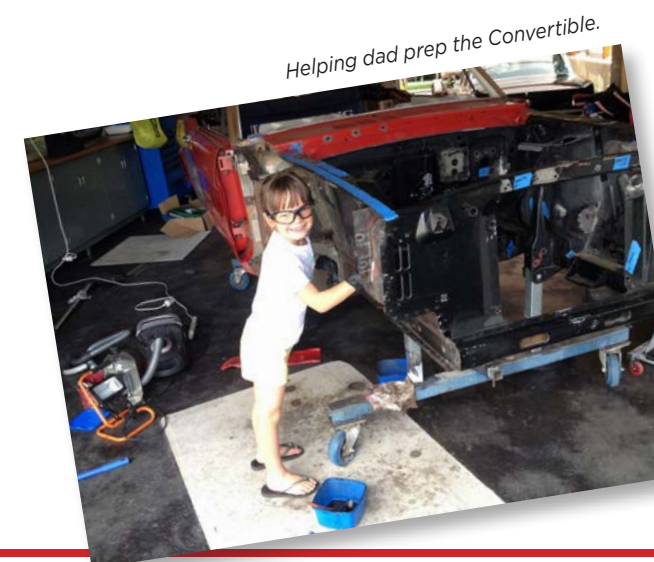
Start them young...

The ongoing future of the Ford Mustang is in the hands of future generations. So....what better way is there to further enjoy our classics now...than to be able to share the knowledge and spread the Ford Mustang word, than with our own sons and daughters.



Recently seen wearing her dad's MOCA Vic jacket out front of Daniel's '66 GT Coupe and '65 Convertible that she helped work on! Always the first to spot a classic Mustang when out and about and decorating her room with model cars and memorabilia has also rubbed off from her dad.

Always really happy when dad picks her up from school in the GT and can't wait for the convertible to be ready later this year so she can cruise in that as well...a Junior Stanger? ...absolutely for sure.



Helping dad prep the Convertible.



My 1965 Mustang Fastback restoration

Joe Borg



Back in the October/December 2018 issue of our Mustang Round up, I wrote an article about a trip to the US that my mate Pete and I did. Just a small recap, during that trip

I bought a rust free 1965 A code Fastback and Pete bought a 1967 Mustang convertible. Pete's car was a very nice driver and only needed cleaning and a few minor touch-ups, which were all done, when we got home. The fastback on the other hand, needed a full restoration.

Our friends in Placerville, Craig and Amy again, picked us up from the Sacramento airport and took us back to their home to use as a base for our trip.

Craig also operates a Mustang repair workshop at his home, which is set on 15 lush wooded acres, certainly a beautiful place to have a workshop. With both the cars at his place under cover, we took off in the 2013 Mustang convertible and spent the next 6 weeks doing the hotrod and classic car shows across the country.

Six weeks just flew past and in what seemed like a blink of an eye, we were back in Placerville. Craig has a great contact with the people at American Mustang supplies and with a very long list of parts that I knew I was going to need and the US dollar being reasonable, I purchased whatever I could fit in the car and it was very full!

It was getting close to the time to get the cars down to the shippers in Longbeach California, but before loading up the fastback on the trailer, I pressure washed the

whole car to remove any grime and we removed the brake linings and exhaust gaskets to save a little bit of money in regards to the asbestos issues. Amy knows Pete and I too well because she knew that we would just drive straight through, she packed us lunch and drinks for the trip, what a woman.

Using Craig's F250 and his car trailer, we loaded the fastback and all of the parts ready for an early start the next day to try and miss the hectic LA traffic. Up at 4.30 am we headed off for a 449-mile one way trip with me driving the F250 and trailer and Pete following behind in his 67 Convertible. Well, the traffic was horrendous nearly all the way there and as we got closer to Longbeach we were in peak hour traffic. What normally takes around seven hours to drive down to LA took us nine.

We made it to the shippers around 2.00 pm and proceeded to work through a mountain of paper work.

We unloaded the fastback and then while we were there, we jacked up the convertible and removed the brake linings and exhaust gaskets again to try and save a few dollars.

Like I said, we had the car packed so full that I had the driver's seat so far forward that even the shortest person I know would have trouble getting in. I also had bought two new doors which wouldn't fit in the car, so

they had to go on a pallet. This is where you have to be very vigilant when it comes to getting shipping quotes.

Learning from previous experiences, I always get every quote, phone call information and a final landed quote or to put simply "how much is it going to cost me to have that car in my driveway back in Australia" in writing via email and for very good reasons, which I will get to a little later.



We left the shippers around 4.00 pm, back in the truck and onto the freeway heading north to Placerville. It only took us around eight hours to get back which had us sneaking up their long driveway at around midnight. So starting off that morning at 4.30 am and arriving back at midnight, had us on the road for nineteen hours, so we were a bit tired. After a great night's sleep and waking up to brewed coffee and a cooked breakfast we were started packing for our trip back home.

A couple of days later we flew out of Sacramento to LAX, checked in and waited a few hours before boarding for Australia. The flight was comfortable and quite relaxing for such a long flight.

Back home and the now long wait for the cars to make it to our shores. It normally takes around six weeks for the cars to get here if there are no delays. The shipper we used in the US was very good with supplying us information and gave us all the necessary tracking details and any delay updates as they came along.

That almighty email arrived six weeks later telling us that the cars have arrived and now just waiting to be cleared through customs and quarantine.

This is where it is extremely important to get the quotes in writing. A few days later we received an email telling us that the cars are ready to be picked up, so we grabbed two trailers and set off to the holding depot.

In the office to get all the paper work done, I was handed a bill that nearly gave me heart failure. The invoice was \$1500.00 more than was quoted for me and \$1200.00 more than was quoted for Pete. They told us

that we had to pay to get the container fumigated in the states which we weren't told about, nor was it in the final quote and I was charged for the pallet that my doors were on and they emptied Pete's car and put a few items on a pallet. I had all the emails, including the very important final quote with all associated costs attached, just in case something like this happens.

A few phone calls and emails to the US and the \$2700.00 was removed from our invoices, so it pays to do your homework and be extra vigilant when dealing with shipping companies. As you may have guessed, it has happened to me before where I didn't have any proof just verbal quotes and I had to pay.

Now the whole process of restoration can take many years if you are working full time and trying to juggle family life with small children, but fortunately for me, my four kids

have all grown up and I'm retired, so I do have plenty of spare time and a very understanding wife.

I joined the Mustang Club back in 2004 when I bought my first 67 Coupe and the knowledge, advice and expertise that I received from our members was extremely helpful. In a club like ours, everyone that has been involved in any type of restoration will always point you in the right direction.

This is the fifth restoration I have done at home, the first was my 1967 Mustang coupe, next was my 1967 Mustang Convertible, then my two 1956 Ford Victoria's and finally my 1965 A code Mustang Fastback.





Now for the part that I enjoy the most, the restoration. But before I start, my car would not suit the Mustang expert, it was not built to be a concours car, under the bonnet is blue and not black, it's got mag wheels and quite a few more items that would have any Mustang purist bursting at the seams. I did build my fastback the way I wanted it to look. So with that out of the way, anyone that's built a car before may have a different approach on how it's done compared to the way I go about doing the job, so really it's just up to what suits you best.



I'm fortunate to have a decent sized garage and a two post hoist at home which comes in very handy when it comes time to start dismantling. I take quite a few photos of areas that I'm not very familiar with, because if you don't, you'll have to have a very good memory.

The first thing I always do is to make as much space as possible in the garage and shed to start storing parts that require restoration. It's amazing how much room you actually need when you start dismantling.

When the car is complete and assembled, everything is in one confined space, start taking it apart and you'll have to find room to store all the panels, interior, engine, transmission, rear axle assembly, rear springs, front end components, wiring harness, fuel tank, dash, bumper bars, front and rear, heater, windscreens, door glass, window regulators and the list just keeps going what seems like forever.

With the car finally stripped bare it was time to assess what body repairs need to be done. Fortunately my fastback had a completely rust free shell but with quite a few small dents and poor quality repairs (plenty of body filler where it wasn't needed), so while it's up on the hoist the cleaning starts.

Without making this article 120 pages long, I'll briefly list the major restoration process that I do. As mentioned earlier, the car gets completely dismantled. This is an absolute must because any part that you leave on the car unchecked, is sure to be the part that fails. Once the repairs and cleaning is done underneath, the underside gets painted.

The recondition and new front end components get reinstalled and the recondition rear axle assembly gets put back in with the overhauled rear suspension.

This process makes the car movable again ready to get transported to my painter. At the painters all the panels get stripped, repaired and put into primer for pre assembly. This is the time to get all of the gaps right and to make sure any aftermarket panels/parts actually fit.

This process is the longest part of the job but the end results speak for themselves. So while the car is getting painted, I use this time to rebuild major components such as the engine, transmission, drive shaft etc.



I decided this time to do the upholstery myself with the help of a friend and after talking to some very helpful trimmers, proceeded to rebuild and upholster the seats which did take us a long time. I showed the trimmer the end results and he offered me a job!

Once the car was painted which took approximately 6 months, we put it back on the trailer and brought it home and back on the hoist.

The rest of the installations which generally take around 12 weeks (don't forget I'm retired and my lovely wife still goes to work so I have an endless amount of time in the garage.) are the brakes, engine, cooling system, transmission, drive shaft, fuel system, exhaust, wiring harnesses, head lining, front and rear windscreens, mouldings, dash and instruments, front and rear lighting, door hardware including glass and external hardware bumpers etc.

Before the carpet, seats and interior fittings go back in, we'll start the engine and check that everything is working as it should including the brakes, transmission and drive line. If all is good, the interior gets installed and then it's over to get the Roadworthy Certificate and put on the club permit scheme.

I can't wait till this Covid 19 thing is all over so we can get back together with car shows and cruises and talk all things Mustang.

I hope you can appreciate the huge costs involved, time and effort it takes to build a car. So when you see these American restoration car shows, where they take a piece of crap car and have it fully restored in a week, just isn't real.



Club Meetings Cancelled & Missed

Peter Polazzon



Firstly let me begin by wishing everyone well and hope all of you and your families are safe. We are certainly living in different and strange times. Hopefully this pandemic is something our children, grandchildren and beyond will not experience again. Life and interaction will certainly be different for the foreseeable future.

Amongst the many changes we are currently experiencing our club events and club meetings having been cancelled until further notice. I suspect like many of you, I look forward to the monthly club meetings for the opportunity to catch up with friends and fellow Mustangers.

encouraged to attend the next meeting with the promise of more people and a better atmosphere.

Since those first couple of meetings I reckon I could count on one hand the number of times I've missed any meeting. A small group of us who had either known each other for some time or more recently through the club have become good friends. This group has evolved through time and I look forward to the monthly catch up.

Typically a meeting night starts with a dinner or in some cases, a pre-dinner catch-up at a house. After dinner we make our way to the club meeting where we catch up with

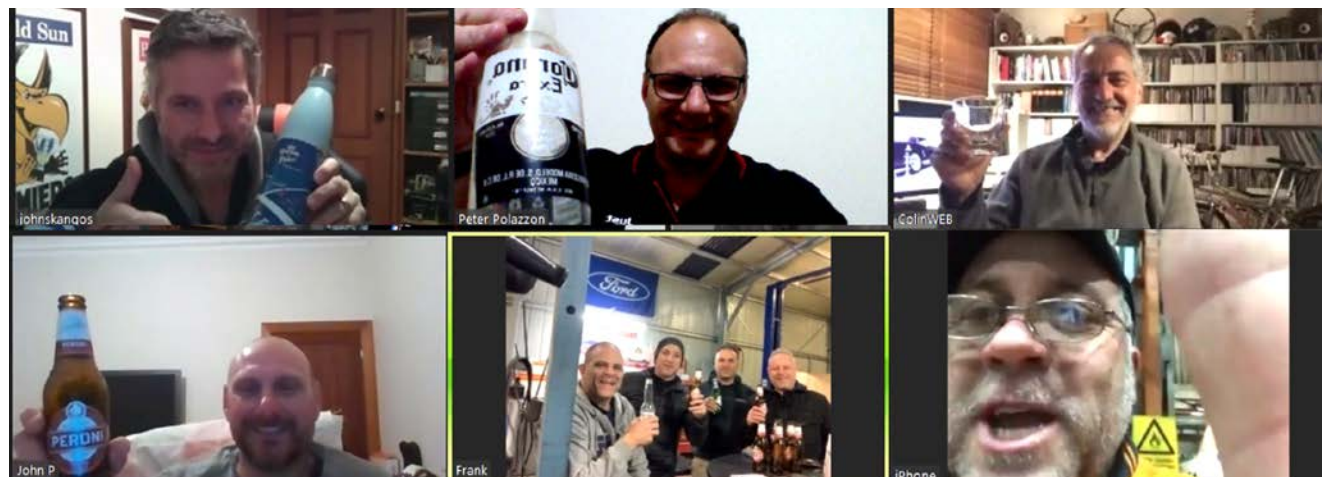


When I first joined the club in late 2015, I hadn't planned on attending many meetings. A good friend who introduced me to the club convinced me to join him at what was to be my first meeting in January 2016.

As many of you would know, this was held at the Richmond Bowls venue. Being the first meeting of year, it wasn't well attended and didn't seem too eventful. I was

other members before the meeting starts and then again when the meeting concludes. After that we head off to grab a coffee nearby. There is no formality, function or rules in what we do. Each of us join or leave the night at different stages depending on our individual commitments that night.

At least for now COVID-19 has changed all this. I reflect on the last three meetings which have been cancelled and



appreciate the mateship that has developed which led to doing what we can to catch up irrespective of what is currently going on.

March 18th marked the first cancelled club meeting. With the Melbourne GP cancelled the prior weekend and discussions rife about the size of group gatherings, the club understandably cancelled the meeting.

The start of caution and warnings about gatherings, interaction and visiting restaurants had already begun. Our group decided to continue with our monthly catch up. Four of us met up at a restaurant for dinner and instead of shaking hands, we jovially shook elbows or feet.

This seems such a long time ago when that interaction was even allowed. After dinner we dropped by one of the boy's garage for a coffee and to see the progress towards getting his California Special back on the road.

Month's earlier he had told us there wasn't much left to finish. However, despite the lockdown restrictions, the car is still not quite ready. The question of when is it likely to be ready comes across a little like Con the Fruiter when he would exclaim "ooh a coupla days", because every month we seem to get the response "ooh couple of hours".

By April we were well and truly under strict lockdown with a mere four reasons to leave the house.

Unfortunately catching up with mates on the third Wednesday of the month wasn't one of them. One of us thought it would be a good idea to try a virtual get together. Thanks to Zoom Web Conferencing, they created a meeting and a few of us caught up to chat and socialise.

By May the restrictions had eased slightly, however, restaurants, cafes etc were still closed. This meant the third Wednesday of May again reverted to having another Zoom online meeting.

A few boys took advantage of the up to five people visiting allowance and met up at one of the boys place.

With social gatherings increased to 20 people on June 1st, it is unlikely the number of people allowed to gather will increase enough by June 17th to recommence club meetings.

Restrictions have been eased enough to enable us to catch up at a restaurant, café or to gather at one of our homes. This means come the 3rd Wednesday of June, we will at least be able have our monthly catch up together again. I'm glad we have managed to continue catching up monthly.

I still miss our club meetings and am looking forward to their return. Until then, take care and hope you all stay safe.

ATTENTION ALL VIC CLUB MEMBERS

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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...

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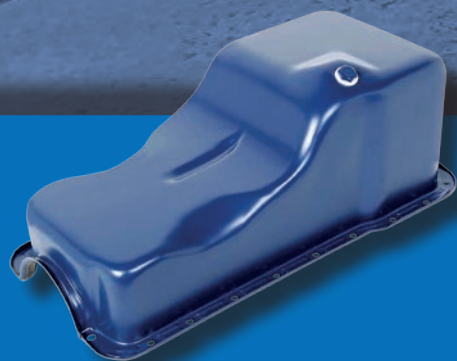
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CAR CARE Tools, Techniques & Tips

Episode 8 – Paint Decontamination

Peter Alderson

In this episode I'll be explaining the procedures for decontaminating your car's paintwork. Once done, you'll be free to reapply new coats of wax and protection so your car will be ready for the next car show with a cleaner, deeper and glossier shine.

I've got another bonus in this issue with a tip on finding the hidden fuel funnel found on the S550 model Mustangs from 2015 onwards.

We all take great care with our cars. Washing, waxing and adding protective layers to keep the shine locked in. But, have you ever wondered how many layers of product are actually there? Exactly what are you locking in under all of that protection?

All of the protection in the world will be of little use if it is holding dust, grime or worst still, embedded brake dust and fine metal filings from your brakes.

Added to this can be exhaust fumes and particles from cars and trucks, tree sap and simple things like water marks left over from the last downpour or even your most recent car wash.

Yes, you do wash your car every week and probably even add some wax or protection. All good and well, but if your wash didn't totally rid the paint surface of all contaminants, then adding wax and protection will merely lock in layers of nastiness.

So, there comes a time, probably once a year, when you need to consider a paint decontamination process for your car.

I set two days aside and did exactly that, and on close inspection throughout the process, I was certainly convinced that I must do this at least once every year.

I know my car 'is clean' but, after completing the decontamination process and reapplying fresh coats of wax and protection, I was amazed at the difference I saw and the new level of 'really clean' I could achieve.

Hopefully, you'll want to achieve the same level of clean with your car. So, read on to discover how it's done.



The Tools



The Tools - You might use some of these tools

You'll need a few products to decontaminate your car's paintwork and then a few more to replace the wax and your chosen protection. Importantly, you'll need some time. First, here is a list of likely products you'll need:

The Tools – Paint decontamination

1. A pair of gloves to protect your hands.
2. Bowden's Auto Body Gel car wash.
3. 1 x wash sponge – Bowden's Shagtastic sponge.
4. 1 x leaf blower for drying.
5. 1 x Bowden's Big Green Sucker.
6. 1 x Bowden's Bugger Off spray.
7. 1 x soft thick paintbrush.
8. Bowden's Three Way spray.
9. Bowden's Claying Rubber.
10. Bowden's Flash Prep OR Cleanse & Restore.
11. 1 x applicator pad for Cleanse and Restore.
12. 2 x Bowden's Big Blue Softie microfibre cloths.
13. 1 x Bowden's Drop Bear for final buffing.

Before I completed this article I enjoyed a road trip to and from Coffs Harbour, a distance of over 3000 kilometres. I knew that such a trip would attract a fair share of bugs and road splatter, and that's exactly what we had upon our return to Melbourne - thick layers of bugs, both fresh and dried, after our three-day return trip. So BONUS, as part of my explanation of paint decontamination, I'll show you how to remove dried, splattered bugs from all surfaces of your car.

The Technique – Bug removal

The first step in the process of decontamination is to wash the car to remove surface grime. In this case, I am especially concerned to remove splattered bugs.

These can stick to paintwork and their legs, wings and acidic dried remains, can scratch and permanently mark paintwork if not thoroughly removed. You don't want to be rubbing these over your paintwork as you apply the decontamination products. Otherwise - Scratch City!

Step 1 – Vacuum loose bug remains

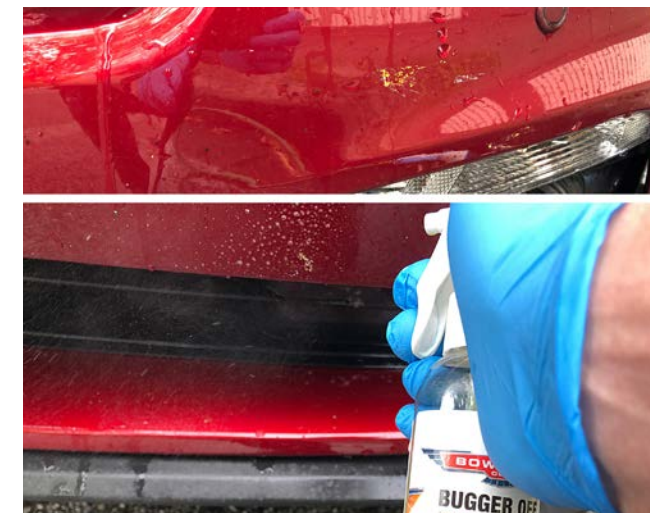
Start by having your vacuum with a soft bristle brush attached. Gently vacuum over the entire bug splatter. Any loose parts will be sucked away. This means that scratchy body parts, such as wings, legs, and hard body shells, will be lifted away. I was surprised at just how much of the splatter was actually removed. What's left is mainly the stuck on dried innards.



Vacuuming away splattered bugs

Step 2 – Wet bug splatter and spray Bugger Off

Our next task is to soften the bug splatter with water. Do this, then do it again, leaving a few minutes between each spraying. This resting time allows the water to penetrate and soften the splatter. When rinsed a second, or third time, even more of the splatter will be gently washed away. TIP: Use a gentle water flow from your hose. We don't want forceful water to push the splatter along the paint – scratches!



Wet bugs, rest, repeat, then spray with Bugger Off

Step 3 – Spray brush splatter with Bugger Off

As you can see from the images in the previous step, most of the bug splatter has now been removed, all without any rubbing at all. It's important to understand what you are doing when you use Bugger Off. This is NOT detergent or car wash soap. You are not going to be rubbing or scrubbing splatter away. The procedures I've outlined, combined with Bugger Off, will gently dissolve and lift the splatter away for us.

Bugger Off uses enzymes* in its concentrated citrus formula. These create a chemical reaction with the splattered body parts disrupting the cell membrane, breaking it down and dissolving it, so they can all be easily brushed or rinsed away. Also, because it is pH neutral it will not affect any wax, sealants or ceramic coatings. In fact, Bugger Off is safe to use on all surfaces, including paintwork, glass, plastic, rubber and metal. As with all Bowden's products, it is biodegradable and environmentally safe to use.

**Enzymes used for cleaning, like Bugger Off, are comprised of safe bacteria that break down waste particles, such as bug splatter, into smaller pieces due to their action on breaking the cell membrane structure.*



Before and after gentle brushing with Bugger Off

Start by spraying Bugger Off on the splatter and, while it soaks, spray the end of your paintbrush. Wait for 30 seconds or so for the enzymes to work, then very gently brush over the splatter. It will be effortlessly removed. If any remains, just repeat this step. For large, or more stubborn splatter, don't rush, repeat and be gentle.

Your bug splatter will soon be removed. Gently rinse over the area you have been working on. If you notice any remaining splatter just spray, let rest, and brush gently. If, after a final rinse, all is gone – you're done. Decontamination can continue.

TIP: Use a gentle flow of water from your hose. We are not trying to blast the splatter away. The Bugger Off softens and dissolves it so no tough rubbing, scrubbing or elbow grease is required. Truly, you will be amazed at what a fantastic job it does.

CAR CARE Tools, Techniques & Tips

Episode 8 – Paint Decontamination

If your car is affected majorly, like mine was after our three-day country drive, then you may find you need to work on a larger area. In the image below, you can see how I attacked the splatter that was spread along the bonnet of my car. Similar extreme splatter was all around and on my windscreen, mirror housings, grill and lights. To handle this widespread splatter just do what follows.

Rinse over the area to soften and gently push away any loose material. Spray the entire area with Bugger Off. Let it rest for about 60 seconds then spray your paintbrush and gently brush this over the entire surface working using straight lines. Larger splatter can be dabbed with the brush to help the enzymes penetrate.

Rinse, inspect and repeat the spray and brush action on any stubborn areas until they have been successfully removed. My experience was that I only needed to wet, spray, rest and brush once for my bonnet to be completely eradicated of splatter. Some of the splatter on my headlights needed two applications before the very dry bug splatter was completely dissolved and removed.



Final rinse and large area brushing technique

Step 3 – Final rinse

After you have worked your way around, give all surfaces a rinse and final inspection. If all is good, proceed to the next step – the Three Way wash.

The Technique – Decontamination: The Three Way Wash

Once you have completely removed any bug splatter, you can be assured that no discolouration can occur from their body acids. Your car is also free from any potentially bug scratching remains.

1. Wash your car thoroughly

The first step in this process is to thoroughly wash your car to remove all loose surface materials. You don't want to be rubbing these into your paintwork as you apply the decontamination products a little later.

Use the two-bucket process with clean water for rinsing in one and soapy water for washing in the other. I would normally use Bowden's Nanolicious. Instead, I am going to use Bowden's Auto Body Gel. The reason for this is that Nanolicious will add a protective layer to the paintwork that rejuvenates my ceramic coating, adds UV protection and a shine.

This is not needed now, as further decontamination steps will remove this. So it would be a waste now. Auto Body Gel is just a gentle, but effective cleanser alone, which is all we need here – more on this later.



Wet car thoroughly to loosen dust and dirt

After an initial wetting of the surface to loosen any dust and dirt, proceed to wash the car as normal being careful to let the wet soapy sponge do the work for you.

The suds actually lift, encapsulate and carry away the dust and dirt from the surface. Any hard rubbing will, more than likely, scratch the paintwork. Always work in straight lines to minimize making micro-scratch circles.



Wash gently with wash sponge

2. Dry your car thoroughly

It is important to dry your car carefully and fully at this stage before the application of further decontamination solutions.

I start by flooding the surface with a soft flow of water. This pushes water away and leaves fewer fine droplets on the surface. Next, I use my leaf blower to push water away from all tricky areas such as door handles, around lights, along window edges and around rear view mirrors.

Use a damp Big Green Sucker to remove the water droplets and buff each section with a dry Drop Bear microfibre cloth.

TIP: There is no need to use After Glow in this step as we normally would. After Glow adds a protective shine to your paint, but as we are decontaminating and removing all previously applied protective layers, we don't need it at this stage. It would be pointless and a waste of product to apply it, and then immediately remove it.



Dry with flooding, leaf blower, Big Green Sucker and final buff with a Drop Bear microfibre

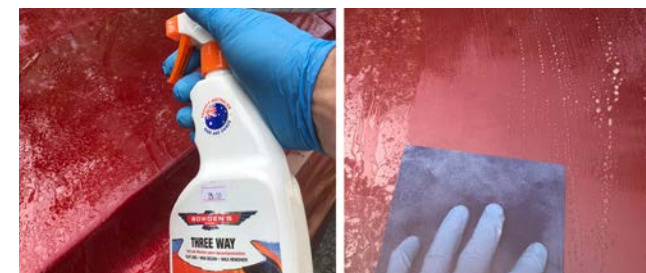
3. Apply Three Way to remove iron particles

Your paintwork has layers of embedded wax, shine enhancers and protectants applied over a number of months. These will be removed more thoroughly a little later.

More destructive and potentially harmful deposits are also embedded in the paintwork.

Primarily, these contaminants consist of iron particles deposited from airborne dust from brake pads and disks. Carbon and oil particles, from exhausts, also bond with your paintwork. These particles all contribute to make your paintwork rough and, degrade the ability of the paint to shed water.

TIP: Because each section will be washed after the application of Bowden's Three Way, it's important to keep untreated areas dry for when they are treated. I recommend starting with a mudguard, then move to a door, working your way around the car. Finish by treating the boot and finally the bonnet then roof.



Spray Three Way. Spread with Claying Rubber

Begin by spraying Three Way onto one section at a time and let it sit on the panel for about 60 seconds. If there is contamination you will see purple lines appear on the surface. This is caused by iron particles reacting with the Three Way. The particles are being dissolved and lifted from the paint surface along with any surface waxes and protectants.



*Purple streaks - iron lifted from paint surface**

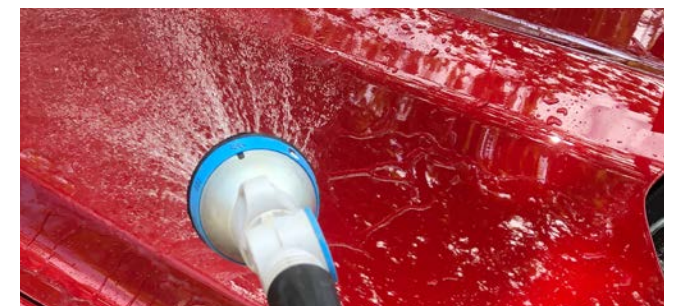
Now, grab your Bowden's Claying Rubber and spray it with Three Way. Use the Claying Rubber to gently rub over the area being treated. Use straight lines up and down, then side to side.

TIP: If you find the rubber difficult to move that's a sign of significant contamination. As the embedded contaminants are removed, the Claying Rubber will glide smoothly across the surface. Similarly, if there are no purple streaks then there is no iron contamination, BUT you want to remove surface waxes and the like, so your use of the Claying Rubber process is still needed.

When the Claying Rubber has no resistance gliding over the surface, your work here is done. Let the surface sit for another minute. Rinse off, then check your work by spraying a small section with Three Way and let it dwell for 60 seconds. If there are no purple streaks then you have successfully decontaminated this panel. If there are purple streaks then repeat the process.

Finish the current panel with a gentle rinse then wash with Auto Body Gel car wash using the two-bucket method. Finish with a final rinse off.

Move now to the next section and repeat the spraying, dwelling, claying rubber, rinsing, checking and a final wash then rinse. Continue until the entire car has been successfully decontaminated.



Wash, rinse and check after decontamination

CAR CARE Tools, Techniques & Tips

Episode 8 – Paint Decontamination

4. Wash and dry the entire car

Before we move on to the final stage of our decontamination process we need to wash the entire car one final time to ensure all Three Way has been removed. Its composition is such that it has a thicker viscosity than other solutions you may. Therefore, we must ensure the car is absolutely clear of any traces of the Three Way so it does not interfere with the Paint Cleanse and Restore process, and certainly before we apply any wax, sealants and protectants.

Use your favourite car wash solution, BUT, not one that adds any form of protection. We will be using Flash Prep or Paint Cleanse and Restore, in the next step, so applying any protection during the wash will be a waste, as it will be stripped off defeating the purpose of using it.

I choose to use Bowden's Auto Body Gel wash. A concentrated car wash that is gentle, yet powerful enough to cleanse the paintwork. I would NOT use Nanolicious Wash at this stage, as it contains polymers* to help protect the surface of your car from UV damage. It also contains specific chemicals to rejuvenate the water shedding properties of any nanotechnology surfaces such as ceramic coats, quartz, silicone dioxide or similar protective coatings.

*** Polymer: A natural or synthetic (manmade) material made up of many repeating molecules. Polymers typically exhibit high strength, resistance to corrosion and lack of conductivity – UV protection in our example.**

Use the two-bucket process once again and thoroughly dry your car as previously explained.

The Technique – Decontamination:

1. Ceramic Coated Paintwork

Before you continue with the paint decontamination routine it's vital you know what type of protection you have on your car. Here is what you need to know:

Ceramic Coated Paint: Use Bowden's Flash Prep

Non-ceramic Protection: Use Cleanse & Restore

So why the difference? It has to do with the ingredients used in each product. Paint Cleanse and Restore is used for non-ceramic coated paints, as it can be harmful to a ceramic coating. It can possibly break it down and remove it, hence, the alternative product, Flash Prep.

Flash Prep does exactly the same job of deep cleaning your paintwork as is done by Paint Cleanse and Restore, but Flash Prep, with its multi-alcohol ingredient based formula, will not harm your car's ceramic coating. It removes embedded wax, sealants, polish, oils or silicone products previously applied and deeply embedded in the grooves of your paint that were not removed by the Three Way surface clean.

As my car had a ceramic coating applied before I took delivery of it, I am going to use Flash Prep. It will do the same job of deep cleaning as Paint Cleanse and Restore, but without harming the protective ceramic coating.

Here is how to use Flash Prep:

1. Ensure you car is parked in the shade or, preferably, in a garage and out of direct sunlight and wind. You don't want dust to be blowing around and onto your paintwork as you are rubbing it down.
2. Select a quarter of a panel and liberally spray Flash Prep over the surface.
3. Use the short pile side of a Big Blue Softie to spread the solution over the area being treated. Up and down then side to side. This action will ensure the solution gets into all areas of hidden hollows within your paint to perform its deep cleaning action.
4. Grab another dry Big Blue Softie and, with its short pile side, immediately remove the hazing Flash Prep. It will come off easily.
5. Once removed, perform a final buff with the long pile side of another dry Big Blue Softie. Done!
6. Move to the next section and repeat 3 to 5.



Spray Flash Prep onto ¼ of a panel and spread*



Wipe off Flash Prep and do a final buff*

TIP: Flash Prep can be used to decontaminate and remove old waxes, sealants, oils, polishes and silicone products from paint, plastic, glass, alloy and chrome. Always use a dry Big Blue Softie so change it frequently throughout the drying / buffing process.

The Technique – Decontamination:

2. Clear Coat only paintwork

If your car's paintwork does not have a ceramic, or similar protective coating, then you can use Paint Cleanse and Restore. This product is different to Flash Prep, in this instance, as it is designed for use on new hard clear coats as well as older, more fragile acrylic coats. So, your paint may appear dull in comparison to paint encased in a ceramic coating.

Now, Paint Cleanse and Restore is NOT a polish. It is not going to remove a layer of paint in order to restore shine. Rather, it is going to perform the same type of deep cleaning as is done by Flash Prep.

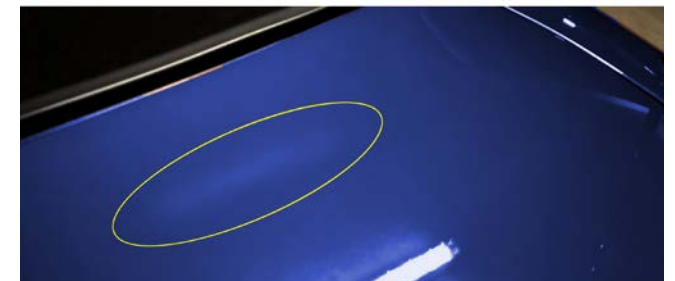
However, it is also going to bring back the lustre of your paintwork as if it was new. If your paintwork is dull, then this is the product to use and NOT Flash Prep as that product is not designed to restore lustre to tired paintwork. It will remove the same array of waxes, etc., as well as oxidation, minor imperfections and dull spots, and, give a smooth finish ready for wax and final protection to be reapplied.

Here is how to use Paint Cleanse and Restore:

1. Ensure you car is parked in the shade, or preferably, in a garage and away from sunlight and dusty wind.
2. Select a quarter of a panel then spread Paint Cleanse and Restore onto your applicator pad. Spread this around the pad with your finger to give an even coverage.
3. Work in straight lines along the panel, then work back in straight lines across – so North / South then East / West. This ensures all areas have been cleaned. You will see a light haze.
4. Grab your dry Big Blue Softie and, with its short pile side, immediately remove the hazing Cleanse and Restore. Rub gently in straight lines.
5. Now, get another dry Big Blue Softie and perform a final buff with the long pile side.
6. As Paint Cleanse and Restore is quite a thick product there may be some areas that were not completely removed with the first removal pass.
7. If you look at the bottom image you will notice an area circled. There is a streak of Cleanse and Restore that has not been completely removed.
8. Remove this with the short pile side of your first cloth. If it still does not move, then gently wipe over the area with your still damp applicator pad. This will re-moisten the product enabling it to be easily removed with the short pile side of your Big Blue Softie.
9. When successfully removed, perform another final buff with the long pile side of your second cloth.
10. Move to the next section and repeat 2 to 5. Done!



Apply with applicator using straight lines



Remove with short pile then buff with long pile

Keep in mind, that Paint Cleanse & Restore is NOT suitable for ceramic coated cars, whereas Flash Prep IS suitable for ceramic coats.

Your car's paintwork is now ready for the reapplication of Carnuba wax or Lazy Wax, Fully Slick and After Glow protectants. Don't drive your car until you've completely protected it with these products.

See the summary tables at the end of this article for the products and steps involved in decontaminating and protecting your paintwork. It's relatively simple to do, but time-consuming to complete, if done carefully.

Whether you have used Flash Prep or Paint Cleanse and Restore, when you look at your paintwork, you should notice how it now looks crisp, fresh, has greater depth of colour, a stunning lustre and a fresh glow with a deep intensity. I've not seen mine look like this before. Check the picture at the end of the article to see what I mean. I'm sure you'll also see a difference in the look of your car.

CAR CARE Tools, Techniques & Tips
Episode 8 – Paint Decontamination

The Tips -Paint decontamination:
Tips for decontaminating your car's paintwork:

Bug Splatter

- 1. Remove bugs by gentle vacuuming.
- 2. Rinse, rinse, rinse bugs, let soak and rinse.
- 3. Spray bugs with Bugger Off and let soak.
- 4. Spray brush and gently dab bugs away.
- 5. Always rinse gently to stop scratching.

Three Way decontamination

- 1. Wash car and dry thoroughly.
- 2. Treat side panels first then boot, bonnet, roof.
- 3. Let Three Way dwell for 60 seconds.
- 4. Use a Claying Pad for more efficient working.
- 5. A smooth glide of the Pad means you're done.
- 6. Wash car with Auto Body Gel wash when done.

Ceramic Coated Paintwork – Flash Prep

- 1. Work in the shade and away from wind.
- 2. Work on small areas at a time on a dry car.
- 3. Spray Flash Prep and wipe gently over area.
- 4. Remove haze with Big Blue Softie – short pile.
- 5. Buff with long pile of Big Blue Softie.

Clear Coat only Paintwork – Cleanse and Restore

- 1. Work in the shade and away from wind.
- 2. Clean a small section of dry car at a time.
- 3. Apply Cleanse & Restore with applicator pad.
- 4. Avoid swirls – work in straight lines only.
- 5. Remove haze with Big Blue Softie – short pile.
- 6. Buff with long pile of Big Blue Softie.

What's up next?

In the next article, episode 9, I'll explain Clear Coat failure and how to properly care for it.
Happy Cleaning!

BONUS SECTION

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

BONUS #4

For S550 models I'll explain how to find the hidden funnel in your boot. I'm sure it will help you one day.

Finding the hidden fuel funnel

- 1. Open you boot.
- 2. Lift the edge of the carpet closest to you.
- 3. Look down and to the left.
- 4. You will spot a black ledge with white under it.
- 5. The white is the funnel.
- 6. Hold the right end of the white funnel.
- 7. Pull it to the right and it will slip out.
- 8. Put it in your fuel cap and use it to funnel in fuel.

Next time you need a funnel, you'll know where it is!



Hidden funnel found in the boot



Decontaminated paintwork – crisp and fresh

Decontaminating Exterior Paintwork
Product Table – Properties, Sequence and Procedure

Bug Removal	Decontamination with Three Way Iron Deposit Removal	Ceramic Coating Decontamination with Flash Prep	Clear Coat / Paint Decontamination with Paint Cleanse & Restore
Vacuum Use vacuum with a brush attachment to clean up any loose bugs.	Pre-rinse and soak Rinse the entire car and let soak to loosen any dust and dirt before washing.	Flash Prep application For Ceramic Coated car. Spray Flash Prep on a small section. Work back & forth, then go up & down with short pile side of Big Blue Softie.	Paint Cleanse & Restore Use applicator pad. Spread Cleanse & Restore over applicator. Work product up & down, then back and forth on a small section.
Wet and Rinse Wet bug splatter and let soak and soften. Wash away gently. Repeat about 2 – 3 times.	Auto Body Gel Wash Use two-bucket method to wash car thoroughly. Rinse each panel after washing. Let the sponge do the work. Do not rub or press hard. Final overall rinse.	Remove Flash Prep Remove haze with short pile side of a different Big Blue Softie. Use a dry Big Blue Softie. It can get clogged with removed products!	Remove Cleanse & Restore Remove haze with short pile side of Big Blue Softie. Use a dry Big Blue Softie. It can get clogged with removed products!
Bugger Off Spray splatter and soak. Spray brush and gently dab splatter away. Repeat.	Big Green Sucker and Leaf Blower Dry car thoroughly. Three way must be applied to a completely dry car otherwise it is diluted too much.	Final Buff Buff with long pile side of another Big Blue Softie.	Final Buff Use the long pile side of a Big Blue Softie.
Final Rinse When all splatter has been gently dabbed away gently rinse entire area.	Three Way & Claying Rubber Spray small sections at a time. Let rest and activate for 60 seconds. Purple streaks - spray Claying Rubber and work gently over section till smooth. Rinse. Spray small section. Let rest for 60 seconds. Look for purple streaks. If so, then repeat Claying Rubber. Final rinse of section. Continue around car.		Final Check Check cleaned section for any traces of Cleanse & Restore. If haze is there, moisten with applicator pad then remove immediately.
	Auto Body Gel Wash Use two-bucket method to wash the entire car thoroughly. Let the sponge do the work. Do not rub or press hard. Final overall rinse.		Final Buff Once all haze is removed buff section with long pile side of Big Blue Softie.
	Big Green Sucker and Leaf Blower, Drop Bear Use blower to move water from hidden areas. Dry car with damp Big Green Sucker microfibre. Buff with Drop Bear microfibre.	Protect your exterior paintwork Your car's paintwork is now ready for the application of wax and other protectants of your choice – see the next table for my product recommendations, tools and suggested procedures.	

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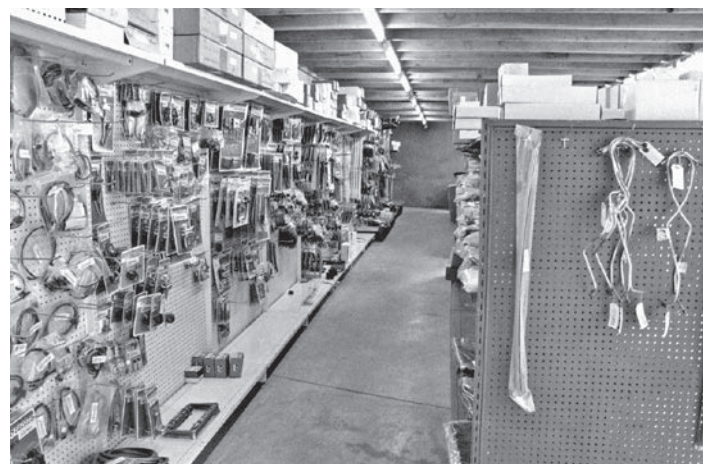
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Episode 8 - Paint Decontamination

Cleaning and Protecting Exterior Surfaces Exterior Product Table - Properties, Sequence and Procedure

Order of Application	Properties	Application Method	Removal Method	Drying Time and # of Coats	Notes
Car washed and dried. After Glow (Synthetic)	Protective Sealant. Adds shine and gloss.	Spray onto moist Big Green Sucker then apply to one section at time.	Remove the light haze with a Grey Drop Bear.	15 minutes to fully cure. Up to 2 layers.	Spray onto cloth only. <i>Do not spray onto paint.</i>
STOP HERE if you are happy with the gloss, smoothness and protective layers, otherwise REAPPLY as follows					
Lazy Wax (Organic)	Adds warmth and depth of colour.	Apply 15 minutes after applying After Glow. Spray onto a section of car or Drop Bear cloth or a Big Blue Softie (short fibre side). Wipe <i>gently</i> over panel using straight lines only. Spray mist onto cloth again after each full panel is completed.	Wait up no longer than 30 seconds before removing with a Grey Drop Bear.	3 hours to cure. Up to 2 layers.	Use one cloth for application. Use clean dry cloths for removal. Do not allow to dry fully otherwise it can be harder to buff away.
Fully Slick (Synthetic)	Adds extra depth and shine to colour and UV protection on top of wax. Leaves a slick surface.	Apply 3-4 hours after waxing. Spray onto Drop Bear cloth or Big Blue Softie (short pile) and apply one section at a time.	Remove immediately with a Grey Drop Bear	1 Hour to cure. Up to 3 layers.	Spray onto cloth only. <i>Do not spray onto paint.</i> Do not allow to dry fully otherwise it can be harder to buff away.
After Glow (Synthetic)	Adds a protective sealant on top of wax and fully slick. Adds shine and gloss.	Spray onto moist Big Green Sucker then apply to one section at time. Spray cloth after each panel.	Remove the light haze with a Grey Drop Bear	15 minutes to fully cure. Up to 2 layers.	Spray onto cloth only. <i>Do not spray onto paint.</i>
Color Magic (Organic)	Hides scratches and adds warmth and depth of colour. <i>Comes in a range of colours.</i>	Load a Big Softie or sponge and gently work into all areas being treated.	Use a Drop Bear. Check and repeat 30 minutes later as some white haze may have been missed.	60 minutes. Up to 2 layers.	Be careful not to spread onto areas where colour is not wanted. <i>If so, remove with Orange Agent.</i>
<ul style="list-style-type: none"> Remember to use straight lines when applying and buffing each product. These products contain no cleaners. They do not remove any previously layered products, but add multiple layers of protection. <i>Synthetic</i> products are hard wearing and last longer. They resist heat and weather. They add shine and gloss but not warmth or depth of colour, as a wax would do. <i>Organic</i> products add warmth and depth that is not possible with synthetic products but they last a short time only and can be removed by washing. That is why we layer synthetic products on top to prolong the life of the organic wax layer. <p>* Images sourced from the Bowden's website.</p>					

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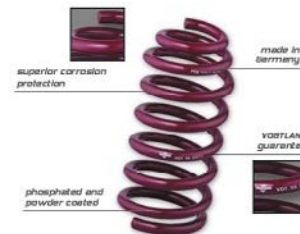
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VICTORIA CLUB SOCIAL CALENDAR AUTUMN 2020



Although many of our planned social events have been cancelled for the time being.. stay tuned to social media like facebook and TeamAp and any emails that hit your mail box for updates as they arise. stay safe...

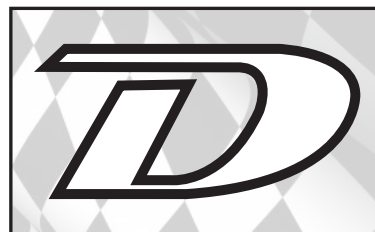


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AUSTRALIAN SHELBY REGISTRY



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

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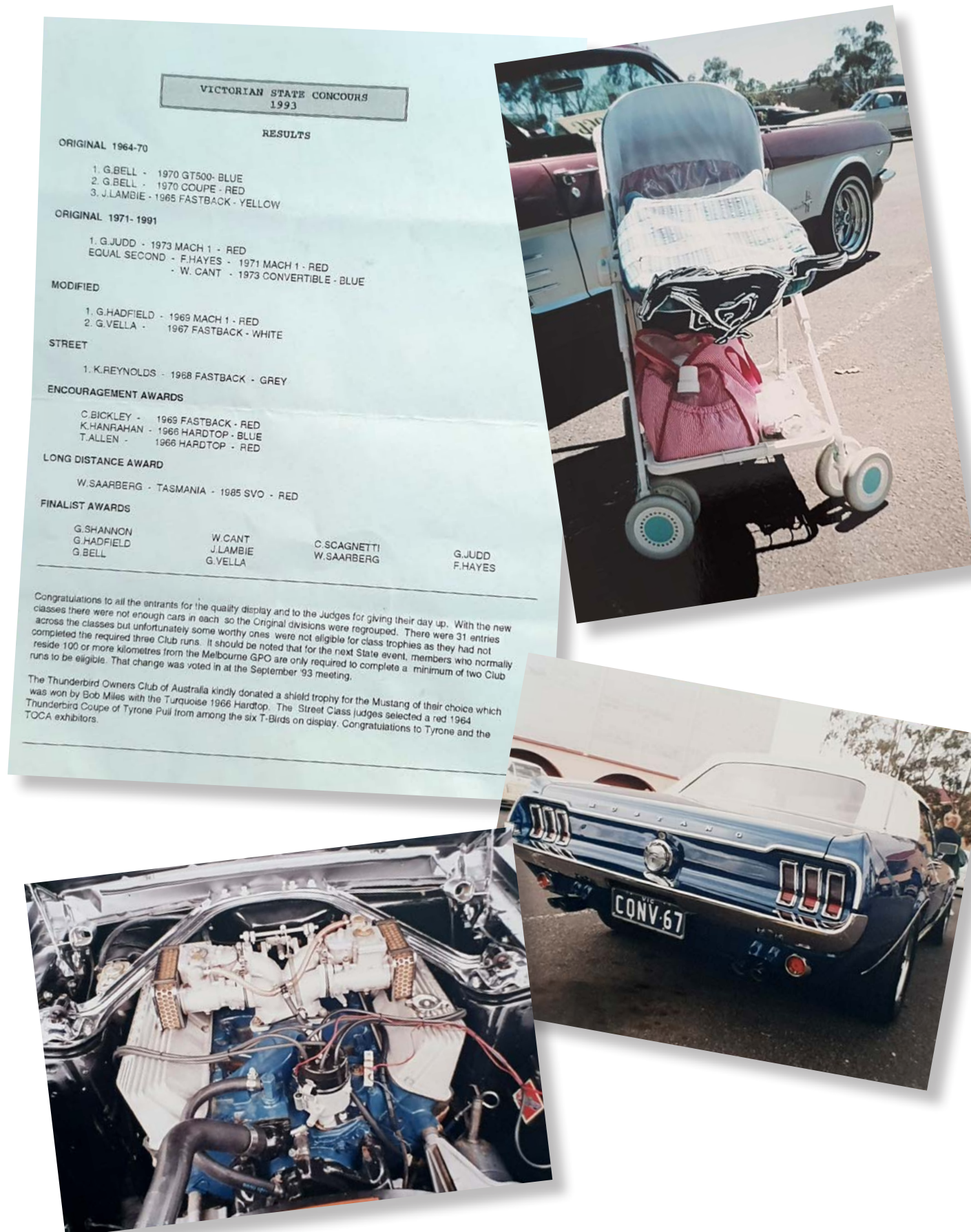


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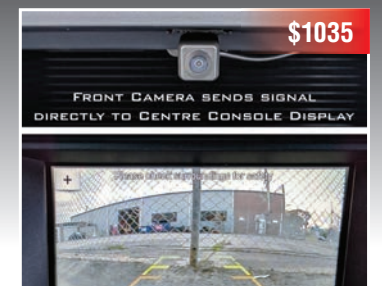
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