

mustang

January to March 2016 **ROUNDUP**
(VICTORIA AND TASMANIA)



MUSTANG OWNERS CLUB OF AUSTRALIA, VIC. INC.



Cover photo supplied by Simon van Asch.
Taken at Star Bar Hotel and Cafe, Launceston.

This Issue

- TYABB Air Show • Trip to Tassie
- Mustang Rally Success • Australia Day

Mustangs of Melbourne

Importers of quality
early Mustangs.

- Large range of 64 - 66 parts.
- Best quality conversions.
- Cars imported to order.
- Disc brake conversions.

Steve & Angela Lond
8/65 Canterbury Rd, Kilsyth.
Phone 03 9761 8308
Fax 03 9761 9122
Mobile 0419329 274

Proudly supporting
The Mustang Owners Club
of Australia.



COLOUR PRINTING THAT DOESN'T COST THE EARTH

We offer end to end marketing
and printing solutions

- Graphic Design • Digital Printing
- Large Format Printing
- Personalisation • Mailing
- Offset Printing



Phone: 03 9763 9166
Email: hornet@hornetpress.com.au

ADVERTISE WITH

mustang

ROUNDUP

Advertising rate four 4 editions per year (commencing Aug/Sept edition)

TYPE	1/2 PAGE	FULL PAGE
Black & White	\$150	\$250
Colour	\$500	\$750

Size dimensions for ads

1/2 Page (no bleed)	180mm (w) x 125mm (d)
Full Page (no bleed)	180mm (w) x 260mm (d)
Full Page (with bleed)	210mm (w) x 297mm (d) + 3mm bleed all edges



MUSTANG ROUND-UP AUTUMN 2016

MUSTANG OWNERS CLUB OF AUSTRALIA VIC. INC.

A.B.N. 33 821 241 698

PO Box 4289 Melbourne 3001

M.O.C.A. Vic. On the Internet: www.vic.mustang.org.au

Email: mocavic@mustang.org.au

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

OFFICE BEARERS

President	Ian Collins	9579 0996	0411 026 824
Vice President	Andre Stoffers		9390 4269
Secretary	Craig McKenzie		0417 561 246
Treasurer	Adam Richmond		0423 449 125

COMMITTEE

Bob Opperman	9579 7271
Rowdie McIntosh	5367 7767
Barry Bolton	0407 058 111
Ken Harrison	9515 7550
Joe Borg	9763 7438
Tony Borg	0411 406 760

NATIONAL DELEGATES

Ian Collins	9579 0996	0411 026 824
Peter Sheehan		0438 600 721

A.O.M.C. DELEGATES

Graham Folwell	9752 9081
Craig McKenzie	0417 561 246

C.A.M.S DELEGATES & LICENCING

Graham Bell	5968 5883
Bruce Rigby	9706 5110 0417 347 282

MOTOR SPORT CO-ORDINATORS

Graham Bell	5968 5883
Bruce Rigby	9706 5110 0417 347 282

VICTORIAN STATE SHELBY REPRESENTATIVE

Nez Demaj	nezgta@optusnet.com.au
Tony Borg	0411 406 760

EVENTS CO-ORDINATORS

CLUB PERMIT SCHEME CO-ORDINATOR

Graham Folwell	9752 9081 / 0417 377 553
----------------	--------------------------

CLUB PERMIT SCHEME OFFICERS

Craig McKenzie	0417 561 246
Joe Borg	9743 7438
Bob Opperman	9759 7271

CENTRAL VICTORIA CO-ORDINATOR

John Chapman	0407 844 379
--------------	--------------

CENTRAL VICTORIA EVENTS CO-ORDINATOR

Angela Williams	0438 699 515
-----------------	--------------

TASMANIAN CO-ORDINATOR

Rod Johnson	0419 558 718
-------------	--------------

PROPERTY OFFICER

Barry Bolton	0407 058 111
--------------	--------------

MERCHANDISE AND APPAREL

Nick & Kaye Duyvestyn	5977 4585
-----------------------	-----------

NEWSLETTER EDITOR

Graham Bell	email: prepress@hornetpress.com.au
-------------	-------------------------------------------------------------------------------------

LIFE MEMBERS

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

M.O.C.A. Vic monthly meetings are held 3rd Wednesday of every month at Richmond Union Bowling Club Rooms, 2 Gleadell Street, Richmond at 8.00pm.

M.O.C.A Vic. Inc. nor the editors shall be held responsible for, or endorse, any personal opinion expressed in any article published herein, nor will M.O.C.A. Vic. Inc. or the editors warrant the workmanship or offers of any advertiser in this publication.

M.O.C.A Vic. Inc. and the editors reserve the right to refuse advertising material or other material deemed to be inappropriate.

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



PRINTING THAT DOESN'T COST THE EARTH

**PLEASE SUBMIT ALL ARTICLES FOR MAGAZINE
TO PREPRESS@HORNETPRESS.COM.AU**

Mustang Round-Up is proudly printed by Hornet Press Pty Ltd. Ph: 9763 9166

PRESIDENT'S LETTER

Dear Members,

It only seems like yesterday we were having Xmas break ups. The turn up to ours at Richmond continues to grow and is almost bursting at the seams. The car show scene is in full flight and we have had cars at most events.

It could not be physically possible to make all events and our wonderful events coordinator Tony Borg works his backside off to try and make it happen.

The club is travelling along nicely and membership is on the verg of 1000. Please note memberships are due by the 30th of June and to help the admin staff out, please get them in asap. Remember for what you get from the club this is a pittance and most have cars on H plates anyway. If you are using the club scheme remember how much work goes into this from the club. You are required by VicRoads to have your membership paid up so you can legally drive your car.

The police are targeting H plates and checking if you are a member and if you are filling in your log book. Do not expect the club to lie for you if you are not financial, let alone the insurance companies who will rightly not pay if you are not financial.

The club has unfortunately lost a member recently. You will remember those heart felt photos of Debbie Pearce showing how tough she was in gathering every bit of energy to walk up the aisle to marry her soul mate Andrew, how beautiful she looked on the day. I was moved and thought of the unfairness of it all. The club showed up in force as it does in these times and made a beautiful guard of honour. Our club is so full great people and they show their greatness at times like this.

Angela Williams what a magnificent person and John Chapman who spoke about Debbie along with Warwick Dowsley who can make you laugh and just as quickly make you cry. I said a few words on the club's behalf as well.

To Andrew never a more loving man and an inspiration to us all was there till the end. It was a wonderful send off for a very deserving lady who will be missed by all.

Sadly the movement lost another great person in Jenny Illman, a person of great stature in the SA club.

Jenny was a life member and a person that did plenty for the movement and the SA club. Those of us that have been members a long time would have known and loved the Illmans, a beautiful couple always smiling and once you met them they were friends.

The SA club put on a wonderful service for Jenny with 60 cars on display. The Vic club was represented by myself, Warwick Dowsley, former President Frank Hayes and his wife Sue, the Duyvestyns Nick and Kaye.

The service was very moving and Warwick spoke beautifully as normal. The ladies in front commented as soon as Warwick gets up he makes me start to cry.

We have had our run to Tasmania in Feb and this just gets bigger every year. This year we took 22 cars down and everyone that went had a wonderful time.

All that went enjoyed themselves and met up with the Tasmanian members who were wonderful and helped us along the way, big thanks to Rod Johnston.

Thankyou expecially to Andrew Gowan at Gowans

Ford, Burnie for your hospitality and the Railway Inn at Queenstown with Darren and Karen Stewart looking after us, the riverfront Hotel in Hobart where we stay, big thank you to the Hobart crew especially Dave O'Brien and Tilfords Ford Hobart. Meeting the Mayor of Launceston was an honour, Mr. Albert van Zetton a wonderful guy. Then Dick Beckett for allowing us to visit his wonderful truck museum and last but not least Chas Kelly for allowing us again to visit his wonderful car collection.

Tasmania is filled with A grade people and anyone that does not come on the next tour is missing out big time.

Thankyou also to local Geelong member Bob Stanton for allowing us the pleasure of a visit to your collection of cars, absolutely fantastic. Work behind the scenes has already started on the 2019 Nationals so watch this space.

Our great mate and club sponsor Craig Dean has started well in his brand new race car and as we all know he will fill the podium plenty of times as he is a very accomplished racer.

Last Friday the club had the great Alan Grice as guest speaker. Alan who would be remembered for two great Bathurst wins also raced at Le mans and in the American nascar series and the Bathurst 12 hours along with the V8 utes, what a great guy and those that missed really missed out, Alan spoke for over an hour and kept us spellbound with his knowledge of racing and race cars.

We will again be having a display of Mustangs at the Australian Grand Prix and if you visit try and have a look out for them.

Also Anzac day, to be able to be part of the magnificent and moving day is just such a proud day for the club to be involved.

I notice more and more new Mustangs around and the more I look the more I love them, such an exciting design and how good do they look on the road. The exhaust sound well that note is almost the best noise ever from a car. Don't waste your money on a stereo just wind the window down and fall in love. Perhaps they could make a tape for those boring electric cars an give them something magical instead of hissing like a death adder.

Now Easter is coming and the magnificent club in Queensland are putting on this years National concours, I for one can't wait and look forward to seeing all my old mates from clubs around Australia and meeting new people just starting their journey with the great Mustang family come along will love the event.

To all that have joined recently make yourself known I love meeting new people or email me. Anyone that has any ideas please call me.

Keep on Mustanging,

Ian Collins



FROM THE EDITOR

Welcome to this Autumn 2016 edition of your Mustang Roundup.

We have a great mixture of news and articles for this issue. Many thanks to all members who took the time to write or source an article for publication, not all Mustang related, but still interesting. Just shows that some members have other interests apart from Mustangs. With a quarterly magazine it is very difficult to be up to the minute with news and upcoming events, a lot can change in 3 months. I encourage all members to stay in touch with the MOCA website to get the latest info on up coming club runs and events etc.

I look forward to getting photos and articles from the up coming Nationals at Easter in Queensland. Unfortunately I will not be attending due to work commitments and the fact that we are heading off the following week to compete in the Targa Tasmania, tarmac rally. Looking at the entry list, there are only 2 Mustangs in this years competition, Craig Dean (and his new International Navigator) in the new 2016 Shelby and Peter Furnedge and myself in the 1965 Shelby GT350 replica. Along with club member Darryl Carr (our mechanic and support crew) and his wife Sharron, owners of Fineline Automotive in Knoxfield, we are all travelling and staying as a group. So between us we not only represent the Mustang Owners Club, but also the 50 year span of Mustangs. We should have some good stories and pictures for the next edition.

Australia Day Roundup - Bayswater

The weather was certainly kind to us, except for a few wind gusts later in the day. This event is always well attended with somewhere around 100 Mustangs coming and going. We took 2 cars, Sandra and Kirsty in the 07 Shelby GT500 and myself and grandson Taige in the 66 GT350. A great family day picnic

atmosphere prevailed and we managed to get some really good people pics, as well as some of the cars. Taige (aged 10) got a little bit bored after a while, so he drew a picture, his interpretation of Mustangs on Australia Day. A big thank you to the volunteers who give up most of their day to set up the club BBQ trailer and cook up a bacon and egg brekky and then a BBQ lunch. Well done girls and boys.



FROM THE EDITOR



Calder Track Day - HTCC (Vic) - Feb 21

As a season opener, the Historic Touring Car Club have a track day to both test cars before the serious racing begins and also to involve family, friends and sponsors by allowing "passenger in vehicle" sessions. The day was run with a Fast group, Slower group and a Passenger group. The day was fully subscribed with 80 entrants. The Mustang Owners Club was represented by Bob Lorch, Len Cattlin, Graham Bell, Phill Walters, Gary Shipton and John Williamson. There were a mixture of invited clubs and cars. Up at 6.00am, grandson Braydon (17) who had been to a party and got home around 2.00am got up and declared he would come with me to Calder. Braydon often came to track days when he was younger, he was 3 weeks old when he came to his first 6 Hour event at Winton. We arrived at Calder around 7.45. First job is to unload the car and pass scrutineering. Bugger, I have got no brake lights. Water had leaked into the rear left brake lights and blew the fuse. Had

fuses with me (these are old cars) and fixed the problem, nearly. Right and central lights working, left one would not stay on, found a wire loose in the push on connector, had to strip the insulation rubber back to the metal and then tape the wire in place. Bingo.



FROM THE EDITOR

Passed scrutineering.

I had taken the race car to Calder to do some testing prior to going to Targa. First session I took Braydon out with me as a passenger. He looked a little "green" afterwards, but said he really enjoyed the experience. Second session I went out on my own to push the car a little harder, got 6 laps and then the brakes disappeared. I came in, after cooling down the brake pedal got some pressure back. Third session, Gary Shipton took my car out to get a second opinion on the handling and to compare against his car, as we had changed much of my suspension to be similar to Gary's. He was impressed with the way it handled (no brakes again after 6 laps).



Fourth session, my oldest daughter Nic had come out for the afternoon to take some photos, so we suited her up and she came out for a passenger session (6 laps, then no brakes). Nic said she was terrified, but could see why I get such a buzz from doing it. She really enjoyed the experience.

Returned the car to the race engineer. Please fix my brakes. It appears the brakes were not bleeding properly due to the front to rear bias valve. We shall soon find out!

Cheers,
Graham Bell



Cut off for next Edition - June 17th 2016

Please email all your articles directly to prepress@hornetpress.com.au

If anyone has suggestions for regular articles you'd like to see in the magazine or you find anything interesting please send it to us. We are also always seeking information on events, results and any pictures you may take or see. Please note we are unable to reprint scans of articles or photos as these may be subject to copyright laws.

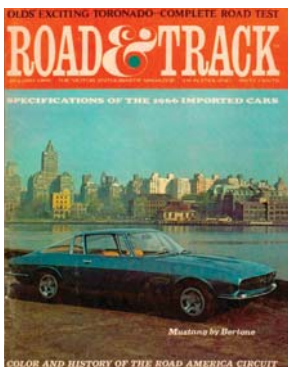
DRIVE FLASHBACK: 1966 FORD MUSTANG BY BERTONE

Article and photos supplied by Travis Folwell via Road And Track.com.

This article originally appeared in the January 1966 issue of Road & Track.



It's an everyday occurrence for an editor to commission a story. But for the editor and publisher of *automobilia's* answer to *American Heritage* to commission the construction of a car is, to borrow a phrase, a case of man bites dog. Yet this is exactly how the car on this month's cover came to be. Scott Bailey, the man who is *Automobile Quarterly*, pried a bright red fastback Mustang out of Dearborn, got Alitalia to fly it across the Atlantic, and commissioned Carrozzeria Bertone to rebody it.



As in any such commissioning, there were stipulations. There were to be no mechanical changes. Well, practically none. It was to be ready in time for the New York Automobile Show. (Like everybody else's exhibit, it was, but just barely.) And it was to be any color Nuccio chose as long as it was not the same color as when it left here. But that was it. No "It's

got to be lower than the underside of a Fruehauf." No "I want a fastback just like Jayne Mansfield's Ferrari." No limits at all. Which makes Scott Bailey a good guy in any carrozzeria's eye.

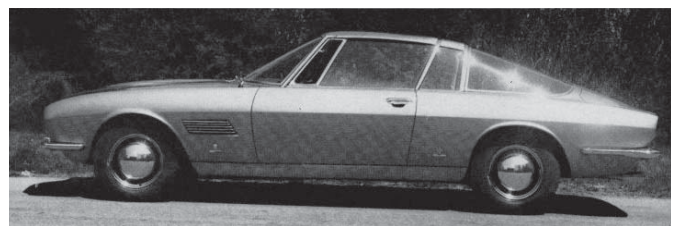
It's worth a moment to wonder why the Mustang should have been chosen as the foundation for this effort. There are two reasons: the magic of the name (like quietness, nothing from Crewe is sacred), and the fact that popular or no, the standard Mustang is not the most beautiful creature on four wheels. Opposed is the simple fact that the Mustang is nothing more than a drastic re-bodying of the Falcon/ Fairlane; a far more than skin-deep job but one that did not reach the suspension. A less visually oriented patron might have asked BOAC to fly the Mustang to England for the attentions of a suspension designer-fabricator.

Anyway, the deed was done and here is the car. Here on these pages, not on these shores, for now that Don Frey and Lee Iaccoca have had their pleasures with

this design exercise, it has returned to Europe to do the auto show circuit, Paris. London. Turin. It's a lovely car to look at and one may hope that it will become part of FoMoCo's traveling exhibit for the various domestic auto shows. Pending seeing it with your own eyes, let me describe it to you.

If any common spirit pervades Bertone's wide range of automotive creations (see Carrozzeria Bertone, R&T June 1965), it is nothing more radical than his careful mixing of the functional— aerodynamics, visibility, ease of entry-exit and sheet-metal forming— plus an equally careful sprinkling of exotic tidbits. The Alfa Cangaro and the Iso Grifo, both intended as colorful, way-out machines, have handsomely overdone slots in the front fenders to permit air to leave the engine compartment. This same function is served in a calmer fashion on the Mustang, a calmer car, with a grille that matches the texture of the one in front of the radiator.

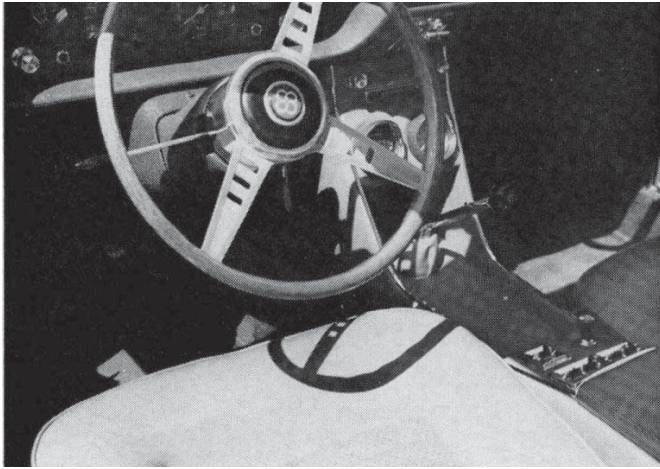
The latter is itself simple and tidy, almost inconspicuous. The tradition of identifying cars by the grille is probably the reason why the grille is now such a dominant feature in any production car's design. (Likewise taillights.) While racing GT cars have shown that grilles are unnecessary, saving thus both weight and dollars, this works only on very low cars. Despite several tricks that we will discuss later, this is still a somewhat taller car than those you see on racing circuits and some sort of grille is desirable. The simplicity of the one Bertone designed is very pleasing, filling the gap without detracting from the intense interest of the body, itself the identifying feature of this car.



Before getting to the body. I'd like to get in some words in favor of Bertone's use of four headlights. Two will suffice: more illumination. The usual virtue of retracting them of course applies; they stay clean until they're needed. And by retracting them symmetrically. Signor Bertone has managed to ensure that they look "right" in either position, a solution not yet achieved by many. While the grille verges on looking too wide when the lights are folded away (see cover), retraction does save you offending those to whom "quad" lights are an abomination.

The body itself is elegant in its simplicity, two words that are seeing hard use in this text. Its stainless steel roof lightens the canopy visually, a technique that says "expensive" while retaining structural simplicity. Yet the rear quarter window seems an awkward confluence of lines and shapes that merge no better than rush-hour

DRIVE FLASHBACK: 1966 FORD MUSTANG BY BERTONE



traffic. The fake roll bar is too precious to help much in justifying the arbitrary angle of the trailing edge of the door window. But I'm picking on small details. Overall, the Bertone Mustang is as refreshing as a pretty girl.

It's always fun to look at a pretty girl, but when it turns out she's the kid down the block grown-up, it becomes interesting too. Never thought her freckles would disappear, did you? Seeing Carrozzeria Bertone's handiwork on such a familiar car is rather like seeing a gourmet chef make an epic lunch out of last night's leftovers. Nothing wasted. Bertone didn't save every single part from the original body, but he didn't throw them all away either. It makes you realize that, like black and white and a multitude of grays, there is no hard and fast line between California Kustomizing and Carrozzeria Craftsmanship. Except that carrozzeria is not pizzeria. Taste is all. Lead, dum-dum, and the original parts are materials, raw and unvalued in themselves. Use them or discard them, alter them, invert them or throw them away— or even use them on another project.

It's like a game to search this Mustang for Ford-built parts. Some are camouflaged, some are simply used unusually. The humble ashtray, for instance, is strictly FoMoCo and very stock. In fact, so is the contour of the lower surface of the dashboard into which it slides. I don't know if the dash metal itself is Ford in origin but its contour is. Because it's an acceptable shape, one that Bertone could work around with success, and because the ashtray fits it. And who wants to diddle around building custom ashtrays when there are fenders and hoods and roof panels to do?

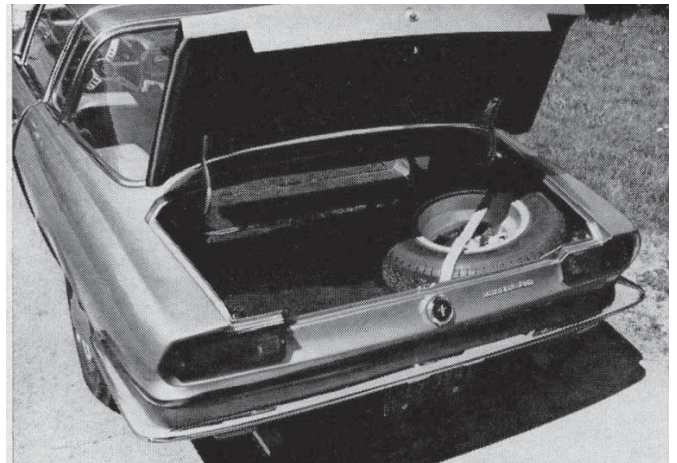
The rear jumpseat folds down to make a luggage shelf and then you recognize it too as stock hardware. So is the little door to the trunk. These are perfectly good items, well worth retaining, but they're reupholstered in light cowhide-like vinyl that's unmistakably non-Ford, of course.

The gas cap is in the same place but the gross original has been replaced by a smaller one. Similar in appearance, horse emblem and tricolor patch in the

center of a chrome circle, but now in appropriate scale to the narrow shadowbox tail section. Did Bertone have a modern-day Benvenuto Cellini carve this out of unborn chromium? Certainly not. It's the working hub of the original cap surmounted with the emblem pried off the horn button.

The steering wheel, but of course, is wood-rimmed and what's more, its horn button is wood-trimmed. Automobile Quarterly, as befits its name, has for its emblem a quatrefoil with circular leaves, perhaps to symbolize wheels. Four of them to make a car, and for the four issues per year. Bertone's staff, being stronger on woodcarving and inlays than on solid gold salt shakers, made a wooden horn button with this quatrefoil inlaid in various grains and tones.

That's not all that the driver enjoys. Bertone did insist on one change to the chassis. He installed a shorter radiator. It's a simple change, one we could do ourselves with the aid of any small town's radiator rebuilding shop. Just knock out about three inches and solder back together. One change, and what a cornucopia of benefits. The long hood can now slope downward from the inch or two lower cowl. The nose is now so much lower that it makes the standard Mustang look tall and perpendicular. For the driver, this is a genuine improvement. Now he can see the road close in front. It's not as good as a VW by far, but at least when you crest a hill, you don't have to propel yourself out of the seat to make sure the road is still in front of you.



I don't know whether the amount sliced off the radiator will ever make a difference in cooling the regular-gas-burning 289-cu-in. V-8 on a summer day in Albuquerque, but even if it does, the embarrassed driver can console himself with the thought that warped Ford heads are cheaper to replace than warped Ferrari heads.

Bertone fully exploited this minor modification. The hood panel itself has three bulges. Time was when we called them power bulges and once we'd seen aerial type Mustangs we opened the front of them for ram

DRIVE FLASHBACK: 1966 FORD MUSTANG BY BERTONE

air pressure. Eventually we found this actually hurt carburetion so now on working show cars like this the bulge over the carb is closed, at least at the front. The two little scoops with real openings? A styling trick to accommodate the upper end of the front shocks.

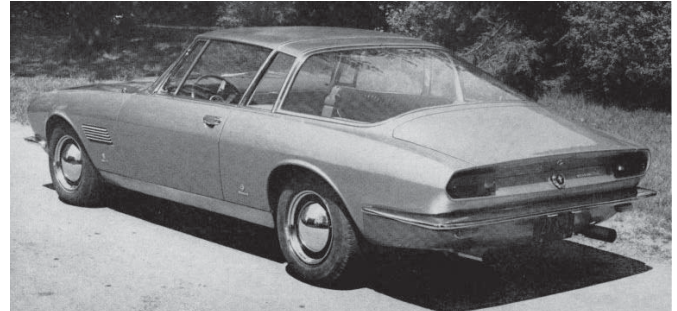
Let us leap to the driver's seat for a moment. The chassis is unchanged? Then how can the Bertone Mustang be any different to drive? Aha. That's one of the beauties of this business. You customize the body and the handling is improved. Take my word for it, it is. First there's the better visibility. Over your shoulders as well as the hood. There's no blind spot and in heavy traffic it's easy to keep track of the neighbors.

I found the driving position dramatically better (and our family chariot is an all-too-standard Mustang with all the handling options). The key is not the lowered hoodline, however. Nor is it the handsome Reutter-equipped reclining seats, although they help. It's as simple an item as the chop job on the radiator. The steering column has an extra universal joint. It's in the vicinity of the dashboard. The last foot of steering column slants upwards and the wheel is at 28½ degrees from vertical instead of the 21 degrees on a standard Mustang. If (big word) the cowl had been lowered without this universal joint being added, then the wheel would have been closer to vertical than stock and I dare say the car would have been both uncomfortable to drive and nearly impossible to get in and out of. This solution is not one that will appeal to Detroit cost accountants, but perhaps I have the impression that the seating configuration is one of the first optimums to be traded off. In Detroit or anywhere else. Except in Italy, if one may be permitted a generality.

Driving this Bertone-bodied Mustang is more rewarding than being in the normal one. There's lots of attention from other fastback-fanciers, only one of whom asked if this were a special Barracuda. (With all else they must put up with, New Yorkers on wheels have to be forgiven questions like this.) And on lonely roads, the Bertone Mustang seems closer by far to achieving that mystical purity we call the essence of sports car. The lively performance is now supplemented by a keener sense of control. You see with ease where you, the road, and its other occupants are at all times. The steering wheel fits your hands more comfortably, it

connects to the optional quick-steering box, and aside from the giveaway Americanism of the V-8's exhaust, you can Walter Mitty yourself into a Ferrari with very little effort. On a parkway.

Let me digress to explain why I can only presume what the mountain road behavior is.



When Mr. Bailey installed me in his jewel, there were all the usual cautions. I must doff my non-existent hat to Scott for getting to me. "Uh, say, Steve, you know these wheels are specially cast of magnesium for Bertone. Well, he wrote me a letter when he shipped the car saying that because they had not been cast under his supervision, he could not warranty them. Whatsoever. And, uh, before you go, I'd like you to sign this release form. Just write your name here. It absolves me from all liability, you know, just in case. Well, it's the same form Ford Motor uses" (literally so, right off their pad) "and I know you don't mind signing for them." Hmm. I signed. My lawyer says never to read these things, it makes a better case later on. Better for him, I suspect. So I went tiptoe wherever I drove, visions of shattered wheels dancing before my eyes. So I can't report how much the 6-in. rims or the fat jolly 185-X-14 Pirelli Cinturatos help the cornering.

Because when I got to my house I took them off, replacing them with the steel-mounted 165-X-15 Cinturatos that live on our family Mustang. But I still didn't practice the Great American Rally route.

Another reason I swapped wheels and tires was because those Italian castings are ugly as sin. (In Italy that's ugly?) And I have a big thing about Baby Moons. See Automobile Quarterly if you want to know what the cast wheels look like. Or turn back to the cover.

Visit Foundation 49: Men's Health
www.49.com.au

**It's a Whole New
Ball Game!!**



A LETTER OF THANKS

As you are probably all aware, I lost the love of my life Debbie recently. Although Deb fought her illness with all the strength she possessed it was a battle that just couldn't be won. This is just a short not to say thank you to the Mustang Club of Victoria. The support we received throughout Deb's illness was just amazing. Lead by Ian Collins our president who was just fantastic with cards, flowers etc. On the local front here in Bendigo lead by Angela Williams who we would see every second day and although she couldn't do a lot to help Deb she kept me going with love and support.

On the day of Deb's funeral my biggest suprise was a phone call from Angela Lond. Deb and Steve's battle unfolded at about the same time. The second was seeing Mustangs from Melbourne roll in some of whom would not know Deb as such but made the trip to support me. Thanks guys. A big thank you to Warrick and Ian for getting up and speaking at the funeral. Deb and my last run together in the Mustang was to Kyneton for lunch where we sat with Ian and Davina which was great. Thank you to Graham Bell for putting the photo of our wedding on the front cover of the club mag which was a great surprise.

Lastly a big thank you to the local Mustang members lead by Angela Williams, John Chapman and Ian Blume, a small group within the club for the phone calls, flowers and cards and WOW the love and support we received is something I will never forget.

What a great club we belong to but sadly we are losing more and more members to this horrible disease.

I have been a member of this club since 1988 and as we in the club have seen, it is not the cars that make a club great but its members. We are so lucky.

Yours sincerely,
Andrew Sumner.
Member 190.



SWAP MEET GET TOGETHER IN CENTRAL VIC

Article and photos supplied by Angela Williams.

The night before the Swap Meet is always a very social occasion for those of us in Central Vic.

We send out the emails to ask who would like to come out for tea and we always get a great response. We meet at Tonys on High in High Street Bendigo opposite the Cathedral, parking our cars on the footpath in front of the restaurant and we get a great view of the cars that are coming into town for both the swap meet and the car displays that are put on by quite a few different car clubs on the night. We will usually always have some of the Early Holden Club members who join us and some from the Chrysler Club as well. We spend the night talking, eating and drinking not only with each

other but with people who are walking past to have a look at the impressive array of Mustangs on display. Always one of the best nights on our calendar. Come and join us sometime you won't be disappointed.



The Perfect Gift

Self'-drive A Mustang

Birthday, Anniversary or a special
weekend away



Pete's
**Classic
Garage**

9555 3528
petesclassicgarage.com



***Ian Blumes wife thought that Ian was going to Bathurst to watch the car racing.
Little did she know that he was going to meet up with a bird and share a meal.***

Courtesy of John and Maree Chapman

Mustang Wordfind

M	D	R	O	F	Y	C	R	E	L
H	T	L	B	C	R	L	A	L	P
C	M	M	O	W	S	E	C	E	K
A	A	U	S	K	Y	V	Y	A	C
M	P	S	S	B	B	E	N	N	O
E	Q	A	L	T	A	L	O	O	L
Z	L	E	B	C	A	A	P	R	B
W	H	R	O	S	D	N	I	W	G
S	E	M	E	L	E	D	G	V	I
M	A	C	T	T	I	L	L	U	B

Word List

BIG BLOCK

BOSS

BULLITT

CLEVELAND

COUPE

ELEANOR

FORD

MACH

MOCA

MUSTANG

PONYCAR

SHELBY

USA

WINDSOR



Courtesy of Gary Shipton

OBSESSION FROM A YOUNG AGE

Article and photos supplied by Shane Cowman.

Hi Fellow Mustang Club members,

The wife, Evelyn, and I have been in the club now for about 3 years, so fairly new compared to most and attend most meetings. She understands my passion but does not fully join in my enthusiasm at times. I thought I would take you through a journey of my obsession with cars, and at times motorbikes. Unlike many in the club I didn't grow up always wanting to own a Mustang; I just wanted cars that were different, stand out and so have never been happy with a factory car. Evelyn's current new car spent its first two weeks in the garage after we bought it with me modifying it; told you obsessed. When I was a teenager and before I had my licence I had a mate with older (car owning) sisters and our weekends would be consumed with washing their cars as long as we could drive them. It was amazing how many times we had to move them in the process. It was then I learnt how to get the back out and do 180s, in paddocks of course. Then they had to be washed again.

Time came to get a licence and car. Being a poor student, I scored a HD Holden from a neighbour who used to race motorbikes and the car benefitted from the left over race fuel at the end of a meet. Love the smell of racing fuel and it stayed with the car long after I bought it. I totally restored that car, including my first attempt of spraying a car, and so started me on my path to playing with cars. Learning to drive in that car was fun and being a Holden red six with 3 speed 'crunch box' it was primitive and cheap. It needed to be as I went through 2 engines, 3 gearboxes and 2 diffs.

When I got a full time job I did what most young guys did; went and got a loan to buy a V8. It was an XC Falcon 'Shaggin wagon'. My mates had vans but I wanted the availability of extra seats although a full length mattress I tailored for the back was there most of the time. It was around this time I met the love of my life, Evelyn and we married. Yeap, nearly 31 years now and she still puts up with me and my obsession. If you ask her it has been touch and go on occasion. In this time we worked out that between us we have owned in excess of 30 vehicles.



We have always had a general 'family car' for Evelyn to drive but they have never been stock. Normally they are lowered with alloy wheels that make them stand out. At one stage she had a Jaguar Series III Sovereign. And then I have my projects, or interest cars; just some are - 2 Cortinas, Torana, XB Ute, XF Ghia, 3 XJ Jags, 37 Hot Rod, Saab Convertible, 2 Ford Capri Convertibles.



I hold no trade qualifications and have never been trained in any car restoration skills but must have had the gene passed down. The first full on build was to do a hotrod as prior to that most builds were smaller tidy up restorations. At my first house in Mill Park in the northern suburbs of Melbourne I had to build a garage before I could buy the hot rod project as I needed to lock it away and not have the backyard looking like a wreckers. This condition was set very early in the process. Then came the two old stock 1937 Plymouth sedans. They came at two separate times at a total cost of \$1800. These were literally two paddock cars which I combined into one. I did everything from the straight LPG 351 Cleveland install through to the body fabrication and paint job. I even sewed the interior except for the seat cushions; the home singer just couldn't cope. It took 5 years which I documented by taking photos and now have them in an album. Once on the road I took it to the Royal Exhibition Buildings, Victorian Hot Road Show as part of club stand display. I drove it there wiped it down and left; only to be called by the club president to say that I had won 3rd prize for hot rod sedan. I was absolutely stoked! The cars that came 1st and 2nd had display stands worth more than my car. I drove that car for two years and used it in numerous weddings but found it was not being driven enough and the money would be better utilised on the mortgage. I picked up a series I XJ Jaguar as a daily driver and kept myself busy tidying that.

After that period I thought I'd give it a break, but to Evelyn's disgust, our good friend came across a client who had a Series II XJ for \$300 and it was all there, just neglected. I had to have it and spent the next 3 years doing a ground up restoration on that. By this time we were in our current home with a built to order triple garage. Once finished, I called this Jaguar my Panadol

OBSESSION FROM A YOUNG AGE

because, if I had a headache, I could go for a drive and within minutes, it was gone. This was old English white with red leather and fully tailored white sheepskin. It also had a large folding vinyl sunroof; just beautiful.

Our two boys were getting older and I have seen too many young people get handed cars they don't respect and end up wrapping them around a pole. My boys were not going in that direction. As father and son projects they each had to put in 'dollar for dollar' and 'hour for hour' with me to build their first cars.

The eldest restored a 1983 Honda Prelude and the youngest did a full 'pimp my ride' on a 1984 Rodeo ute. The ute ended up with an electrically operated vertical lift rear deck lid which housed roof DVD, Xbox and full bed. These projects spread over a period of years in which time I had a number of mildly modified cars and a few bikes.



Time was moving on and I thought it was now my time to do a car for myself again. Since my first Ford V8 I have tended towards the blue oval but it was just that I couldn't resist a bargain in other brands. The question was, "What was going to be my last big hurrah?" My criteria was simple - Ford, V8.

I was seriously considering a falcon hardtop coupe, preferring a Landau but the starting price for something that I would still pull down to restore was way above what I was looking at. The other problem is that I seemed to have been corrupted into wanting a convertible. I had two little Ford Capri and a V6 Saab convertible so I had caught the bug of cruising with the roof down on a barmy evening. So what were my choices with ready access to parts? I didn't want a Chev, so that lead to the logical choice.....MUSTANG.

Next was that it had to be the 1969. Everyone has their own opinion, and I respect that, but I felt for me that it was the biggest, musciest version of the early Mustang that still retained the true Mustang shape. There are not alot around and as per all my cars, I like something different. I didn't want or need a numbers car or a special edition as the hot rodder in me was going to modify it my way. My theory is, if I like it, I'll make it fit.

In 2011 and after many months of internet surfing and considering importing one, I found one. Stefan from Custom Mustangs had brought in a 69 convertible from Matt of Shermatt International in the States a few months earlier. He was intending to tidy it up for the wife to use but a good look showed this was a big project. I knew what I was intending for this car and took possession. I think there may be about 40% of that original car still left. That would be the core body structure, roof, bits of trim, windscreen, bumpers, rear seats, front guards and some of the rear guards.

Again things had to be done around the home (9 months delay) before I had permission to dive into the build. During the, to date 3.5 years, build I've made detailed notes in the form of a computer diary and taken photos at every stage explaining any issues rectified and modifications made. This will be invaluable when I forget what I did and need to play with something in the future. The whole car has been stripped down and bead blasted to a bare shell. There was so much filler in the doors the blaster refused to do them saying there would be nothing left. They have been replaced with good original doors from the States. When he did the bonnet a metal sheet fell out having been bogged in where a shaker hole was. You have to laugh.

In previous projects I found the most efficient way to modify a car was to obtain a 'Donor Vehicle'. For this project it was a 1996 5.0 lt NL Fairlane I scored for \$800 from a nearby suburb. This donated the whole drive train from radiator to LSD diff and LPG tank. Once I sold off the bits I didn't want, I even made a few dollars. I intend keeping this Mustang long term so I have converted it myself under the watchful eye of an engineer, who I engaged at the beginning. I found with the Hot Rod, it is always best to have the engineer on board from the start.



Most of my friends and family don't believe this is the last big project as they believe I will get bored, as I have done in the past, and get something else. I say NO!

Without going into a the nitty gritty detail just some of the work performed was:

OBSESSION FROM A YOUNG AGE

- The 2005 Mustang Performance white bodywork was done by a club member, Rob of Heidelberg Smash Repairs
- The short block and heads were built and modified by The Engine Reviver of Epping.

Everything else was me -

- Complete Strip
- Converted to RHD, including wipers
- Heater/Air Con
- Undercarriage and inner guards
- Custom electrical loom
- Front and rear ends
- Trim fitment
- Motor fitment
- Radiator support
- Drop boot floor
- Interior, including custom dash and controls
- Whole lot more.....



We have recently entered into further house renovations which has delayed the final touches to get the car on the road but it shouldn't be long into the new year.

Still needed -

- Exhaust
 - Accelerator Cable
 - Bleed brakes
 - Fit seats
 - Power steering plumbing
 - Some tweaks & Tune
 - Checks for Engineers Certificate and RWC
- Once on the road, the specs will read, briefly -
- 347 ci Hi comp stroker Windsor, Cam and LPG (no petrol) (KW/BHP ?)
 - Flowed heads with dual springs etc
 - 4 Spd electronic overdrive auto with B&M Ratchet shifter
 - 4 wheel disc
 - 3.29:1 LSD with leaf and watts link rear
 - Cruise control remote central locking and boot release
 - Immobiliser
 - Late model locks
 - Twin thermo cross flow radiator
 - Amber indicators front, rear and side
 - Intermittent wipers
 - Electronic Ignition

We look forward to joining other club members on outings.



SAVE THE DATE - SUNDAY 24 APRIL 2016

Mark your 2016 motor-racing calendar now for the "Sandown 240 Regularity" on Sunday 24 April, 2016. CAMS recently recognised last year's event with the coveted "2015 Victorian Event of the Year".

The Sandown 240 Regularity is a Multi Club event and invitations are being extended to many Car Clubs in Victoria as well as Interstate. So start planning your Teams (of 4 to 6 drivers across 3 to 6 cars) to challenge the recent Podiums of Holdens, Nissans, Porsches and Triumphs.

Join your fellow Petrol Heads and enjoy the exhilaration of a Regularity Relay, which suits

novices as well as regulars. Feedback over the years includes "Great Event, well run, not too formal", "one of the best events on any club calendar" as well as "the best (motorsport) fun you can have in a day".

<https://vimeo.com/135497441> Here's a 30 second reminder of 2015.

Feel free to drop us a line to register your interest at '4hour@pcv.com.au' and keep an eye out for further exciting Announcements.

TORQUAY ROTARY CLUB CAR SHOW

Article and photos supplied by Tony Borg.

This was the 9th event the Rotary club of Torquay has held in their beautiful town, and what a fantastic setting on the foreshore.

An early start for some of us, and not so for others. A small group set off from the BP service station at Avalon, on the way down the Geelong ring road. Thanks to Phyllis and Ian Edwards, a site was set aside for the club to set up and display our steeds.

In all 14 members attended this event, and proudly displayed their steeds.

The day itself was beautiful, and the members who attended had many other makes to peruse, when not otherwise discussing some of the finer points of their own cars to those who stopped and asked.

Although this event is held on the same day as the popular Hanging Rock Show, the total number of cars on show topped 420.

Proceeds from this event is distributed amongst worthy causes in and around the township of Torquay but the Rotary club, and what a great event they have put together once again.

A number of MOCA members entered their cars for judging in any one of the many categories available on the day.

Congratulations to Joe Borg for taking out the Best Ford Award on the day, with his beautiful 1959 Ford Victoria, well done Joe.

I know it's not a Mustang, but what a superb example. Congrats Joe.

There were also some fantastic examples of Mustangs on show on the day, including this 1965 Resto mod:

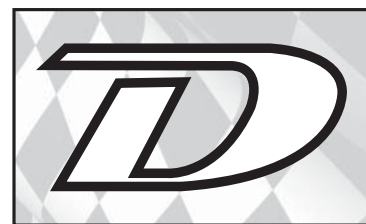
Once again the Rotary Club of Torquay put on a great show, well done.



Duval Motorsport Australia Pty Ltd

Our Services Include:

- Track and tarmac rally preparation
- Brake and suspension upgrades
- Fuel and ignition system re-calibrating
- Engine development and blueprinting
- Dynamometer Tuning
- Mechanical repairs and routine servicing



When approached by Alan Moffat to develop his all conquering Trans Am Mustang, from the early days of tunnel port engines through to the Boss engines, we can say with confidence that we understand Mustangs. Our knowledge of V8's was further honed with the design, development and production of the Australian Ford GTHO Phase 1, 2, 3 and 4 high performance engines which won many times at Bathurst.

Bill Santuccione

1 - 241 Governor Road, Braeside, Victoria 3195
Ph: 0438 907 672 Fax: 9588 1726 Email: duvalmsport@iinet.net.au




FPM Motorexpo16

MOTORING & MOTORSPORT EXPO

April 8, 9 & 10th 2016. Royal Exhibition Building
Nicholson Street, Carlton, Melbourne




Shannons American Motoring Show

Sunday 1st May 2016

FLEMINGTON RACECOURSE - NURSERY CAR PARK



**The Show For All Classic and Historic
Vehicles Manufactured in North America**

**Celebrating 50 years of the Chevrolet Camaro
and the Dodge Dart.**

Display Cars \$20
(passengers included)
Spectators Adult \$15
Children free

MEMBER FEATURE - MUSCLECARMAG.COM.AU

Article and photos supplied by Graham Bell via Australian Muscle Car.

AMC is indebted to the Mustang Owners Club Australia for its assistance with this story. MOCA's Victoria chapter put us in touch with the two owners of our feature cars - Robert Stent and Mick Romeril.

Robert is the third owner of the True Blue convertible, purchasing it in February 2015. It was originally sold new by the now defunct Strapp Ford of Doncaster.

As a '65 Mustang and EF XR6 owner - in addition to being the former president of Tickford car club - Robert had long coveted owning his own Cobra. He says he wasn't disappointed when he took the plunge, citing the 4.6-litre V8's power - and the accompanying soundtrack - as highlights.

Robert has added a set of Kings Springs that has lowered his suspension - the Cobra "sat up a bit high" for his liking - and improved handling.

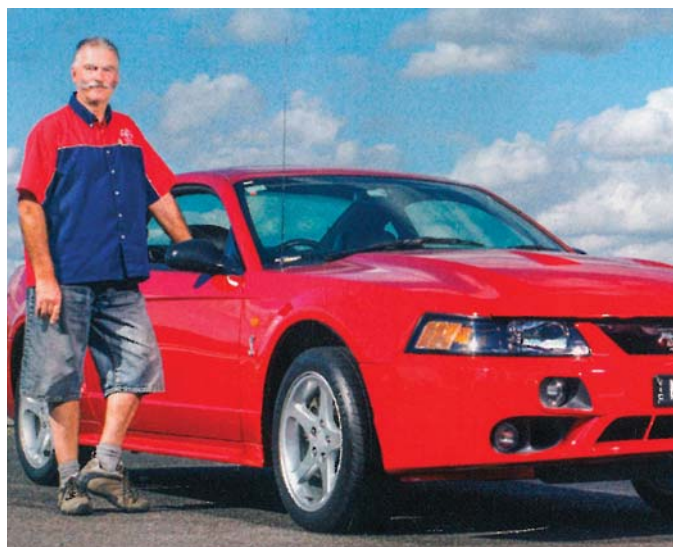
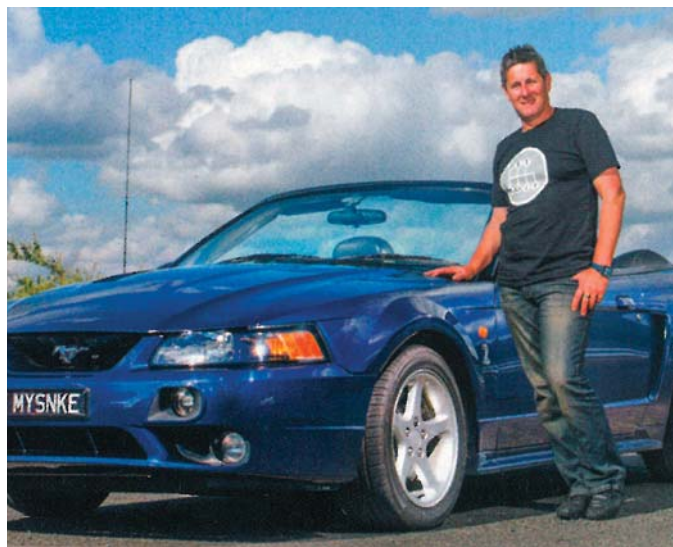
Mick Romeril purchased his red hardtop new from Strapp Ford in late 2003. It's done 50,000km in 12 years and won plenty of MOCA awards.

About five years ago he and Cobra convertible owner Michael Hill were invited by FPV to bring their cars to the Campbellfield facility. FPV wanted to showcase its conversion capabilities to a potential new automotive client via the two red machines.

"A couple of the guys who worked on the Cobra conversion were really chuffed to see the cars again. They were very proud of them," Mick says. "It was great to speak to those guys who took us through what was involved in the conversions. Each car took a week to do, they said."

From AMC's observations, there's not a lot of awareness of these Ford Australia-delivered cars among the Blue Oval fraternity, beyond, of course, Tickford/FPV and Mustang devotees.

"That's a fair statement," Mick concurs. "It will be interesting to see what effect, if any, the introduction of the new Mustang has on awareness of the Cobras. Values, too."



BUNNINGS MELTON CAR SHOW

Article and photos supplied by Geoff Griffiths.

First Friday of every month at Bunnings Melton, they hold a classic car and street rod show. Like all car shows, this started off small, with just a few cars turning up each month. It is not well advertised, it is more word of mouth. I didn't know about it till just recently I have a friend that introduced this one to me. I was on my way to karaoke one night and noticed a few classic cars out and about (a few more than usual). I mentioned this to him, and he told about it.

This week I was karaokeing in Melton instead of Altona, so it was convenient to support the show, and still get to karaoke on time. I have supplied some photos for you just to give you an idea of the class of cars that get there. It wouldn't surprise many of you, because of the class of car a lot of you have. I can just stand there in 'AWE' with a lot of these cars, as I do even our club shows. I really admire what you people do with your cars. It's credit to you.

Joe Borg, yes OUR Joe Borg, brought his Ford Victoria, what a classy car, ran into Nez Demaj, didn't see what Nez brought to the show, and didn't even cross my mind to ask him (sorry Nez).



THE VALUE OF A GPS TRACKER

Article and photos supplied by Phil Rowan.

We can all have alarm systems, lock-up our cars and install "kill switches", but with professional thieves they may come prepared, they have already decided how they will move your car and disarm your alarm, and will no doubt do it when you are not at home.

So when it goes you are unlikely to ever see it again in its present condition.

Recovering your car in the shortest possible time is your only chance, so being able to "track" your car is by far the most effective method.

You may already have a "tracker" on your car incorporated within your alarm system BUT, how many of you "Turn-Off" your alarms because they are go "OFF" at the slightest touch or for some "unknown" reason, and you get so pissed-off you just stop using it, or disconnect it, which is quite easy rather than

go through the process of reading through those instructions again?

Well, now you have nothing. not only have you paid for it, had it installed, but you have also declared it to the Insurance Company whom I'm sure will understand your reasoning when you answer there questions, was the car locked ? alarm system armed ? in your garage ?

GPS Trackers are like your "ideal " woman, they talk only when asked a question, do what they are told, will tell you where they've been , where they are and also cost you less

GPS Trackers costs \$30-\$50, and \$3.50 a month for a SIM card (Amaysim 90 day \$10 pay-as-you-go) , and a re-chargeable 12 volt battery \$50. and can be installed very easily.

THE VALUE OF A GPS TRACKER

Tracking devices can not only give you a little more “piece of mind” in giving you the where-about of your car but can be used to monitor your trips, show you speeds, tracks and list your speed violations, via a FREE Tracking Platform.

They can be “hard-wired” in your car or run from a concealed re-chargeable battery.

Personally, I prefer a concealed battery, this way it is completely independent to the car but does require checking every couple of weeks.

Because battery life is limited on all, my system is “turned on” via a Mercury switch, and is triggered by

I haven’t used my GPS tracker to its fullest, at present if my car moves 300 metres from its present position, it sends me an SMS on my phone.

If this was to happen and I was not the driver, the GPS has the added ability to turn-off the fuel upon my sending a message to the system, via my mobile phone.

Recovering my car as soon as possible is my priority, I don’t wish to find it some time later VIOLATED!

These GPS trackers can be hidden in various places in your car , providing the GPS signal can transmit.

In the States and many other countries these systems are used by Motor Traders to cover theft, Finance Companies - remember “it ain’t no joke if you don’t pay that note”, Private Detectives to track that cheating wife, and others who wish to keep tabs on their vehicles where-a bouts for their own personal reasons.

Luckily for us, having a large satellite (GPS) coverage of our country we can do it FREE .

There is no secret to what can be done to “safe guard” our cars, look at <http://orange.gps-trace.com/>

Once you have read it, and looked at the demo , I am sure it will interest quite a few.



MY MUSTANG DILEMMA

Article supplied by Russell Barnes.

15 minutes after having seen the drive away price for the new Mustang on the internet early in 2015 I was at the Ford dealership having my name put on their order book.

That was the easy part, convincing the ‘Treasurer’ was harder, you already have a Mustang she said. But we could have a pair 50 years apart I said on my knees begging her to see reason. Our Mustang is a 1965 Coupe.

The next few months had the two of us in negotiations, you can drive the new Mustang to the car shows and I will drive the 65 I said.

With retirement looming my agitation was getting to me, so armed with 2 or 3 scenarios I again approached the ‘Treasurer’ with my latest idea.

Sell the 65 I blurted out was my solutions. You can’t do that, the ‘Treasurer’ said, it’s too good a car and you will never get another like it.

She was right of course, as always, but the excitement of having a new one in my garage was getting to me.

Getting an educated idea as to how much I might get for my Mustang from some trusted Mustang members, I confronted the ‘Treasurer’ again and to my surprise she came to her senses and agreed to my proposal!

So, off to the Ford dealership to place the order for a new 2016 Oxford White Mustang V8 Coupe.

Having put down the deposit I was then informed that I may see the car in April. Beauty I said. Ah, April 2017 was the response from the dealer.

Bummer, could I wait that long. Yes, I could, so the contract is in the office drawer and will not be looked at until I get that call to say my car is ready to be picked up.

So I have 12 months to sell my 1965 Mustang. As this article goes to print it is still for sale, and I am a few days closer to getting our 2016/2017/2018 whatever Mustang.

Interested buyers - contact Russ on 0414 591 794.

Sorry, only the left one!





WHEREVER YOU SEE MOTORING ENTHUSIASTS YOU'LL SEE SHANNONS

For almost 30 years Shannons have actively supported the car club movement across Australia, attending around 800 events each year. The Shannons Super Rig has travelled thousands of kilometres and attended a multitude of events across Australia.

No other insurance company is committed to, or appreciates the passion, that motoring enthusiasts have for their special vehicles.

Today, Shannons is the insurer of choice for motoring enthusiasts across Australia, providing innovative and flexible insurance options. You can even pay your premium monthly at no additional cost.

So call Shannons for a    quote on **13 46 46**.



SHARE THE PASSION

INSURANCE FOR MOTORING ENTHUSIASTS | CALL 13 46 46 FOR A QUOTE | SHANNONS.COM.AU

Shannons Pty Limited ABN 91 099 692 636 is an authorised representative of AAI Limited ABN 48 005 297 807, the product issuer. Read the Product Disclosure Statement before buying this insurance. Contact us for a copy.

DRYSDALE CLASSIC CAR SHOW

Article and photos supplied by Lino Avellino.

It was another great summer day in Victoria just 3 days into the New Year and the first event for the year. Up early to check over the car, fill the tank, and then off to pick-up my dad who was coming along for the day. We got to the designated meeting spot at the BP Station on the Geelong highway just outside of Avalon where a number of club members had already gathered drinking coffee and discussing all things Mustangs. At 9am we took off for a leisurely drive to Drysdale on the Bellarine Peninsula arriving just before 10:00am the venue was well and truly alive with a spectacular array of classic cars, hot rods and muscle cars. As per usual the Mustangs got the spot under the trees and there were already a number parked here when we arrived. This particular event gets bigger each year as a number of areas reserved for public parking where over flowing with classic cars this year. There were also plenty of activities for the family with live music playing and raffles etc. The SES was also present with some fantastic displays and live demonstrations of Road Crash Rescue using tools such as the Jaws of Life.

There was a large contingent of Mustangs of all years and a very wide range of other vehicles including Aussie Fords, Holden's and Chrysler's unrestored and restored. Vintage cars, European and English cars, even car and caravan displays. A number of motor bikes were also scattered around the venue.

With such a variety of cars on display, the conversations were plentiful and another great car enthusiast event enjoyed by all.

Check out the photos in this magazine and the website of course.

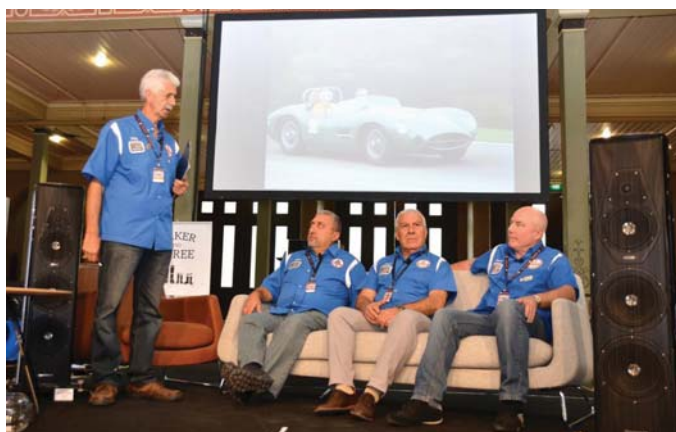


2015 MOTORCLASSICA CONCOURS D'ELEGANCE "SHELBY DISPLAY"

Article and photos supplied by Nez Demaj.

As a Motorclassica Advisory Board Member and the Australian Shelby Registrar, I seized the opportunity to organise an eight car Shelby Display when asked by the director at the most prestigious indoor automobile car display in Australia named Motorclassica Concours D'elegance. This indoor automobile vehicle display is organised annually and is consisted of pre-war and post war vehicles, vintage and vetren motorbikes and classic vehicles organised in a heritage listed building in Melbourne. So, when i was asked to assemble eight fine examples of Shelbys within the country it wasn't too difficult as i knew the quality of Shelbys and their owners within the Australian Shelby Registry. The Shelbys which i selected were Joe Calleja's '65 Shelby GT-350, Jim Janikis's '65 Shelby GT-350 (Race car). Darryll Ashby's (Qld Shelby Rep.) Black '66 Shelby GT-350, Ross Pino's White/Gold Stripe '66 Shelby Hertz GT-350, Nez Demaj's (Australian Shelby Registrar) Green '67 Shelby GT-500, Fred Pascale's (S.A. Shelby Rep.) Blue '68 Shelby GT-500 KR, Vince Cutri's Royal Maroon '69 Shelby GT-350 and Craig Dean's Red 2015 Prototype Shelby GT. Over the weekend, i had the opportunity to present Shelby promotional speeches on the centre stage with my State Shelby Reps to promote the Shelby Movement in Australia, Australian Shelby Registry, S.A.A.C. and the Australian Mustang Clubs which drew quite abit of interest within the audience attending this event. Fred Pascale with his Blue '68 Shelby GT-500KR received top honours

in the Shelby Judged Classes. Overall, it was a great display of Shelbys within this beautiful heritage building. Thanks to Motorclassica for the opportunity to display the Shelbys, Australian State Shelby Representatives, John Luca (W.A.) Fred Pascale (S.A.) Darryll Ashby (Qld) Brian Mc.Allister (N.S.W.) Shelby Owners who presented their vehicles, S.A.A.C. - Australian Mustang Club and Mustang Motorsport for their support.



2015 MOTORCLASSICA CONCOURS D'ELEGANCE "SHELBY DISPLAY"



FOR SALE

Club car badges. These badges have been approved by our committee and are of a solid construction by a quality badge maker. \$35.00 each

Ron Campbell - 0428 520 535
rac45@hotmail.net.au





JENNY ILLMAN

14/10/1940 - 06/01/2016

Article via SA Mustang Magazine.

The following tribute was delivered by Tony Kilvington at the funeral of Jenny Illman where Tony wanted to share the memories of Jenny and celebrate her involvement with the Mustang Owners Club of SA and the mustang movement nation wide.

"It's not easy to say goodbye to a dear friend and acknowledge what they have meant to family and friends, so I hope I can capture the sentiment I and members had for Jenny and the memories as we celebrate her time with us.

Jenny and Jeff joined the Mustang Owners Club of SA in 1982 with membership spanning 33 years and the Club records show that Jenny was Secretary/Treasurer for 11 years from 1983 and was awarded Life Membership of the SA Club in 1994, but Jenny played more than just a Committee role and has been integral to the wellbeing of the Mustang movement here in SA.

Jenny did not work alone over those years of membership and service to the Club as she had husband Jeff by her side contributing in his own way as State President for 11 years and a State delegate on the National body for 11 years during the 80's and 90's, so it was a real family partnership.

This period of Committee involvement in the 1980's by Jenny and Jeff was significant as the founders of the SA Club Rod and Lorraine Kilvington had transferred to Ayers rock with employment and Jenny and Jeff embraced the commitment to foster the interests of the Mustang amongst enthusiasts in SA and continued to build on the family values which the Club was predicated on.

Jenny and Jeff quickly developed their own style and led from the front, encouraging members to get to know more about their Mustang and participating in Club activities whether that be with the Mustang or without, which created continued growth and support within the Mustang community network. From the annual netball game against the Barossa Valley Ford Club to fancy dress nights, to tenpin bowling, quiz nights, observation runs, exploring the expanses of our great nation as we cruised the highway at Easter time and representing the SA Club on the national stage, Jenny would give anything a go and always acted with integrity and much grace on all occasions.

Whether it was meeting the Victorian members in Mt Gambier on the Australia day long weekend in January or travelling interstate to National events, Jenny was always encouraging members to jump in their Mustang and enjoy the experience of a lifetime, to meet new friends & create long lasting relationships. I think Jenny had a soft spot for travelling to Perth as we would often reminisce about the trips west in convoy and the fun we had with members from the Victorian and NSW Clubs who joined us on our escapades across the Nullarbor.

If my memory serves me correct, I recall Jenny saying

her introduction to the Ford Mustang was on her birthday in 1982 when Jeff asked if she was interested in seeing a car on her lunchbreak. Jenny couldn't understand why Jeff wanted to trade in her Holden Sunbird but fortunately it was love at first sight – a 1969 Yellow MACH 1 and it sounded loud.

Jenny drove the Mustang to and from work for 12 whole months until the axe fell with Jeff and the boys declaring a full restoration was in order. Exactly 3 years later in Oct 1985, a Red 1966 Hardtop also entered their stable and that Hardtop is still part of the family today.

Whilst the interstate travel created many friendships over the years from Perth to Brisbane, it was through this activity, Jenny formed a formidable liaison with Lorraine Kilvington and together they were the Mustang Owners Club Australia Tally Team for over 20 years 1987-2007 preparing judging sheets for all Nationals entrants and then tallying the scores for entrants over the Easter weekend event for results to be presented on the Sunday night, so the contribution Jenny has made to the Mustang movement in SA and nationwide is truly remarkable.

Apart from the Mustang club being her second family and the record of service to the Mustang movement being unmatched, Jenny was a quiet achiever, she had a heart of gold, trustworthy and dependable, always willing to lend a hand, a person who always had a smile on her face, loved a joke with her friends, always had a kind word to say or a shoulder to cry on and was always very positive about what life had to offer and how we should face adversity, so whilst it is sad to say goodbye, it has been a privilege knowing such a wonderful, loving, kind and caring person who has enriched our lives and who will be remembered for years to come.

Rest in Peace Jenny.

Jeff Illman and family and the SA Mustang Club would like to express their sincere thanks to Ian Collins, Warwick Dowsley, Frank and Sue Hayes from MOCA VIC, Barossa Valley Ford Club representatives and SA members for their presence and fantastic display of Mustangs at the service.

Condolences from the Mustang Owners Club Australia branches - WA, QLD, NSW and VIC, and individual Mustang members locally and interstate were gratefully received and acknowledged at the service.

A chapter in the history of MOCSA and MOCA has closed but the memory of Jenny Illman will live on.

Jenifer May Heath was born on the 14th October 1940 in Unley to May and Jim Heath. She had a younger sister Margaret. She married Jeff on October 25th 1958, and subsequently had four children Debra, Mark, Shane and Wendy. She was a doting and caring grandmother to Jason, Chantal, Bradley, Jarred, Tayla, Ashleigh, Jackson, Max, Peyton, Dakota and Bailee

JENNY ILLMAN

14/10/1940 - 06/01/2016

Jenny was an avid bookreader, and family photographer (Nikon Ninja is how she was known). She was a Sunday School teacher and a Girl Guide Leader. Her first job was with ETSA, and after the early

child bearing years, Irons Engineering; as a milk delivery vendor; Jarrett Industries; and Harris Ceilings where she worked up until her retirement.



MUSTANG

PARTS & ACCESSORIES

AUSTRALIA'S No.1 MUSTANG SPECIALISTS

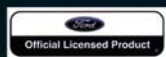


WE STOCK A FULL RANGE OF QUALITY USA RESTORATION PARTS & ACCESSORIES

Factory Shop Manuals
Weatherstripping
Upholstery
Wheels/Wheel Covers
Exterior Mouldings
Window Glass
Suspension Components
Body Panels/Sheetmetal
Decals/Stripes
Badges/Emblems
Bumpers
Merchandise & Accessories



EASY PAYMENT & SHIPMENT
We accept, VISA, MASTERCARD and C.O.D



www.mrmustang.com.au

MUSTANG CLASSICS Office & Showroom U 5/502 Marmion Street, Booragoon WA 6154 1800 687 826
MUSTANG WORLD Office & Showroom 30 Clements Avenue, Bundoora VIC 3083 (03) 9467 7917

EAST-SIDE *automatics*

all mechanical repairs transmission specialist RWC inspections
car air conditioning brakes & clutches log book servicing
specialising in Mustangs

Factory 4/214-224 Wellington Road
Mulgrave Vic 3170

ph: 03 9561 8666
call for a quote!



Accredited
Automobile
Repairer



Accredited
Automatic
Transmission
Specialist

AUSTRALIA DAY AT GUMBUYA PARK

Article and photos supplied by Geoff Griffiths.

Hi Mustangers,

while some of you were at the Claytons concourse at Bayswater I was having fun (and Rock 'n' Roll dancing) at Gumbuya park in Tynong. I used to go to Bayswater (and still should, for the club run). And thoroughly enjoyed it, particularly when we would go for a cruise at the end of the day. One year I was asked to bring my Mustang to Gumbuya Park to put it on display. HOW can you refuse such an offer?? I have done that every year since. It has grown from only few cars, to what it is now. We are finding it hard to find a park that is only the classic car section. The public doesn't have a problem. Great way to spend AUSTRALIA DAY!

I have submitted a few photographs, just to give you an idea of the day. You can take a BBQ, or cook on theirs. Or you can purchase food and beverages from the cafe.

Gumbuya Park is a small amusement park in Tynong North, near Pakenham. It features a Toboggan ride, (which I personally have had a lot of fun on, and highly recommend), water slide, paddle boats, mini cars dune buggys, and a host of other features.

There is also the nature walks, one in particular you may like is the Emu and Kangaroo enclosure where you really can get up close and personal. There are also Wallabies Dingoes Quolls and and lots of other things to do and see, not to mention just enjoying the surrounds.

There are also animal keepers walking the grounds with live snakes and other animals for you to pat and get close and personal with.

Well I hope I haven't bored you too much with my day, till next time. Keep on Mustanging.



W.A MUSTANG AND FORD SHOW 'N' SHINE

Article and photos supplied by Paul Shervington.

Mustangs and classic Fords gathered at American Auto Parts customer loyalty morning, approximately 44 cars, Mustangs and classic Fords were on display on a fine Sunday morning.

There was a free sausage sizzle run by a local Rotary Club, coffee van, DJ, photographer and a great crowd of enthusiasts. Many Mustangs from all years were seen along with a pair of Bullit Mustangs old and new!

We ran a free raffle and had a free goodies bag for the kids too. One of the other highlights was our customer John Davis brought along his Hollywood Star the 1966 Thunderbird that featured in the movie Thelma and Louise. He purchased the car from a museum in the U.S.A. The day was a huge success with everyone appreciating the display and the cool tunes from Paul V.

Check out our Facebook page for more photos from the day.



FOR SALE

'68 GT Stripe (White) \$100 ONO / '68 GT Stripe (Black) \$100 ONO

Also looking for a tow bar for '67 Mustang

GEOFF GRIFFITHS

NORTHERN CLASSIC CRUISERS “SHELBY & BOSS DISPLAY”

Article and photos supplied by Nez Demaj.

Recently, at my 'Northern Classic Cruisers' Charity Car Show, I organised a Shelby and Boss Display which 10 vehicles attended at Bunnings Epping on Saturday 30th January. Over 600 Classic Cars, Hot Rods and Bike attended our charity car show which all proceeds were donated to Victoria Police Legacy. Together, with Mustang Members and Family we have raised just over \$18,000 to our official charity since we started about a year and half ago. We, will be organising an annual charity car show at Seaworks Williamstown on Sunday 6th March, this is our way of giving back to the community and our charity.



MERRY CHRISTMAS FROM CENTRAL VIC

Article and photos supplied by Angela Williams.

Christmas for the Central Vic crew this year was hosted by Jan & Dale Alexander. As the day dawned it was going to be a hot one but there is always a great turn out of members for the Christmas get together. We were to be out in Sedgewick at the Alexander's by 4pm and had been warned there were a lot of kangaroos in the area which is probably why there were not a lot of Mustangs at this particular tea. We had 30 members from Bendigo and 2 very special guests which was Ian & Davina who had travelled from the city Christmas lunch in Geelong to Bendigo to have tea with us. We spent the afternoon and evening having a great old time together. Great food and wonderful company to finish off 2015.



ANZAC DAY PARADE 2016 REGISTRATION

Bruce Rigby

MOCA VIC Motor Sports Co-Ordinator

Phone: 9706-5110 / 0417-347-282

Email: blrelec@bigpond.net.au

Hi all, as you read this there is not long before the Mustang Owners Club of Vic (inc) will again be called upon to muster together our ponies to serve our diggers on Anzac Day 25-Apr-2016.

Therefore it is most important you register your interest in providing your Mustang & your time on Anzac Day to ferry our diggers in the Anzac Day march from the city to the Shrine of Remembrance.

This year the organisers of the Anzac Day Ceremonies have requested **ALL** vehicles must comply with current emissions standard using pump fuel only & do not belch smoke or excessive fumes. Vehicles also not admitted to parade are non standard vehicles i.e. modified & or engines protruding from bonnet.

Your commitment will be from 0700 Hrs @ form up point, participation in the march as directed, and

any other duties as directed, until march completion (normally about 12.30pm)

More details will be provided as they come to hand, closer to Anzac Day.

Please fill out the registration form on the front table at the next meeting, or

Email me with your details:

Name / MOCA NO./ Email address / Phone No./ Registration No./Colour, body style, & Year.

NOTE: This year, the organisers of the Anzac Day Parade, have advised us that a maximum of 35 Mustangs only, will be needed for this year's parade. To make things fair for everybody, if there are more than 37 registered participants, (35 Veh + 2 x spares). Participants that have registered before the cut-off date will be drawn by the M.O.C.A. Committee.

The cut-off date for registrations is 31-Mar-16. Get in early!

Let's make this a great day for our diggers.

AUSTRALIA DAY AT BENDIGO

Article and photos supplied by John Chapman.

Australia Day in Bendigo was again a magnificent day, we had our cars on display for approximately 7000 people who attended to drool over whilst they meandered around Lake Weeroona, Bendigo.

Ten Mustangs attended plus Red in his 57 Chev, we always welcome him as he is a great mechanic on the old V8s and a damn good bloke, though his knee replacement restricted him. It was good to have the Mc Knight family from Lancefield attend.

We all sat under a large shady tree on the edge of the lake, had some nice eats and long chats, it was a refreshing and friendly day.

It was great to have Andy Sumner with his pony "Deb" on display, but I must admit we all missed the presence of Debbie Lee Sumner.



Griffs
*American
Auto Parts
& Restorations*

Acquisition, Restoration & Sales of Muscle Cars, Hot Rods & Classics.

Services Available....

- Turn Key Projects
- Part Projects
- RestoMods
- Custom Fabrication
- Complete Range of New Mustang Parts 1964 – 1973
- Engine & Driveline Installations & Upgrades
- Sourcing of Second Hand & Rare Parts
- Body & Paint Restoration



Griffs restoration shop is located in the heart of Victoria in ever sunny Ballarat. We have a 1000 square metre factory with state of the art equipment and facilities.

Griffs is not just any old workshop, we take pride in everything we do and our work environment reflects exactly that, it is always ultra clean and tidy.

We welcome all visitors to come and view our shop, have a coffee and discuss your next project.

No matter what your heart desires, at Griffs we can make your dream come to life. Qualified tradesman, experienced project management and experienced automotive builders ensure your car is completed on time, on budget and most importantly to the highest of standards.

Opening hours

Monday – Friday 8.00am – 5.00pm

Saturday 8.00am – 12.30pm

LMCT 10489

"Where Life Is All About the Ride"

3 Traminer Crt, Wendouree, Vic, 3355 Phone: (03) 5338 2427 Fax: (03) 5338 2527
Email: sales@griffs.com.au Web: www.griffs.com.au

9TH ANNUAL TORQUAY ROTARY MOTOR SHOW

Article and photos supplied by Lino Avellino.

Up really early (6am) to meet members at the BP Station on the Geelong highway just outside of Avalon at 7.30am for a cruise to Torquay for the 9th Annual Torquay Motor Show. The weather was fine and we arrived at the show at around 8.30am. This is a great location on the Esplanade opposite Zeall Bay. The cars were rolling in, all makes and models and by mid-morning there were some 250+ cars on display. What a site to see so many varieties from vintage Fiat's to modern FPVs, bikes, trucks, a great collection of Volkswagens and as you would expect a fantastic variety of classic Fords and Holdens.

Our club had a good turn up with about 12 cars and Tony had the club banner proudly hovering over our display. There was a great variety of food for lunch and you could also get some lessons from the Rock and Roll dance squad.

There were a number of Trophies awarded to various classes and our very own Joe Borg took out the Best Ford trophy for his awesome personally restored Fairlane Victoria, well done !

The public had a really well organized car show event and full credit goes to the Torquay Rotary organiser's.

Check out the photos in this magazine and the website of course.



MUSTANG BITS FOR SALE

1969 Half car trailer. It has two storage compartments and two fuel tanks that feed to the main car. It comes with the stone cover as in the pictures - **\$3000**

BBQ Trailer - **\$500**

71/73 L/H Door Glass - Wind up only

69 Coupe Boot Lid

69 L/H Door Glass

69/70 Back 1/4 Windows IPR

Set of 1969 4 Spoke Wheel Trims

71 - 73 Standard Hood (Bonnet)

1 x 67 Coupe Rear Glass

1 x 69 Mach1 Rear Window Glass

2 Sets of Mag Wheels

Custom interior parts for 1965-1969 Mustangs also available.

Contact Frank for price and details

**0401 391 906 or
info.thomosmustanginteriors@gmail.com**



CLARENCE POINT CRUISE (TAS)

Article Rod Johnstone, photos Simon van Asch.

On Saturday, 14th November 2015, a group of 15 Mustangs arranged to have a surprise picnic at Colin and Marie Wright's place, on the west Tamar near Greens Beach. Tim's parents celebrated 60 years of marriage in this month and Tim's dad had a bad turn of ill health, which had him hospitalised for 5 weeks. He was released just a few days before our visit. Colin's wife, daughter Sue, sons Tim and Craig arranged the day and kept it a total secret, which made it even better for Colin, who watched with amazement as they all crested the rise before the drive in entrance to the property. The convoy of Mustangs was proudly led by his son Tim on the day and Tim's blue 67 Coupe (USA67) is parked closest to the balcony.

It was a lovely casual picnic and a good cruise. The smile on Colin's face made it all worthwhile. Tim's mum, Marie, commented on the day that her husband was in the best spirits that day than he had been in the 5 weeks before.

Tim, once again, would like to take this opportunity to extend his and his families warm tahnks to all those that attended and his father has the picture of the day hung proudly near his television. Update, March 2015: Colin had a comfortable 80th birthday in Jan 2016 and his health stabilised and has recently improved.



BOB STANTON CAR DISPLAY

Article and photos supplied by Phyllis Edwards.

On Saturday 30th January we were part of the cruise to Geelong (all be it just from Torquay for us) to see Bob Stantons car display. There was a great turn out from the club with over 20 members and partners enjoying a great display.

Bob had on site 30 of his 40 ford car collection each one in original condition beautifully presented. As well as the cars Bob has a great display of memorabilia including petrol bowsters, oil cans and posters.

We would like to thank Bobs wife Mary for supplying coffee,tea, cakes and biscuits for morning tea greatly appreciated.

Bob was fantastic with his information and stories on how he aquired some of his cars.

Ian's pick was the small 50's Thunderbird and mine was the pink and white Customline convertible although any would be okay.

A donation was taken up during the morning going to Bobs charity Barwon Health.

A great morning out with the other members.



PHILLIP ISLAND HISTORICS

Photos supplied by Josh Richmond



PHILLIP ISLAND SHELBY BOYS

Article written by Warren Jenkins via Phillip Island Classic Festival of Motorsport magazine.

This was at the 2014 Sandown Historic's event where we fielded 7 Shelby's, it rained most of the weekend. We all had wets so with that done we went out for a very slippery few days. To date we have all kept safe and with the cost of having a Shelby race prepared these days, plus the donor Shelby. Some cars are approaching \$A500,000, a number of our cars with USA racing history are now valued at more than \$A750,000.

We are all racers but we don't wish to take our cars home in a bucket!! The guys don't hold back though and we have some very capable drivers in the team including Chad Parrish who also prepares most of the cars and Terry Lawlor who took his GT350 to Monterey last year for a big Shelby 50 Year Anniversary event and won every race against the local field of more than 50 Shelby GT350's, not bad for an Aussie. The Yanks went home with their tails between their legs. That's racing!!

The Shelby was originally a Hertz car in California that never got to be used as a rental car, it was shipped to Australia as a new car in 1966 by Continental Prestige Cars, Parramatta Road Ashfield and converted to right hand drive. After two previous owners it was acquired by Peter Addison, the past President of the HSRCA in NSW who with the help of Chad Parrish converted the car for rallies like Targa Tasmania. The car was then purchased by another HSRCA member and current

Shelby racer Rick Marks. I purchased the car in 2001 and it was frequently used in rallies like Classic Adelaide, Speed on Tweed and track events predominately in the Regularity Class.

The car was completely rebuilt in 2012 and currently runs a Weber fuelled 289. This will be our 4th run at the Phillip Island Classic. In 2013 we formed the Shelby Boys Racing Team and currently enter 8-10 1965 and 1966 Shelby's at events around Australia. Most of the team is converting their cars from Regularity to S Class and we will have 3 new cars at this event. I'm considering converting to S Class for the 2016 season.

We really enjoy the Phillip Island Classic as it is a world class event and a lot of fun. I have attended all Goodwood events in the UK and although Goodwood is fantastic, Phillip Island remains a very special and unique event. Lake Goodwood, not to be missed!



PHILLIP ISLAND HISTORICS

Article and photos supplied by Graham Bell.

This event is an annual run for our club. This is an absolute smorgasboard of historically significant racing cars from around the world. Many Internationals come to this event and liken it to Goodwood in the UK. The F5000 category (1970's) are a great draw card and sound and look fantastic on the track.

I decided to go down on the Saturday run. I met the convoy of 2 Mustangs at Lang Lang. We arrived at the track and set up in our designated area, we were joined a bit later by 4 other Mustangs. Still, not much of a display, also absent was the Shelby display in the Expo Centre. I did find a lonely Craig Dean with his Shelby Targa Rally car on display.

Out in the paddock you could wander around all day looking at literally millions of dollars of rare racing machinery. Of particular interest to me are the Shelseys, outside of the USA I doubt you will find this many gathered at any historic race meeting. These cars were competing in Group sb or regularity the look and sound of them on the track is just something special, don't forget, they are also 50 years old.



THE 1955 CHRYSLER FALCON CONCEPT CAR

Article and photos supplied by Tony Borg.

Yes you are not seeing things, the first Falcon was almost a Chrysler, but thanks to a degree of luck, Ford ended up with the naming rights. The following articles explain how this happened, and provides some insight into the Chrysler model, that was almost named a Falcon.



The Ford Motor Company won a close race with coincidence.

Both Ford and the Chrysler Corporation, unknown to each other, chose the name Falcon for their new small cars. But because Ford reserved the name with an industry registry only twenty minutes ahead of Chrysler, it won the right to the name.

Ford and Chrysler independently settled on Falcon, but Ford won by notifying the Automobile Manufacturers Association of its choice twenty minutes ahead of Chrysler. The association is the official industry arbiter and its Proprietary name File is the trade-name bible for the car makers.

Actually Chrysler was said to have been the first to indicate its interest in the name Falcon, when it asked that a search be made on the availability of the name.

The report was made, but while the Company was making its final decision, Ford called and registered the name, unaware, association officials said, that Chrysler was considering it too.

Falcon is not new to the automobile industry. The roster of 2600 names that have graced the automotive scene in the last sixty years shows that Falcon was used by two other manufacturers. A Falcon passenger car was made in 1922 and a Falcon-Knight was marketed in 1926.

Industry sources noted that it was possible although not likely, for Chrysler and General Motors to shift to other names for their new cars. Ford however appears firmly decided on Falcon.

Article from New York Times 21 May 1959.

The 1955 Chrysler Falcon two-seater was a showcase for the new Hemi engines, and came out at around the same time as the Thunderbird and Corvette; it was production-intent but never approved. The Valiant was originally to have been named after that two-seater, but Ford grabbed the name just as it was about to go into production.

[The following photos and specifications were provided by Mark Vaccaro, whose father, Fred, worked on restoration of the original Falcon in the 1970s. His father took the photos as well.]

The Falcon had a 276 cubic inch overhead-valve Hemi V8 engine with five main bearings and a cast iron block and heads. It put out 170 gross horsepower with 255 lb-ft of torque at 2,000 rpm. The compression ratio was 7.5:1, and a two-barrel downdraft Stromberg carb was fitted. This connected up to a two-speed PowerFlite automatic. The differential had a hypoid final drive (3.54:1 ratio) with semi-floating drive axles. It was, needless to say, rear wheel drive.



The front suspension used individual unequal-length upper and lower control arms, coil springs, and hydraulic shocks — no torsion bars. The rear suspension had the usual rigid axle and leaf springs.

Acceleration was good for the time, with a ten second zero-to-sixty sprint, a 17.5 quarter mile (at 82 mph), and a top speed of 115 mph. Gas mileage was quoted at about 13 city, 16 highway.



THE 1955 CHRYSLER FALCON CONCEPT CAR

The wheelbase was a mere 105 inches (three inches shorter than the eventual Valiant, which would, to be fair, seat four). The length was 182 inches, the width 68 inches, and the height 51 inches. Ground clearance was five inches. The weight was 3,300 lb., not too heavy (again, for the time) partly because of the integrated body/frame construction.

The interior was advanced for the time, with individual, adjustable bucket seats, leather upholstery, and concave inner door panels to reinforce the "cockpit feeling." Its "forward look" styling included a wide, sloping windshield, sharply defined, sloping front fenders, "upswept" rear fenders, and fender louvers. The spring-balanced manually-operated convertible top was covered completely by a folding lid. The wire wheels had simulated knock-off hubs. The externally mounted dual side exhausts added detail to the side view.

The interior used red and ivory leather, with individual, adjusting bucket seats. The exterior was done in "Gauntlett Black." The interior was similar to the FlightSweep, which debuted in the same year, with some key accessory and styling differences.

Specs: 182 inches long, 68 wide, 51 tall. Tires were 7.60 x 15. The transmission was a PowreFlite two-speed with floor-mounted shifter. The car had power brakes, electric windows, and power steering.

Article by Mark Vaccaro.

Hope you all enjoyed reading this great piece of automotive history as much as I did.



CENTRAL VIC MUSTANG GROUP DINNER NIGHT

Article supplied by John Chapman.

On Saturday the 27th of February 2016 the Central Vic group had one of its infamous dinner Nights. We had a total of thirty six enthusiastic Mustang Owners attend.

We had booked into the Kangaroo Flat Sports Club, which most of us had either not attended before, if so, a long time ago.

There was a couple of new members attending, the Givans and the Thomas's, who soon settled into the friendly and welcoming atmosphere of the Central Vic Group.

We were "infiltrated" by some very special guests, State President Ian Collins and his wife Davina, to all us Central Vic people it was fantastic to have them come up and enjoy an evening with us.

Richo just happened to be working in Bendigo that weekend, so we took the opportunity to invite Pete & Loz along for the dinner as well.

With great friends great food and really good drinks it turned out to be a great night, though I don't think the Pres really wanted to go home, he was settling in for a good time, but time caught up.

To all who attended, thank you for a very entertaining and friendly night.

The Central Vic Group have dinner nights on numerous occasions at different locations and have found them to be fantastic social evenings, this was our first attempt at having a Saturday night dinner and it proved to be exceptionally successful.

We are all deeply appreciative of the work Ian and Davina do for the Mustang movement and look forward to having them back in Bendigo so we can convey that appreciation in a personal yet social atmosphere.

KIWANIS ALL FORD DAY DEAKIN UNIVERSITY

Article and photos supplied by Tony Borg.

The 2016 All Ford Day held by the Kiwanis club, the Waurm Ponds Deakin University Campus, was shaping up to be another huge event, an estimated 1200 Ford vehicles of every shape, style and origin were on display. From 1932 Model T's, to the current crop of Mustangs.

A total of 19 MOCA members attended and proudly displayed their cars on the slopes of the Deakin University Grounds.

Many of the members met at the Avalon BP, where the convoy set off at 0830 Sharp, for the short cruise down the Geelong Ring Road to Waurm Ponds. When we exited the freeway the line to enter the show was in sight, and it wasn't too long before we were parked in our allocated area.

Parked on the slopes of the Deakin University Campus.

And a big Congratulations to Dorothy Cremona for taking out the Best Mustang and Outright Car of the Show, well done Dorothy.

Crowds flocked to see our display of classics, resto mod's and Current Mustangs.

There were some fantastic vehicles on display, including:

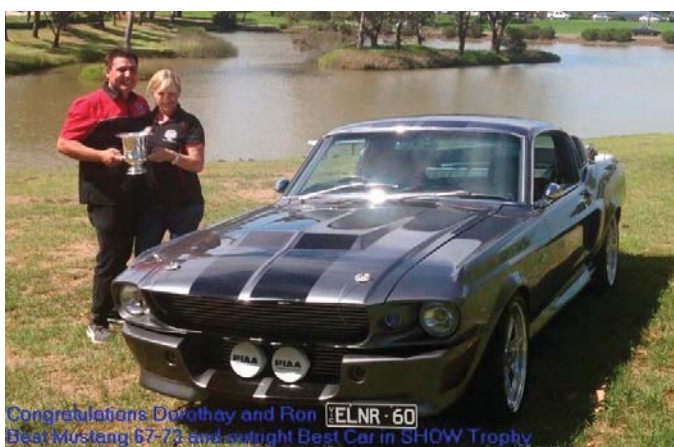
This schmick XP Panel Van, and the XY (ex) Police Car.

Once again, the city of Geelong put on a fantastic weather day for this event.

The Kiwanis club of Geelong is a dedicated group of volunteers who raise finances and perform Community Projects for those in the community who are less fortunate, in particular those with disabilities, including the young and elderly.

The All Ford Day is the Geelong Kiwanis groups annual major fundraising event, and as a member of MOCA VIC, it gives me a great feeling that we are doing our little bit for the community by attending such a fantastic show.

A big thankyou to those who attended on the day, and provided their time to judge, coordinate or simply attend, I had a great day, and I hope you all did too.



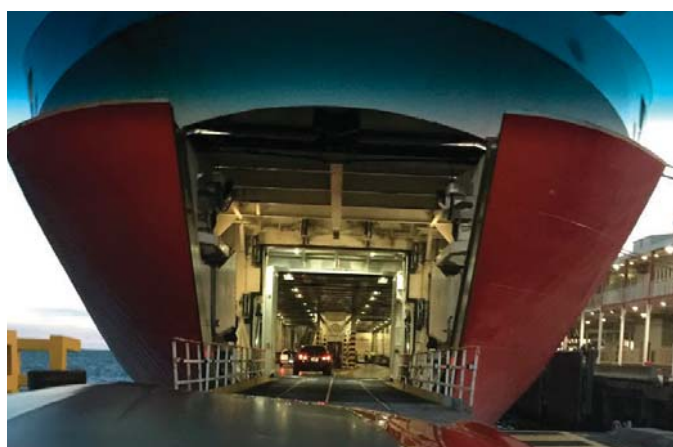
TASMANIA TRIP

Article written by Ian Collins, photos supplied by Michael Scott.

Just wanted to thank you all for coming to Tasmania, I had a wonderful time although at times it was a little rushed. The overall trip went very well and I'm sure that the car museums and sights were wonderful as was the drives..I particularly thought the drive to Huonville and Kettering was a highlight. we are already in planning mode for next year. The first day will be a lot shorter and the whole trip not as tightly planned. What lovely bunch of people you all are, it was a total pleasure to have your company and get to know you better.

Kind regards,

Ian Collins



PHILLIP ISLAND HISTORICS / TYABB AIR SHOW

Article and photos supplied by Nick Duyvestyn.

The March long weekend was always going to be busy for us but when Tony Borg announced at the February meeting that the club had been asked to provide some cars for the Air Show, I jumped at the chance.

But first to the Saturday. Kaye and I are regulars at the Historic Racing and normally join in with a large local group (Let's Go Cruisin) who always manage to get prime parking right opposite the pits. The morning started well, the weather looked good and we were packed and ready to leave by 7:30. Unfortunately our 38 Ford Coupe then decided that it did not want to play the game and shorted out the solenoid. A quick scramble to disconnect the battery finally stopped the started motor from turning over. Parked alongside was our 65 coupe cleaned and ready for the Air Show on Sunday. A quick transfer of food etc and we were on our way to fuel and head for the meeting place.

We arrived at the track just as the F5000s were out for their first event. This year there were about 30 of them and the sound was glorious.



The weather clouded over and cooled a bit but we were lucky to only get the slightest of drizzle so it did not impact on the racing. In between races, I wandered up and down the hill looking at cars and as usual there was a fair representation of Mustangs. Craig Dean had supplied two of his late models for course cars, while the new racing 2016 Mustang was displayed in the Shannons Hall.

Up on the hill I came across the 65 Shelby Fastback which our magazine editor normally uses on the track but this year was used to travel to the track.

The racing carried on at a hectic pace due to the large number of entries. The number I heard quoted was for around 570. Due to time constraints some events were shortened to enable all classes to get to race. As usual



there was a wide variety of classes and vehicles and the fact that spectators can walk into the pit areas, step close to the cars and easily talk to drivers and crews only makes for a satisfying time.



Late afternoon saw us making a slow exit from the track but still a reasonable trip back home.

After tea it was out to the shed to give the coupe a quick clean in preparation for Sunday.

Airshow

Living in Tyabb meant that for once I did not have to drive far to meet the group at the local sports ground before we entered the Airfield. As the one with local knowledge, I led the group into the airfield and we were sent past all of the normal display areas and round to

PHILLIP ISLAND HISTORICS / TYABB AIR SHOW

the front of the hangars in full view of the airstrip where the show was to be held.

Inside the hangar was a P51 Mustang (WW2 fighter) which is undergoing a restoration and we were asked to park 4 cars inside around the plane while the others were parked out the front.



We arrived around 8:30 and while the flying display did not start until midday, there were plenty of static displays to fill in the time. We were fortunate to have access to tea and coffee facilities in the hangar and they also supplied sausages etc for lunch.

The flying displays were great to see and ranged from WW1 Sopwith replicas to WW2 trainers and fighters, to a display of modern jets and the greatest display was a flypast by a C17 Globemaster, the largest transport plane in the Australian Defence Force.



The flying display was concluded by a simulated bombing exercise by a group of warbirds, followed by a "Missing Man Formation" flypast as tribute to all Australian Armed forces pilots lost in combat. The Last Post, a minutes silence and Reveille signalled the end to the show.

Prior to our departure, we were all given the opportunity for individual photo shoots in front of the P51. For a comprehensive set of shots from the day, have a look at Lino's photos which have been posted on the MOCA Forum in the Victorian section.

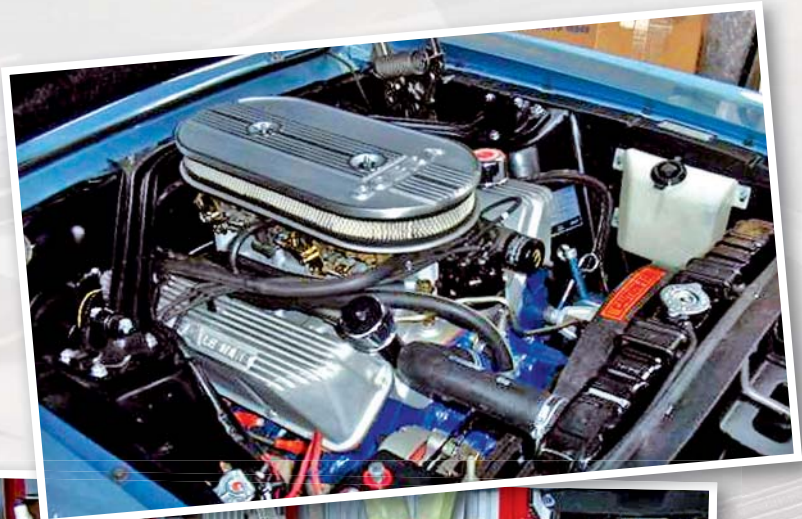




The MUSTANG MARQUE

*Specialising in all parts from
1964- 1970 including full range
of parts from 1969 - 1970*

- **Full Restorations
in House**
- **Mechanical Work**
- **Full Rottiserie
Restorations**
- **Bare Metal
Body & Paint**
- **Rust Repairs**
- **Show or
Councours**



170 Calder Highway Harcourt VIC 3453

Phone: (03) 5474 2477

Email: mustmarq@blue1000.com.au

Website: www.themustangmarque.com.au

TYABB AIR SHOW

Article and photos supplied by Brian James.

Motoring and Aircraft enthusiasts were spoiled for choice on the weekend of 12/13 March.

The Phillip Island Historic meeting brings competitors and spectators from around world and is a wonderful event. But this year MOCA was invited to provide a hand full of Mustangs to be part of the P51 Mustang aircraft display at the Tyabb Airshow.

We provided a terrific variety of Mustangs with 8 making the trip. Dave and Sue Goble in their sparkling new Blue 2015. Bob Riggall in his cool red 69 Mach1. Tony and Lino in Tony's pristine Sauterne Gold 66 Coupe. Nick and Kaye Duyvestyn in their lovely 65 Coupe. Ken Harrison in his immaculate Jade Mach1. Graham and Jill Eves in the ever popular White 67 convertible. Steve White in his amazing restomod Mach1. And I took down the black 66 350H.

The P51 was displayed at the hangar entry with our cars spread around, and in front of the aircraft. It looked great.

We were well looked after by the P51 owner, Peter Gill, and his enthusiastic mechanic, Peter. We had a BBQ in the hangar at lunch time, which was well received. Seating out the front of the hangar provided a prime viewing area for the airshow, with all the runway action only about 100mts from our display area.

Peter's P51 is a well advanced work in progress.

The Packard Merlin engine is currently in the U.S. being overhauled. Peter is hopeful that 2016 will be the year this magnificent Mustang will again take to the air.

So do we Peter, and we hope to be there with our mere grounded Pony's to witness the flight.

This air show is big for a small airport. It is held Bi - annually and attracts a lot of people.

We were treated to flying displays from many unique and famous aircraft including Tiger moths, a Pitt special, Corsair, Spitfires, a P51 Mustang, Kittyhawk, helicopters and more.

A few low level flybys of a Boeing C-17A Globemaster was very impressive. The Pitt Special display was amazing.

In one maneuver, the Pitt lifted off and immediately rotated 90 deg, and with the wings vertical and engine seemingly at full power, it continued down the runway only about 2 metres above it!! (see the pic)

It was amazing heart in the mouth stuff. No doubt the pilot was praying there was no slight engine cough in that situation.

The other Pitt aerobatics were equally impressive.

I'm afraid no sick bag would be big enough for me.

The Spitfires of course were particularly popular.

Oh, I almost forgot, there was a car show there as well, but the planes were the stars.

Lots of "up close and Personal" displays were there to enjoy.

There was one interesting moment with one of our cars.

Later in the day, an elderly father and his two adult sons were admiring Steve's exceptional orange Mach1. No harm in that you say.

One of the son's decided he wanted a closer look and casually opened the door and stepped inside!!

Steve and Nick were quickly on the scene, and it was Nick who read them the riot act and sent them packing. The three of them were quite apologetic and casually walked away.

I want Nick at the next show I'm at, as the "Mustang Enforcer".

Great work Nick.

It was a fantastic day and we all had an awesome time. Thanks to Peter and the P51 crew for their invitation.



TOW AROUND TASSIE

Article and photos supplied by Barry Bolton.

On 11th Feb this year there were 22 cars organised to take the Spirit over to Tasmania for a four day excursion of the island. We were to join up with a number of Tassie members at different places for various events which would include the inaugural Tasmanian Chapter Annual Dinner and Awards night, visits to some rather special car collections and some touring.

I am sure there will be a detailed report of the trip overall by others. This is the story of only one of the cars.

Most of us were due to meet at the servo on the outwards bound Westgate freeway and then convoy to the Spirit of Tasmania dock to board all together.

Tim Bolton's car is a 1970 350 Sportroof - Grabba Orange - and we had arranged that he would come on this trip (with his car in addition to mine) as my 'twin share' for the purposes of the package deal. We just had to pay for the additional car as the package was for two people and one car.

While waiting at the servo I had a call from Tim to say that his car had overheated in the CBD and wouldn't start - he would keep us informed. A later call was that he had sought the assistance of workers at a building site for some tools and also fuel - he suspected his gauge may have been faulty. Next call was that he had got it going and would meet us at the dock.

I waited in the parking area outside the dock as he was going to be late. We had enquired with the boarding people and were told we had plenty of time. When he arrived at the dock we both proceeded to the security checkpoint so they could make sure we had no loose fuel containers, LPG gas cylinders, guns or any other dangerous material. For this to happen they were required to check in the boot. Tim turned off his car so he could open the boot and the check was OK but then his car would not start. Was it flooded, was there enough spark etc. etc.? Tim and the security people all had a look at what may be the problem. After a while I was told to proceed and that if his car would not start they would tow it on board.

Eventually Tim caught up with us and advised that they had to tow his car on board. There were a few people involved in the discussion about what options there were should the car not start when we docked.

Our President suggested he contact Rod Johnson - the Tassie co-ordinator - to see what he may suggest. Rod rang back saying that in the worst case scenario he had arranged for a tow truck to be available/on-call to attend the dock and take Tim's car to the Ford dealer that we were already scheduled to visit for morning tea. The dealer was having a 'New Mustang' launch and had cleared the front of his car sales lot for our cars.

Tim's car would not start and was towed off the Spirit and a number of members assisted in trying to get it going or at least diagnosing the problem. It was agreed that it was not a fuel problem. A multimeter came out to check and one comment was 'the coil may not be putting out enough'. There was some agreement with that as the coil may have copped it when the car overheated. Most however

seemed to think that the distributor may be the issue - an MSD electronic. Comments like 'The Modules probably gone/cooked', 'I've had problems with the module in those before' - etc etc. Tim was very appreciative of the support but it didn't get going.

The tow truck was called. The front spoiler had to come off otherwise the car went on pretty well and we set off to the Ford dealer in Burnie with Tim and me following in my car.

The rest of the cars had left well before us. Burnie is about 50km from Devonport. There were times however when we asked ourselves 'Where is the tow truck?' and Tim's car - being the colour it is - is pretty hard to miss (even in the distance) on the back of a flatbed. This is probably the fastest I have driven in built up areas (in the Mustang) - with some 100 km areas in between. The towie was on or over the posted limit at all times - more of the later, I would say. When we entered Burnie we had caught them up and were just behind the group.

The car went into the service area of the dealership - they were expecting us. It was anticipated that the mechanics would be able to have the car going by the time we were due to leave for the next phase of the journey. However, this was not to be. The diagnosis was that there was a problem with the distributor. It would need to be replaced. You would think that there would not be too much a problem sourcing a dizzie for a 351 Windsor in the State of Tasmania - but it was. I have to say that the service guys did their best and two of them were on the phone for the best part of an hour trying to locate the part.

The end result was that the car would have to stay. This was Friday. They would order a replacement from Melbourne. It should be there on Monday morning - that was the best they could do.

So now I had a passenger and co-driver in my car and we continued on.

The plan was that we would contact the dealership on Monday morning - confirm the dizzie was there and we would travel from Launceston (where we would be on Monday morning - at another Ford dealers) back to Burnie and hopefully pick up the others on the tour about lunch time on the other side of Devonport, at a private car collection at Port Sorrell. As I had been with the tour in 2015 I wanted to make sure that Tim was able to view the collection of Chaz Kelly, as it is truly remarkable.

The rest of the tour went as planned. Tim and I shared the driving and others in the tour group did their best to keep Tim's mind of his frustration - this sometimes took until the early hours of a morning with therapy in one of the other villas after the planned dinner or event. Thanks to Justin and Melanie, Craig and Lynda and Peter and Karen (did Karen buy that Ducati in Launceston?). There were others I think but I was not there for these morning sessions. Craig and Lynda were also a great help in helping us get through that first day with all the unforeseen delays.

The Monday morning arrived; we all packed up (as we were boarding the Spirit later in the day for the return trip) and headed off to the Ford Dealer in Launceston for morning tea. The Mayor was there to welcome the visitors

TOW AROUND TASSIE

to his fair city.

Tim made the call to the Ford dealer in Burnie. The message was 'the distributor is here and is being fitted now'. Off we went, left Launceston and drove to Devonport then and on to Burnie, expecting the car to be ready when we arrived. But no - that wasn't to be. The dizzie would not fit - was too 'round' to fit past the inlet manifold into its space. The Ford guys could give us no explanation so we took the dizzie to Burson's (just down the road) as it was they who had supplied the part. The Manager there contacted the supplier and was advised that with that particular brand it was not one size fits all. As this was a distributor to fit a Ford 351 Windsor fitted with an Edelbrock inlet manifold - hardly an exotic or rare set up - there was never a thought that the ordered part would not fit. Question - the the supplier was aware of this fact why did he not ask the question before supplying the part? We got no answer to that. As the Ford guys said - it would have been quick and easy to measure that aspect and provide that further info. Everyone we spoke to was not aware that there were, in fact, differing 'sizes'.

To Tim rang the supplier of the MSD dizzie in Melbourne for advice. Was told it had to be 'electrical' so taking it to an auto electrician may be the answer. The Ford guys gave us a couple of phone numbers and one was found that would look at it straight away - and was only 5 minutes away. We took the dizzie around and he was true to his word. Set it up and tested it and diagnosed 'There is something wrong with the pickup - the module and everything else is OK - but it cannot be 'fixed' and would need to be replaced'. There is nowhere to find a new pickup for an MSD dizzie in Tassie.

Only option - get the car back to Devonport, have it towed back on board the Spirit and address the problem back in Melbourne. Contacted our previous towie, made the arrangements, left some cash with the service guys (for the towie) and headed off to Port Sorrell. As I said before I did not want Tim to miss out on the Chaz Kelly collection - in my mind probably the highlight of the trip for someone who had not seen it before.

All went to plan. We got to Chaz's place in time to see his 'A' collection in a unique set up near to his home and his 'B' collection in his shed - and what a 'shed' it is and its contents equally as impressive. (The Club website has some pictures which may explain, just a little, of what I mean.) We left there with the group and convoyed back to Devonport. Tim made the necessary arrangements to have the car towed back on board, we could see it sitting alone in the freight yard as we drove on board.

On board and on the way back the Mustang group were largely together - although Tim and I were not there at this time - when another passenger came up and enquired whether they were the Mustang group and when received an affirmative reply said words to the effect of 'We came over last Thursday night as well and saw the orange Mustang being towed on board and we saw it being towed back on board tonight for the return. Did you tow it all the way around Tasmania? These remarks were directed to Justin and Peter and - so it is reported - Justin responded

with 'Well we thought we might need some spares along the way'.

And so the car was towed off at Melbourne by the Spirit staff. I had spoken to my mechanic late the previous day and he had organized for the most caring and efficient towie Tim and I have ever seen - special ramps to lift the front onto the tilt and also the rear (as he thought the track rods wouldn't make it without scraping). It transpired that he has his own 'classic' car (an L34 Torana) and regularly attends cruise nights etc.

To end the story the car went to my mechanic who stripped out the distributor and I took it out to Scorchers in Nunawading, who came highly recommended. They specialize in distributors and ignition components. Went back and picked it up the next day and it was as diagnosed - the pickup. A picture of the offending part is also attached to this article. For those who have an enquiring mind they told me that this is quite common for the MSD dizzies - 'We see quite a lot of these'. Even though they are manufactured in the States some may have parts from China and it is impossible to tell one from the other. They also said part of the problem is that there is no ventilation within the housing so that condensation could not escape - and therefore allows rust to build up as a result (he showed me an example in Tim's distributor - actually on the pickup). I was told that with these repairs they automatically put some ventilation holes in the under body to assist in resolving this issue.

Some of the other cars had some minor, and not so minor, problems while touring (mine included) but were all overcome with a minimum of fuss. I understand that someone was keeping a record of these so we may see that in another article.

Tim and I would like to thank all the service staff at Gowans Ford in Burnie - they were all keen to help, spent a lot of time trying to assist and it was not their fault that we had to continue the tow. And a big 'thank you' to the others MOCA members on the tour - both Vic and Tassie members - for their support and offers of assistance. It would not be the great club it is without this genuine comradery.



CHRISTMAS RUN TO ROSS (TAS)

Article written by Rod Johnstone, photos by Simon van Asch.

Picture 1 is Kevin and Kathy Hughes lovely new silver Rousch 427 supercharged Mustang, known as "Jack", after Jack Rousch. Rego is RSH427 and used most days by the couple, who also have a equally mint 1969 red fastback. Kevin and Kathy have been moca members many years and travel extensively interstate with their Mustangs and also caravan and 4wd and are well known Australia wide within MOCA.

Second photo, red Mustang SI7899, is owned by Maureen martin, a red 67 coupe gta with deluxe interior, known as "baby", which was built in San Jose in January 1967, the same date Les and Maureen commenced their relationship". Husband Les owns a 67 red convertible, rego SI7898, which they have named, "pup". Les and Maureen met up with victorian members at the October 2015 concourse at Moorabbin, where they had their campervan, vvhich was also travelled with the vic group recently on the bass staight ferry and escorted the vic tour in Tassie from the devonport to our first stop at Gowans Ford at Cooeee.

Third photo... New members David and Rosalie Wrigley own this pristine 2012 red mustang, rego DJR001 and have recently exhibited it and another Mustang, 2005

model, orange with silver stripes, which David has raced with recent success in many states of Australia, David having an extensive involvement in motorsport for many years.



DELORRAINE CAR SHOW

Article and photos supplied by Kathy Batchelor.

Held on 21st February this year's event was the first for the town. Over 400 cars entered the event which was blessed with near perfect weather - mid to high 20s and sunny.

The organisers were more than pleased with the variety and number of cars attending and were equally excited by the number of visitors attracted to the town to enjoy the show. It was a great boost to local businesses, with the car show also supported by live music and kids entertainment.

Many classic cars of the 40s, 50s, 60s and 70s, together with the hot rods and motor bikes too part in the day, including a contingent of our local MOCA friends.

Part of the funds raised from the entry fee will be provided to Tasmania Fire Services to support fire fighters battling blazes around the state.



TASMANIA NEWS

Article written by Rod Johnstone, photos by Simon van Asch.

Hello everyone and what a busy time we have had since our last magazine. We have had a long, warm, dry summer and any amount of event invitations for our club, which in that time has once again, enjoyed steady growth here in Tasmania. Just on 12 months ago, 26th March 2015, I became the 4th member in the Tassie chapter of MOCA. Since then, around 100 new memberships, close on 200 new members have signed up and it stuns everyone, every event we attend we see new members and Mustangs, which may not have been seen for many years, appear in our group. Thanks to all who participate and many who have assisted with "behind the scenes work" to allow this to happen. A big thank you is extended to our President Ian Collins, who has been generous with his time and support.

The next and necessary step in our club in Tasmania is coming, the election of positions for committee and leadership and appropriate information should have been received by Tassie resident members with this magazine. As always, if you have any queries, feel free to contact me or follow the info on the forms, supplied by Moca vic. The south of our state membership is growing nicely and is being well handled by some great members and their partners, Ricky Horton and Dave Obrien, whose contact details are listed below.

The recent tour by Victorian members to our state was enjoyable and were well supported by Tassie club members from all areas, often we had in excess of 30 Mustangs travelling together. We had many people approach and join our club during and since the tour. Once again, thanks to our club for the reduced entrance fees, which is only available till June 30th this year. New members joining now will receive membership till June 30 2017. After 1st July this year, new members will be \$130 for 12 months, renewals will remain at \$65.

Our first annual dinner was held at our sponsors premises, Star Bar Hotel and Cafe in Launceston, on Sunday 14th Feb 2016 and it was a great chance to network with the 40+ Victorian members, who, whilst touring, joined in for the occasion. Plenty of stories told, new friends made and a fabulous and deserving recipient of 2015 club encouragement award was

presented to our tireless photographer and contributor, Simon van Asch, who is pictured with his award. Also, the marvellous club flag presentation made at the dinner was a great way to celebrate our union. Naturally it has been proudly displayed at every possible event since. Enjoy your club and driving your Mustangs.



BRIDPORT RUN (TAS)

Article written by Rod Johnstone, photos by Simon van Asch.

Bridport Lions club put on a wonderful community event on Saturday 9th January 2016, held on the Village Green in the main street. All the shops opened for the day and experienced great trade. The seaside weather was wonderful and the local surf lifesavers were patrolling the beach, which backs onto the Village Green. Many of our members enjoyed a splash in the waves or a swim. Around 20 Mustangs travelled from northern parts of the state, around 300 exhibits in all. Around \$5000 was raised, the Lions spend the money in the community on CCTV surveillance, a defibrillator machine at a local, central point and many other worthwhile projects. Their next annual car show is booked for Saturday 14th January 2017, same venue, details 0418 121399. Thanks to the Bridport Bunker Club who offered a lovely menu, big welcome and discount to MOCA members.



Patrick Wing's 67 Coupe



Simon van Asch's 66 Coupe



New member Brett Longden's 67 Coupe



Members Paul Hinds and Karen McDermott



Cheryl Walsh and Dwayne Morrison's 66 Coupe



Local Bridport resident Graham Scott



Charlie Vella's 68 Coupe



21 NIGHTS CHICAGO TO LAS VEGAS



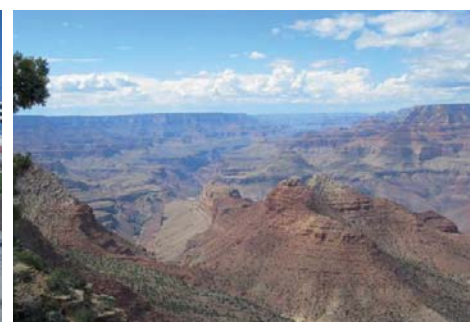
Imagine the wind in your hair, the road stretched out before you to propel you on the adventure of a lifetime. Route 66 Tours wishes to introduce you to a road trip like none other on offer anywhere in the world. Enjoy a trip down memory lane and a guided self drive road trip adventure.

Find yourself trail blazing Historic Route 66, also known as The Mother Road, Will Rogers Highway, National Old Trails Highway and The Main Street of America, all names describing the famous and now historic ribbon of concrete and tarmac that stretches from Chicago, IL to Santa Monica, CA. Covering almost 2400 miles, and taking you across 8 states via some amazing and diverse scenery...this is truly Road Trip Heaven.

From humble beginnings the route was originally made up by Native American trails, and animal traces, it then became the covered Wagon trails of the old west, and then the route for the steam powered steel horse. From 1926 to its final decommissioning in 1985, the route was transformed into highway 66 for the automobile.

Travel with the most experienced in the business, personally escorted every step of the way, and join a road trip of a life time that will instil memories forever of a bygone era. Why not see what past clients say about this tour:

www.route66tours.com.au/testimonials



www.Route66Tours.com.au

CompleteTravel Solutions
"we give you the world"

Ph: 1300 760 806

SHELBY GT SHAKEDOWN

Article and photos supplied by Craig Dean.

Craig and the boys at Mustang Motorsport were very busy building the first Shelby GT in Australia CSM 15SGT0700 in time for the 6th running of Targa High Country. The Shelby interior beautifully fitted out with the roll cage and race seats colour matching the outside and definitely looked the part. CAMS inspected and approved ready for racing.

Emma Quigley returned to the navigators seat after having a spell. Emma was very excited to be in her favourite Mustang. The start of Targa High Country was cold and wet, giving all competitors the challenge of slippery conditions. I had mixed feelings for the Shelby GT, but with a new caR having never been raced and Emma back, it was very exciting stuff.

The thought in the back of my mind was have we prepared well enough to do a good job? A big unknown. Well heading into the lunch break we were coming second and the Shelby GT needed some more adjustments, but it didn't take long for me to gain confidence in its ability. After lunch Emma and I headed to the start to find the front rotors had torn open a crack

1mm, so the return back to the mountain was at a careful pace without using the brake much. At the end of the day's racing, Craig and Emma were placed well in third place in Modern Showroom, approximately 45 seconds off the pace. Very surprised, James, Aaron and Ranu worked in the rain and cold to replace the rotors and check over the rest of the Shelby GT. All good to go for the next day.

A cold morning confronted us as we headed out to Whitfield. The Shelby was performing well, winning a couple of stages to sneak back some lost time. We had a great day and held our 3rd place. Matt Close cranked up the speed in his new GT3 RS Porsche and took the lead over Tony Quin in the Maclaren 650T. Emma and I were gaining on Tony and our choice of tyre was holding us back on the last stage into Mount Bulla. We ran out of grip and spun on a hairpin corner at slow speed, stalled and wasted at least 40 seconds getting going again. Tony was sure we had beaten him. The results came in and Emma and I came in third place. All considering it was a great result for the first competition in a new car.



SHELBY GT TAKES OUT CHAMPIONSHIP

Article and photos supplied by Craig Dean.

From what we learnt from the last Great Tarmac Rally (GTR), some changes were made to the Shelby GT. Emma and Craig were confident that we had the combination to do well, as the new Shelby GT has turned out to be a faster and more nimble car than the Shelby GT500 and this gave Craig more confidence to go comfortably harder.

Huge storms had hit the Reefton Spur region and the safety warning was that there were leaves and bark all over the road for 3kms at the 9k point. Slippery was an understatement, trying to go safe and fast was impossible. On one right hander the Shelby spun at a blink of an eye, and with God's hand and counter steer we finished up across the road stalled. It took a 9 point turn to get the Shelby GT back on its way. Phew!!!

A couple of other cars had spun as well, without damage. The competition was fierce as Triston and Kate Catford were leading until their engine gave up. This elevated us to 1st outright and the Dean/Quigley team held their place for the remainder of the Rally. A great to win the Mustang Motorsport Race Team.

The last race for the season was the Alpine Sprint near Buchan. Emma and Craig were ready for another outright win in the Shelby GT. The competition in the final round was the decider for the Australian Tarmac Rally Championship.

Craig and Emma reached the course the day before, with Emma pointing out the tree she hit in the previous years event. Craig promised he wouldn't hit it.

The roads were fast and flowing and tightened into very tricky corners that needed close attention to execute

after the first stage placings had sorted themselves out. Craig and Emma were coming 2nd outright to Kate and Tristan Catford who were keen to win the Championship. The biggest problem Craig was facing was the 4WD rally cars were cutting corners so badly they were throwing gravel on the bitumen and it was like marbles on the road. Dangerously slippery and hard to drive on many near moments, and one that had the Shelby GT take a slight excursion up a bank and back onto the road. Minor scratches and side skirt damage.

Saturday night all the competitors have dinner together and Mark from Chaplancy Australia has a fundraising auction for prevention of suicide. Mark was absent attending to Kate and Tristan who had a monumental off at 180kph landing in a dam. Luckily they only received minor injuries. Mark asked me to take the stage. I opened the talk about unnecessary dangers from gravel all over the road as it is a Tarmac Rally guys, not a dirt rally. The suicide statistics are terrible, it is seriously everywhere. Head to Chaplancy in sport to find out more.

Into day 2 of the competition with a 20 second lead on Adam Kaplin. We knew we had to keep our wits and keep pushing fast to stay in front. The Shelby needed some more adjustments and it was faster and faster every stage. We finished up winning the Snowy River Sprint with more than a 1 minute lead. Craig and Emma were absolutely over the moon to take out the Australian Tarmac Rally Championship.

Celebrations for Craig were short as he immediately had to jump in the Raptor and head to the airport for a business trip to the UK.



OUTBACK CHALLENGE 2015

Article and photos supplied by Kathy Batchelor.

The Outback Challenge is a 4WD off road endurance event. It was first run in and on properties around Broken Hill in 1999. It ran continually until 2011 and after a pause in 2012 and 2013, 2014 saw the return of this event. The Outback Challenge is the toughest event of its kind on the country, incorporating both high speed and low speed sections and navigational exercises.

After the oppressive heat experienced during the mid October run event in 2014, this year, race director Chippa, (Steve Tjepkema), opted to run the monster, week long four wheel drive event from 25th September until 2nd October which also coincided with the school holidays.



This provided a great opportunity for families to enjoy the action by joining the spectator convoy, which allows for the general 4WD driving public to enjoy the spectacle that is the Outback Challenge.

The timing change was perfect, for the weather was just that. Most days were between 25 and 28 Deg C, cooling off at night for comfortable sleeping temperatures, but not too cold.

As far as the event itself is concerned, the 2015 event was as uncompromising as ever. The 23 teams had to endure 21 special stages of truck breaking country designed to test the endurance of the vehicles, drivers and navigators, alike. Teams comprise a single, highly modified 4WD vehicle with a driver and navigator.

The attrition rate of competitors as in previous years, was high. Of the starting list, only 5 teams managed to finish the last stage, SS21 Mad Max, on Friday, 2nd October and it was only then that the look of relief was seen on the faces of the weary competitors. Now it was time to celebrate what had been an extremely grueling event!

The event commenced on Friday 25th with scrutinizing. Once that formality was over, teams carried out last minute repairs and adjustments on their vehicles, checked their spares and prepared mentally for the week ahead.

On Saturday, the competing teams enjoyed a parade lap of Broken Hill before parking up at the "Plaza" for a Show 'n Shine to enable the general public to learn of the event and get close up and personal with the vehicles, drivers and navigators.

The majority of the vehicles that competed were Nissan Patrols, with many running GM LS 1 and LS 2, 6 Lt. V8's. As for tyres, the most popular choice currently are the "sticky" 37" Trepadores. These impressive tyres have bars of treads on their sidewalls and are both super tough and super sticky. This feature is especially handy on the rocky stages, where grip can be the difference between winching and driving.

The first stage, SS1 was a night run up Stephens Creek on the Saturday night. At last the teams were able to release some adrenalin that had been building for weeks. This is a great spectator stage, being able to view the action from the edge of the dry riverbed. Lights, noise of the engines and a bit of dust – we're off to a great week.

A number of locals also made the short drive out to view the action and cheer on their heroes over a beer and a BBQ. A win on this occasion to Roadrunner Offroad (Car 5)!

Vehicles entered and ran on the course individually, so it was each team's decision on how fast to go. It is most important to take tidy lines around obstacles with clean runs coupled with quick times the key. Any fouls for driving outside the course or for hitting course markers, incurred penalties.

Also, as there are a total of 21 special stages to negotiate for the week, the vehicles had to hold together to last the distance, so there's no point in being over zealous on the go pedal on the first stage. Otherwise, the vehicles may have a very short event.

Stages SS2 and SS3 formed the Prologue, run this year at an old mine site just out of Silverton – great course and again, a great opportunity to spectate. Two opposing teams were started together and traversed different courses to finish back at the start line. The courses featured steep inclines and declines, tight,



OUTBACK CHALLENGE 2015

rough off camber bends and some fast uphill straights where the larger engined vehicles hammered along. The sound of the V8's in full flight was exhilarating! One course is SS2 and the other SS3. All teams competed on both courses.

The only major mishap for the day was Car 5, Roadrunner Offroad on SS2, which misjudged an uneven, off camber section of track, and was pitched up and landed on its side. Recovered quickly due to great teamwork from driver (Barry Smethurst) and navigator, (Jim Hayes), but unfortunately a DNF (did not finish) for the stage by 4 seconds. They impressed though on SS3 with a second win from 3 stages.



Russell Andrew Mechanical, Car 1 with Russell Andrew and Joe Vowles on board won SS2.

After the prologue, all competitors, officials, marshalls and the spectator convoy relocated to Denian Station, NE of Menindee, (110 kms SE of Broken Hill), in preparation for the sand stages on the following day.

Another bright and sunny day dawned. Competitors, spectators and marshalls had left camp early for the initial stage of the day, SS4, which was 3 laps of a bunted circuit in rolling sand hills. The course featured tight turns, steep sharp rises and straights where the vehicles could load up the right pedal and exercise some raw power. Yet again the spectating aspect was excellent, with at times, three competing vehicles within view simultaneously. Car 9, Robson Bros. Racing with Rob Robson (an old mate from our 4WD club) and Cass Jones on board, all the way from W.A., had a great run, securing 1st place, but Car 10, Garden Shed Motorsport with Jason Williams at the helm suffered a major breakage, causing them to miss SS5, SS6 and SS7.

One surprise for the competitors over a steep incline was a steep side slope on the immediate downhill which caused some 'heart in mouth' moments. (We think someone didn't put the caution sign in the right place!) No matter – all was good!

From here competitors started SS5, Ratcatchers Run,

consisting of many GPS points for which we did not spectate. They then returned for SS6 commencing with just one more lap of the motorkana course from SS4 before heading off on a navigational section course, to return to face a huge obstacle in the sand wall.



Just to try and provide a picture for you, competing vehicles were required to drive parallel with the base of a steep sand hill and then turn hard left to drive/winch uphill before continuing on with the stage.

No run up was possible and so all vehicles were required to winch. I felt here for the navigators (navvies) as they struggled up the soft steep sand with the heavy sand anchors in hand. This was 'young blokes' work, but they weren't the only ones doing the hard yards! The navvies had to train hard before the event for these types of challenges to ensure a reasonably high level of fitness. It was obvious from the physical make up of the navvies that some were in a lot better condition to handle this grueling work than others, though! Some having restricted their training to a few too many right arm curls, if you get my drift!

The sand wall was hard on all the teams. On average, three teams were negotiating the climb simultaneously, all trying to find the premium anchor point for their sand anchors. At times this meant that the spectators had to give up shady ground as the anchors were moved farther afield.

Car 2, Country Lane Homes with Shayne Barkley (my son-in-law) and Simon Gipp on board were the 3rd vehicle to the sand wall but first to winch up and did so in very quick time. While Car 2 had success here, Car 18, Scraptech with father and son team, Dave and Simon Cameron on board had burnt out 2 winch motors trying to climb the wall. Unselfishly, Car 2 went to their rescue and tried unsuccessfully for several minutes to assist, but had to abort after 3 attempts now suffering clutch problems and an inability to find reverse gear. Car 5, Roadrunner had since successfully conquered the wall and then took over the recovery of Car 18 with a positive result.

It was great to see the camaraderie of the different team members on show. They were all competitors, but still there was great cohesion between most. Other

OUTBACK CHALLENGE 2015



examples of assistance between teams included Car 16, Cliffhanger loaning their spare compressor to Car 2 when theirs failed. This enabled Car 2 to continue to have the use of its diff locks throughout the event. Car 18 also had trouble with losing wheel nuts, borrowing some from Car 2 to enable him to keep mobile. Even then Car 18 almost lost a wheel on the finish line.

SS7 comprised the need to reach many more GPS points within a given time and SS8, Long Haul (night stage) rounded out the full program for Monday 28th, with a trip from Denian Station to Viewmont Station, ending with a trip through the mud. Spectators were welcomed to enjoy this finale to the day.

Other winners for the days stages were: SS5 and SS7 – Car 1, Russell Andrew Mechanical (2nd and 3rd wins), SS6 – Car 5 Roadrunner Offroad (3rd win) and SS8 – Car 4, MGC Racing with Mitch Gould and Steve Fowler on board.

Together with the pressure on competing, the teams also had to provide their own food, swags and carry their own spares. If they sourced assistance from anyone other than other competitors, it was deemed as outside assistance and as far as the rules are concerned, each breach incurred a 100 point penalty!

The next day dawned fine and sunny again and we packed up and traveled to view some of the action in the water and the mud- a vast contrast from the sandy conditions of the previous day.

The competitors again undertook more navigational exercises, which led them to the mud stages. One



stage saw a number of vehicles stranded in deep water that lapped over the seats so even when the navies were battling through the muddy water to reach high ground with the winch rope, the drivers were also sitting waist deep in the muddy swill! I hope the boys brought a change of clothes!

Car 2 suffered a mishap here, the winch rope came off the drum on the car and Shayne had to go fishing for it in the murky gloom. Success as it was reattached before the other end of the rope was attached to a firm anchor so they could winch out.

Once out of the gloom and the stage completed, it was found that the gearbox was full of water. A change of oil was required. Car 16, Cliffhanger, another father and son team of Steve and Sam Hobbs suffered a similar fate.



SS9, SS10, SS11, SS12 and SS13 were run this day, culminating in a 'stupid o'clock' finish time for competitors that night. The overnight stops for the next 2 nights were at Mt. Gipps Station, 30 minutes North of Broken Hill. Mt. Gipps Station is an 85,000 acre working sheep station and farmstay. The owners are great people, who took the time to watch some of the days competitions. I can recommend this for an outback stay, either in your own camper or caravan.

Great success went to Car 3, Dynamic, last years winners, Chris Hummer and Neil Cooper, with wins on SS9, SS11, SS12 and SS13! They also came 2nd in SS10 to Car 1, Russell Andrew Mechanical who piped in for their 4th stage win.

Car 5, Roadrunner Offroad was running both front and rear radiators and it was found that the rear mounted radiator was not working on SS13. Consequently they had to leave the event temporarily and return to Broken Hill to fit another radiator, rejoining on the Thursday, thus incurring penalty points.

Article continued next issue.

MUSTANG MOTOR SPORTS CALENDAR 2016

Dates and events promoted by our club and other clubs for member's information and or participation or just to go along and have a look see.

Historic Touring Car Assoc.	
Apr 30-May 1	Phillip Island PIARC State Series
May 28-29	Winton (short track) VHRR Historic Winton
Jul 22-24	Sandown ASSA State Series
Aug 6-7	Winton Festival of Speed (long track) VHRR Golden Oldies
Nov 26-27	Phillip Island PIARC Island Magic
Club Sprints: For more information on any clubs, motor sport calendars, please check their websites.	
FPV/XR	Feb 27 Sandown / March 20 Phillip Island / Apr 24-25 Winton / Jun 12 Sandown / Jul 31 Sandown / Aug 21 Winton / Nov 1 Sandown
PIARC: Public Race Meetings	15-17 Apr V8 Supercars / 30 Apr-1 May Vic State Championships Round 1 / 27-29 May Shannon Nationals Round 2 / 9-11 Sep Shannon Nationals Round 6 / 26-27 Nov Island Magic
PIARC: Participation Events	Feb 6-7 Sprint / Apr 9-10 Sprint / Jun 25-26 Sprint / Jul 30-31 Vic 6 Hour Relay / Nov 12-13 Sprint
Victorian State Circuit Racing Championship	
Round 1	Apr 30-May 1 Phillip Island
Round 2	May 21-22 Sandown
Round 3	Jul 23-24 Sandown
Round 4	Sep 3-4 Winton
Round 5	Oct 29-30 Phillip Island
ALFA Club	May 7 Sandown / Jun 19 Winton / Jul 2 Phillip Island / Aug 20 Broadford State Motorcycling Complex / Sep 3 Sandown / Oct 15-16 Six Hour Regularity Relay / Nov 20 Winton / Dec 11 Phillip Island
CAMS State Championship	
Round 1	10 Apr Phillip Island PIARC
Round 2	23-24 Apr Winton MSCA
Round 3	26 Jun Phillip Island PIARC
Round 4	14 Aug Sandown Maserati Club
Round 5	1 Nov Sandown FFCC
Touring Car Masters 2016	
Apr 1-3	Sandown Shannons (streaming/SBS)
Jun 17-19	Skycity Triple Crown V8 Supercars (Fox)
Jul 22-24	QLD Raceway V8 Supercars (Fox)
Sep 9-11	Phillip Island Shannons (streaming/SBS)
Oct 6-9	Bathurst 1000 V8 Supercars (fox/10)
Oct 29-30	Sydney Motorsport Park Muscle Car Masters (7mate)
Special Events	
Apr 25	Anzac Day Parade Melbourne City
May 1	Shannons American Motor Show Flemington
May 15-21	Aussie Muscle Car Run Vic
May 27-29	Historic Winton
Jul 30-31	Victorian 6 Hour Regularity Relay - Phillip Island
Aug 6-7	Winton Festival of Speed
Nov 4-6	Historic Sandown
Nov 26-27	Island Magic - Phillip Island
Tarmac Rally	
Apr 11-16	Targa Tasmania
May 28-29	Lake Mountain Sprint
Sep 24-25	Snowy River Sprint
Nov 6-8	Targa High Country
Dec 10-11	Great Tarmac Rally

*If you are interested in becoming involved with any facet of Mustang Motorsports please speak with our friendly Motorsport Co-Ordinators Graham Bell - 5968 5883, Bruce Rigby - 9706 5110 or email mocavic@mustang.org.au
They will be happy to advise all details and events.*

Just Mustangs

Importing Mustangs & Selected American Collectible Cars

LMCT 9012



Russell Trainor
Showroom:

Ph: 0418 131 124
11 - 13 Sutherlands Road,
Riddells Creek VIC 3431

Open:

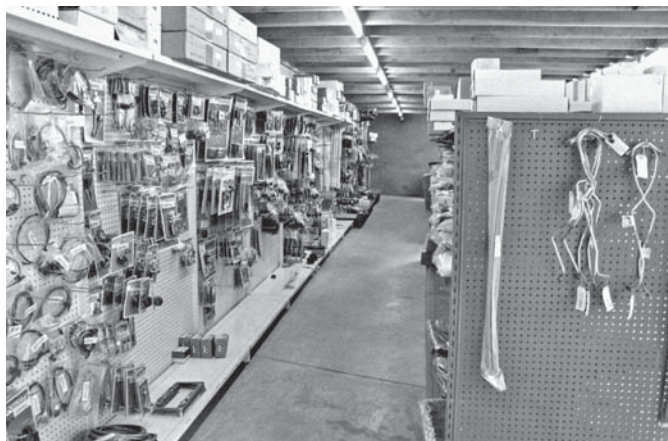
9.30-12pm Mon/Sun
1.30-5.30pm Wed/Fri/Sat or by appt.



Specialising in the sale of
Mustang Parts from 1964 - 70



RHD Conversions for
Mustangs 66 - 70



Huge range of
Mustang &
Muscle Car
Books

Always in
Stock

Best Prices!



Disc Brake Kits available for
Mustangs 65 - 70 \$1395

Air-Conditioning Kits available for
Mustangs 65 - 66 \$1495

Website: www.justmustangs.com.au

Email: russell@justmustangs.com.au

DECEMBER 2015 MEETING

MUSTANG OWNERS CLUB of AUSTRALIA (Vic) Inc. GENERAL MEETING, WEDNESDAY 9th DECEMBER 2015 THE RICHMOND UNION BOWLING CLUB, RICHMOND

APOLOGIES Ross Coles, Bob Opperman, Graham Bell, Craig Dean, Nez Demaj, Steve Baird, Angela Lond, Emma Quigley, Peter Moxey, Ron Minogue.

Meeting opened at 8.40 pm by the President
Special welcome to Rod Johnstone for coming up from Tasmania.
Warm welcome to Ian Johnson for long drive from Longford, Vic.
All welcomed to club Christmas meeting.

MINUTES OF PREVIOUS MEETING

The Minutes of the previous meeting held 18th November 2015 were read and confirmed.
Moved: B. Rigby Seconded: W. Baker

TREASURER'S REPORT * These figures are subject to audit

Total funds available December 2015	\$271,962.03
-------------------------------------	--------------

SECRETARIES REPORT: C.McKenzie

October to November 2015 Incoming Correspondence

In:

- Davina C Membership Details
- Smokin' Aces 4th Annual show at Williamstown
- Tony B Motorclassica Info
- Barry B 21 Feb Geelong Ford Day
- J Theidman Listing new 68 Coupe 390 on members
- Phil Walters Aussie Muscle Car Run May 15 to 21, 2016 Tour of Victoria
- Tony B Ace expo at showgrounds Nov 14
- Rod Johnstone Dave O'Brien and Darren Baker coming to XMas breakup 9th
- Belinda Douglas Take your tops off at Manhattan hotel show
- Jake Thompson After phone no's for steering specialist at Muster
- Michelle Boulez Chasing Mustang T-shirts and parts.

Out:

All referrals passed on

- All members Monthly mail out

NEW MEMBERS ACCEPTED - Current Membership: 998

2871	Rex Afrasiabi	68 F/Back grey Eleanor	2881	Les Martin	67 Coupe Red
2872	John Filippou	66 Coupe Red	2882	Marco Timpario	68 Coupe Red
2873	Phil Maskell	66 Coupe Black	2883	Theodore Christou	67 Coupe Lime Gold
2874	Adam Gowans	No Car	2884	Robert Zammit	70 Coupe Yellow
2875	Rick Horton	66 Coupe Red	2885	Peter Pllazzon	66 Conv Silver
2876	Gary Porter	66 Coupe Yellow	2886	Darren Caffyn	73 Conv Red
2877	Bernard Boot	65 Conv Red	2889	Gavin Burgess	68 Coupe Black
2878	Derek Medcalf	No Car	2890	Shelley Mullins	65 Conv Blue
2879	Brett McMillan	65 Conv Red	2891	Grant Nichol	67 F/Back GT
2880	Sean Young	66 Conv Red	2892	Peter Andonopoulos	65 Conv Red

SPECIAL BIRTHDAY ANNOUNCEMENT

Happy 80th Birthday to Bill Cant (Happy birthday sung).

WELFARE: I. Collins

Update on welfare of Deb Sumner and Ken Blair.

TASMANIA UPDATE

Rod Johnstone welcomed and supplying information on 46 members now as part of club in Tasmania. Rod explained his history with racing and Mustangs. Gave advice on 4 days touring Tasmania by the club.

SPECIAL EVENTS

Ian's recent visit to Kids with Cancer event at Sandown, replies by members had been overwhelming and club has negotiated that more cars can attend event in 2016.

RECENT MEDIA

Recent story by Bob Lorch on page 3 of The Australian newspaper of his history with older Mustangs and his purchase of the new model.

BULLETIN: I. Collins

Asking for more articles.

SOCIAL: T. Borg

Previous Runs: American breed day, 10 cars attending. Geelong Revival, 10 and members staying down overnight. Peninsula Hotel (Christmas).

Coming: John's Longford Luncheon. 2-3 Jan, Drysdale. 30th Jan, Bob Stanton's collection of cars. 26th Jan, Bayswater Australia Day Concours. 11-17 Feb, Tasmania run. 21st Feb, Waurin Ponds. 21st Feb, Gembrook.

DECEMBER 2015 MEETING

SPECIAL MESSAGE FROM ANGELA LOND: P. Richardson

Touching letter to members. Funny story of a recent sale and pricing. Christmas message to club from W. Dowsley.

RECENT COUNTRY RUN: I. Collins

Funny story of a recent run, "Kid's Christmas Run" then off to the Bendigo Christmas run.

MUSTANG RACING: B. Rigby

Information regarding Craig Dean and Emma Quigley in the new 2015 Shelby competing in the Australia Tarmac Rally. Congratulations being winners of championship.

FREE INVITE: I. Collins

Free tickets for movie called "Youth" being shown at Elsternwick on 14th February. Tickets given out to members.

TV REMINDER

New show being aired on TV, "Driven not Hidden" starring Travis Folwell, member of MOCA Vic. Shows on Sunday afternoons at 2.30pm and Tuesdays at 10.30am. Keep a look out for it.

GENERAL BUSINESS

I. Johnson, 6 Mustang signs available at \$45. Sign auctioned off for charity, \$50. Thanks Ian.

TROPHIES: I. Blume and I. Collins

Country member of the year - Angela Williams.

THANK YOUS

Ian Collins thanked sponsors throughout the year. A big thank you to Craig Dean from Mustang Motorsport who sponsors events not only for our club but right throughout Australia. A thank you to Luke and staff from Richmond Bowling Club.

CLUB RAFFLES

Jackpot \$500 and mug of the month awards. A reminder of the Tasmania trip in February, \$629 p/person (complete trip).

A thank you to Stoffer boys for their great work with the raffle throughout the year.

I. Collins thanked A. Richmond for show work, C. McKenzie for secretary work, and the rest of the committee for their great work.

MEETING CLOSED 10.10pm Minutes recorded by C.McKenzie

JANUARY 2016 MEETING

MUSTANG OWNERS CLUB of AUSTRALIA (Vic) Inc. GENERAL MEETING, WEDNESDAY 20th JANUARY 2016 THE RICHMOND UNION BOWLING CLUB, RICHMOND

APOLOGIES Ian Johnson, Tim Russell, Ian Blume, Frank Thompson, Daniel Stoffers, Peter Weir.

Meeting opened at 8.40 pm by the President

MINUTES OF PREVIOUS MEETING

The Minutes of the previous meeting held 9th December 2015 were read and confirmed.

Moved: M. Barret Seconded: K. Harrison

TREASURER'S REPORT * These figures are subject to audit

Total funds available January 2016	\$259,664.17
-------------------------------------------	---------------------

SECRETARIES REPORT: C.McKenzie

December to January 2016 Incoming Correspondence

In:

- Various thank yous and Merry Christmas/Season's greetings
- Peter Strangherlin change of address to Cobram
- Tony Kilvington MOCA SA Jenny Illman passed away
- Keith Reynolds looking for 30 year badge
- Graham Folwell CPS officer paperwork completion for 2015
- Danny Meneghello looking for ex member Mark Robinson from Bulleen
- Falcon GT car club newsletter
- Terry Bateman info on CPS
- Guy Allen looking for 67 GT390 feature on Bullitt car
- Graham Reid enquires on purchasing Mustangs
- Petro Maksymovch membership enquiry
- Tony Capuano membership enquiry
- Steve Price Mustangs of Melbourne closed till 6th Jan 2016
- John Greco, Frank Hayes, David Wildman, Brett and Angie Lonnee, Ian Collins, Peter and Kathie Russo condolences re Jenny Illman
- Heather Skinner email changed
- John Carreras change of email
- David Tonkin film production looking for 67 Mustang
- Susan Merrick looking for Jim Lambie
- Adam wants to hire 2 GT500 Shelys for 2 April 2016
- Harvie membership enquiry
- Jodie Siekman Bairnsdale Motor expo 13/14th Feb

Out:

- All referrals passed on
- January update to all members monthly mail out
- Jim Lambie to contact Susan Merrick
- All memberships enquiries to Davina
- Hornet Press minutes for magazine
- George Hitchens invite to attend meeting

JANUARY 2016 MEETING

NEW MEMBERS ACCEPTED - Current Membership: 980

2900	John Page	2 x 65 F/Back	2906	Darren Baker	No Car (TAS)
2901	Boris Di Camillo	66 Coupe Blue	2907	Chris Lewicni	67 F/Back Black
2902	William Halibi	65 Coupe Gold	2908	Bob Sutcliffe	71 F/Back White (TAS)
2903	Brian Stingel	68 Coupe Red (TAS)	2909	David Wrigley	07 & 08 GT's (TAS)
2904	Andrew Youd	69 S/Roof Red (TAS)	2910	Glen Pawson	70 F/Back Red
2905	Ralph Russell	73 Conv Yellow	2911	Paul Birman	15 F/Back

WELFARE: I. Collins

In memory of Deb Pearce, run to Bendigo story.

In memory of Jenny Illman (SA) ex committee member, attendance by I. Collins and W. Dowsley.

BULLETIN: G. Bell

More articles please.

LOOKING FOR VEHICLE STV 397: I. Collins

Someone was looking for owner of vehicle STV 397.

MUSTANG RACING: C. Dean

GTR and Snowy River race, won. Check Facebook for upgrade information on new model Mustang available. Targa Tasmania in April 2016, preparations being made.

SOCIAL: T. Borg

Birthday 70th Ken Seidelmeyer in early January.

Previous Runs: Johnno luncheon, 12 cars attending. Drysdale show, 35 club cars and 320 participating on cruise.

Coming: Sat 23rd/24th, Bendigo swap meet. Tuesday, Australia Day BBQ. Sat 30th, Bob Stantons garage visit. Sun 31st, Show us your wheels, Moorabbin. Sat 13th Feb, Bendigo. Sun 14th Feb, Hanging Rock. Sun 21st Feb, All Ford Day Geelong. Sun 21st Feb, Gembrook Show. Sat 6th Feb, Warragul Ford Show Day.

PROSTATE TALK: T. Borg

Prostate talk and presentation.

GENERAL BUSINESS

Thanks to all those that assisted with the Christmas party, female fell ill and was taken to the Box Hill hospital.

BUY, SWAP AND SELL

65 Coupe \$38,000 (Russell)

AWARDS

Shelby Nationals, top car 2 trophies, Graham Bell.

DOOR PRIZE: Shane Colister

THE LUCKY MEMBERS DRAW:

Travis Wayne won the members draw but was not present at the meeting so **NEXT MONTH THE JACKPOT IS \$700**

MEETING CLOSED 9.34pm Minutes recorded by C.McKenzie

MOCA VICTORIA HAS ITS OWN APP

Download our awesome new app now and stay up to date with all the latest information!

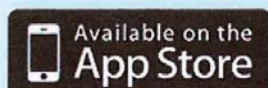
Install the MOCA Victoria App on your smartphone or tablet now!

Need help?

Contact: Tony Borg
Email: mustangclubevents@gmail.com
Phone: 0411406760

Follow these steps:

1. Download "Team App" from the Apple or Google Play app store.



2. Sign up to Team App. You will be sent an email to confirm your registration.
3. Log into the App and search for "MOCA Victoria".
4. You do not need to select an access group.
5. If you don't have a smartphone go to mocavictoria.teamapp.com to sign up and view this App online.
6. Done !



FEBRUARY 2016

MUSTANG OWNERS CLUB of AUSTRALIA (Vic) Inc. GENERAL MEETING, WEDNESDAY 20TH JANUARY 2016 THE RICHMOND UNION BOWLING CLUB, RICHMOND

APOLOGIES Jan Theidman, John and Sue Bailey, Ron and Dorothy, David and Kathy Batchelor, Ange and Roger Williams, Loz and Pete Richardson, David Beresford, Craig Dean, Graham Bell, Bruce Rigby, Angela Lond, Ian and Teena Johnson, Graham Andrews, Wayne and Teresa Baker, Dave Geddes.

Meeting opened at 8.40 pm by the President

MINUTES OF PREVIOUS MEETING

The Minutes of the previous meeting held 20th January 2016 were read and confirmed.

Moved: F. Thompson Seconded: U. Schaak

TREASURER'S REPORT * These figures are subject to audit

Moved: K. Harrison Seconded: B. Opperman

Total funds available January 2016	\$259,664.17
-------------------------------------------	---------------------

SECRETARIES REPORT: C.McKenzie

January to February 2016 Incoming Correspondence

In:

- Belinda Douglas, fix webpage log Shannons needed BSB details for annual invoice
- James Bowering, plates left on car now sold
- George Hitchens, wants to attend meeting photography display
- Shepparton Motor Museum, annual show on Sunday 21st Feb
- AOMC Hanging Rock show 14th Feb
- Andrew Doyle recently attended car show in Tasmania and was given advice to join club
- Michael Brisbane, thank you to those that attended Drysdale car show
- Anthony Moss, drive Nurgurgring and Spa July 10th-13th, \$8.5K
- Alice Feehan, 2016 Phillip Island Festival of Speed 12-13th March
- Joe Raimondo, Keilor Rotary Car Show May 1st
- Kevin & Wilma Rawlings moved to Tasmania, put in contact with Rod Johnstone
- Wayne O'Brien, thank you for good monthly update
- Graeme Boniface moved to Safety Beach/ to Davina
- John Dooley change of email address/ to Davina
- Petro Maksymovych seeking new membership advice
- Lino, logo on webpage fixed
- Jodie Sieman, flyer on Bairnsdale Motor Expo
- Graham Reid enquiry regarding legality of seat belts
- Naoko Wittaker, 1968 Coupe for sale, deceased ex member \$15K
- Devonport Motor Show Sunday March 20th
- Peter Robinson, Tyabb air show March 2016, wants Mustangs for plane display
- PCV Admin, Sandown 240, 4hr regularity 24th April
- John Webster, Rotary Club show in Sunbury, Friday 19th Feb
- Autobarn 7th Annual show, Saturday 27th Feb 7-10pm
- Brian James, Email problems
- Various CPS, enquiries/renewals
- Adam Richmond, Warrigul Ford Car display cancelled/update
- Stephen White, registering to attend next meeting
- Johanna Parkin, thank you for assistance on CPS
- Peter James change of email address/ to Davina

Out:

- Monthly update sent out
- All referrals passed on Tony B/Davina C/ Lino A

NEW MEMBERS ACCEPTED - Current Membership: 986

2912	Rod Lutwyche	65 Conv Red (TAS)	2915	Nick Wheeler	65 Coupe Orange
2913	Glenn Benson	67 GT500 Red	2916	Erol Muner	66 Coupe Gold
2914	Bradley Gunn	67 Coupe Yellow (TAS)	2917	Emily Mudge	65 Fastback Blue

BULLETIN: I. Collins

More articles please.

SOCIAL: T. Borg

Previous Runs: Bendigo, 12 cars attending. 26th Jan, Australia Day, 75 cars on show. 30th Jan, Bob Stantons, 20 cars attended, \$140 raised for Barwon Health. 13th Feb, 8 cars, Hanging Rock. Rotary Club Event (Joe Borg won best Ford).

Coming: Sun 21st Feb, All Ford Day Geelong. Sun 21st Feb, Gembrook Show. Sun 6th Feb, Melbourne Showcase. 12th - 13th Northern Classic Cruises. Phillip Island Racing. Bendigo Coffee/Apple Fest. 13th March, Tyabb Airshow/cars wanted. 8.00am Bunnings Cranbourne. Sun 10th, RACV Classic Showcase. 1st May, AOMC Club Event, please have club shirts ordered. Greeting to new member Glen, 70 Fastback red.

WELFARE

Sadly John Bailey problems are back, best wishes from the club at this hard time.

Letter read out from Andrew Sumner, re wife Deb. He had been a member since 1988. Touching written letter and a thank you to all those that attended the funeral and to Ian for flowers and cards.

TRIP TO TASMANIA: I. Collins

Stories of the recent trip to Tasmania by the club. 22 cars set off and enjoyed the hospitality of our Tasmanian members and the scenery Tasmania had to offer.

MUSTANG RACING: I. Collins

Craig Dean and team are currently competing in the Mt. Baw Baw tour and he is contesting his title. Good luck to Craig and the team.

FEBRUARY 2016

GUEST SPEAKER

Jeff Seaman spoke about his involvement in the design and testing of the new model Mustang. Inventor of the Track Key, he also spoke about the Boss 302 program and the Black and Red Key available. He had the privilege of starting the first ever Coyote Motor and its involvement in it producing 440 Horse Power.

MUSTANG ALLEY CAPS AUCTIONED

Rowdie	\$50.00	Andre	\$50.00
Lino	\$50.00	Nick	\$60.00

\$210 raised for charity fund. Thank you Jeff.

GENERAL BUSINESS

C. McKenzie - ANZAC Day parade coming and participants are requested to complete attendance sheet out the front. Cars are expected to be roadworthy due to media interest and non-fumie for sake of marchers.

I. Collins - Mustang Bonds are available for purchase in assisting the purchase of a P51 Mustang for the aircraft museum. Bonds return 3.0% see flyer. Ron Minogue suggested that the club be involved. Rowdie McIntosh suggested the club get involved to make a purchase. Ian Collins that \$5K and \$10K bonds were available and interest was shown by membership by show of hands. Justin Harper enquired how much are we getting in our current term deposit. Adam Richmond replied that it was currently 2.6%. Ian Collins that committee would make decision and Secretary would email outcome.

FORMAL REQUEST TO FLOOR: I. Blume

"That Mustang Owners Club of Australia Victoria Inc invest \$10,000 in the Mustang Bonds as an investment."

Vote put to membership and majority were in favour. Committee to make decision.

DOOR PRIZE: Theo.

THE LUCKY MEMBERS DRAW:

Con Zerkas won the members draw but was not present at the meeting so **NEXT MONTH THE JACKPOT IS \$800**

A thank you to Jeff Seaman for his talk and donation of caps.

MEETING CLOSED 10.11pm Minutes recorded by C.McKenzie



Leukaemia Foundation
AUSSIE MUSCLE CAR RUN

PRINCIPAL PARTNER
BRIDGESTONE

AUSSIE MUSCLE CAR RUN · VIC
TAKING THE BEASTS BACK HOME

"ARGUABLY THE BEST MUSCLE CAR EVENT IN OZ"
- AUSTRALIAN MUSCLE CAR MAGAZINE

RAISING FUNDS FOR THE LEUKAEMIA FOUNDATION

FOR MORE INFORMATION CONTACT MEAGHAN BUSH
ON 0422 009 955

WWW.AUSSIEMUSCLECARRUN.COM

AUSSIE MUSCLE CAR RUN

The Aussie Muscle Car Run, after great success in 2012, 2013 and 2014 in South Australia, will take to the open roads of Victoria in 2016. This iconic motoring event will see approximately 100 people travelling in 50 muscle cars in a leisurely paced motoring run leaving and returning to Melbourne. It will be the adventure of a lifetime.

Funds raised from the Aussie Muscle Car Run in Victoria will be directed to the Leukaemia Foundation's Victorian Patient Accommodation Centre - the Building of Hope is 15 units currently under construction for regional patients and their families. This accommodation keeps families together and relieves the uncertainty and financial burden of having to seek and afford accommodation in Melbourne when they need to re-locate for life-saving treatment.

THE EVENT IN BRIEF

- Open to cars manufactured during the period 1963 - 1977 (replicas welcome) please see the website for all eligible cars - www.aussiemusclecarrun.com
- The 'Taking the Beasts Back Home' Victorian Aussie Muscle Car Run will travel through some of the state's most picturesque regions
- Registration fees cover six nights accommodation, breakfasts, dinners, motor sport, car livery, overnight security for the vehicles, entertainment, t-shirt and more
- The Run incorporates dedicated controlled motorsport events including Winton Raceway, Heathcote Dragstrip and 8th Mile Dragging club, plus visits to the iconic Holden and Ford Proving Grounds and more iconic locations planned.
- The run departs Melbourne on Sunday, 15th May and will return to Melbourne on Saturday 21st May 2016
- Each car registered is required to raise a minimum of \$4,000 to be eligible to participate (in addition to registration fees)

TO REGISTER YOUR INTEREST & FOR MORE INFORMATION
MEAGHAN BUSH
0422 009 955
mbush@leukaemia.org.au
www.aussiemusclecarrun.com
www.facebook.com/AussieMuscleCarRun



M.O.C.A SOCIAL CALENDAR

APRIL 2016 - JUNE 2016

APRIL 2016	
Sunday 3rd	<p>Visit to the RAAF Museum at Point Cook</p> <p>Be there from 10am, enjoy a look at some of Australia's Air Force History, have a bite to eat, and at 1pm, enjoy a look at the Interactive Air Display.</p> <p>Following this event, those who wish, can join me for lunch at one of the local establishments?</p> <p>Call Tony on 0411406760 or email mustangclubevents@gmail.com</p> <p>To register your attendance.</p>
Sunday 10th	<p>Cruise to the Shepparton Car Museum and stay for Lunch at one of the eateries in town.</p> <p>Let's make this one a Central and City Crew Event.</p> <p>City Crew meeting at the Fuel Stop Corner Hume Hwy and Donnybrook Road at 0850 for a 0900 departure.</p> <p>Country Crew, meet up in Bendigo at 0850 at the Coffee Shop for a 0900 departure.</p> <p>Anyone else, meet at the Museum at 1030</p> <p>Arriving at the Museum at approx. 1030, and leaving at approx. noon to our Luncheon.</p> <p>Please register for this event for catering purposes.</p> <p>Call Tony on 0411406760 or email mustangclubevents@gmail.com</p> <p>To register your attendance.</p>
Wednesday 20th	<p>Monthly Club Meeting</p> <p>Richmond Union Bowling Club, 2 Gleadell Street, (Off Bridge Road), Richmond at 8.00pm.</p> <p>Don't forget you have to be in attendance for your chance to win one of the following: LUCKY MEMBERS JACKPOT DRAW, MUG OF THE MONTH, DOOR PRIZE, and MOCA RAFFLE.</p>
Sunday 24th	<p>Moorabbin/Cheltenham RSL Claytons Concourse</p> <p>This is in the same car park as previous years, just down the other end closer to the RSL.</p> <p>And being the day prior to ANZAC day seems fitting.</p> <p>Be there from 0930, the Club BBQ trailer will be there as usual.</p> <p>Call Tony on 0411406760 or email mustangclubevents@gmail.com</p> <p>To register your attendance.</p>
MAY 2016	
Sunday 1st	<p>The AOMC All American, Flemington</p> <p>Meeting there from 0900, and join us at the Mustang Display area.</p> <p>A cost of \$20 applies, which covers the driver and one passenger.</p> <p>Applications are sought for the clubs special display of our steeds, one example of each year, will be lined up in the main area. Let Tony know when you register.</p> <p>The club will have its club trailer there, so please register for catering purposes.</p> <p>Call Tony on 0411406760 or email mustangclubevents@gmail.com</p> <p>To register your attendance.</p>

Please note MOCA Vic. does not encourage excessive drinking and driving while under the influence of alcohol.

Please Note: To maintain your vehicles eligibility for club registration you must attend a minimum number of club runs as per your club registration contract. This will be audited and enforced.

facebook

<https://www.facebook.com/pages/Official-Mustang-Owners-Club-Australia-Victoria/270093699735606>

M.O.C.A SOCIAL CALENDAR

APRIL 2016 - JUNE 2016

MAY 2016

Sunday 15th	Chequered Flag Day A cost of \$10 per car applies. The ASRF Chequered Flag Day 2016 is a full throttle family day for Men's Health awareness. Presented by Australian Street Rod Federation Victorian Divisional Council. Invitation is extended to Anything With Wheels to come and join the event at Sandown Racecourse. Meeting there from 9.00 am Call Tony on 0411406760 or email mustangclubevents@gmail.com To register your attendance.
Wednesday 18th	Monthly Club Meeting Richmond Union Bowling Club, 2 Gleadell Street, (Off Bridge Road), Richmond at 8.00pm. Don't forget you have to be in attendance for your chance to win one of the following: LUCKY MEMBERS JACKPOT DRAW, MUG OF THE MONTH, DOOR PRIZE, and MOCA RAFFLE.
Friday 27th to Sunday 29th	Historic Winton Once again the club has been invited to display their steeds. Australia's largest historic motor racing event The major day is Sunday and we will convoy to the track. Meet at BP Hume Hwy. Wandong leaving at 8.00am SHARP for the 2 hour drive to Winton Call Tony on 0411406760 or email mustangclubevents@gmail.com To register your attendance.
JUNE 2016	
Wednesday 15th	Monthly Club Meeting Richmond Union Bowling Club, 2 Gleadell Street, (Off Bridge Road), Richmond at 8.00pm. Don't forget you have to be in attendance for your chance to win one of the following: LUCKY MEMBERS JACKPOT DRAW, MUG OF THE MONTH, DOOR PRIZE, and MOCA RAFFLE.

Please note MOCA Vic. does not encourage excessive drinking and driving while under the influence of alcohol.

Please Note: To maintain your vehicles eligibility for club registration you must attend a minimum number of club runs as per your club registration contract. This will be audited and enforced.

Do you have the balls? to have a health check!

Visit Foundation 49:
Men's Health
www.49.com.au

Foundation 49
Men's Health



CLUB MERCHANDISE



1

2

3

4

5

6

1	NITRO SHIRT - NAVY & RED (AVAILABLE IN BOTH MENS AND LADIES CUTS)	\$50
2	POLO SHIRT - WHITE, NAVY & RED	\$45
3	POLO SHIRT - RED, NAVY & WHITE (NEW STYLE)	\$50
	CHILDREN'S T-SHIRTS	from \$15
	CHILDREN'S POLO SHIRTS	\$20
4	LADIES 3/4 LENGTH SLEEVED TOPS IN BLACK / WHITE	\$35
	LADIES V-NECK SHORT SLEEVE	\$30
	LADIES V-NECK LONG SLEEVE - BLACK / WHITE	\$25
	LADIES CARDIGAN - NAVY	\$70
	V-NECK JUMPER - DARK NAVY	\$70
5	FLEECE LONG SLEEVED TOPS - NAVY ONLY	\$50
6	REVERSIBLE VESTS - NAVY WITH RED LINING	\$45
7	HOODIE - NAVY / RED PIPING OR SCREENPRINT	\$55
8	CAMBREY SHIRTS LONG AND SHORT SLEEVE	\$55
9	BASEBALL JACKET W/SUEDE SLEEVE (LARGE LOGO ON BACK, SMALL LOGO ON FRONT)	\$165
10	NAVY WINTER JACKET / FULLY LINED WITH RED PIPING (LARGE LOGO ON BACK, NAME ON FRONT OPTIONAL)	\$100
11	LIGHTWEIGHT MICROFIBRE CLUB JACKET IN RED, WHITE & BLUE (LARGE LOGO ON BACK, NAME ON FRONT OPTIONAL) LIMITED STOCK)	\$75
	CLUB CAPS NAVY / SUEDE PEAK	\$120
	LADIES PEAK HATS	\$20
	BEANIES	\$15
	MEDIUM BAG WITH LARGE LOGO - NAVY, RED & WHITE ONLY	\$15
		\$50

ASSORTED BADGES AND STICKERS ALSO AVAILABLE
PLEASE ALLOW \$10 TO \$15 EXTRA FOR ANY ITEMS TO BE POSTED
ORDER YOUR GEAR FROM KAYE DUYVESTYN - PHONE: 03 5977 4585
PLEASE MAKE ALL CHEQUES PAYABLE TO: "MUSTANG OWNERS CLUB AUST. (VIC) INC."



7

8

9

9

10

11

TUCKETT'S TYREPOWER HASTINGS



**Specialising in Tyres, Wheels,
Brakes and Suspension**

**2079 Frankston-Flinders Road, Hastings
Ask For Rob or Leigh - Phone 5979 3844**



**OFFICIAL LICENSED SHELBY
MERCHANDISE DISTRIBUTOR**



www.ozstang.com

Shelby / Mustang:
Driving Shoes
T Shirts
Jackets
Patches
Luggage
Books
Caps

Coming soon:
Classic Mustang
Accessories
Cars
Parts



Importers of:
LED Strip Lighting
Adaptors
Colour Controllers
Music Controllers

**MOCA MEMBERS 10% DISCOUNT
DISCOUNT CODE 289**



Phone: 0414 911 171

**OzSTANG
MELBOURNE**



email: sales@ozstang.com



670HP (500KW)
ROUSH MM-R627



500KW ROUSH SUPERCHARGER
NOW AVAILABLE!



UPGRADE YOUR AUSTRALIAN
DELIVERED MUSTANG NOW
— WWW.MUSTANGMOTORSPORT.COM.AU —

BIGGEST
RANGE OF
PARTS &
UPGRADES IN
AUSTRALIA

ORDER
ONLINE
NOW

**BUILD & ORDER
ONLINE NOW**



750HP SHELBY SUPER SNAKE

COLLECTIBLE BUILD #
CARS AVAILABLE



670HP SHELBY GT



PARTS &
PACKAGES
FOR ALL
BUDGETS &
2005-16
MODELS

TURN THIS...

...INTO THIS!



2007-2014 'Standard' Shelby GT500®

1000hp (634kw) Shelby GT500 Super Snake®



Mustang Motorsport,
Australia's only Shelby®

Authorized Mod Shop, can transform your Shelby
GT500 into awesome Super Snake® with up
to 1000hp – right here in Australia to Shelby's
specifications with genuine Shelby authenticity.

**MUSTANG
MOTORSPORT**

TRUST AUSTRALIA'S NO. 1 MUSTANG SPECIALISTS SINCE 1990
Call 03 9753 5799 or visit mustangmotorsport.com.au
to secure your exclusive Mustang upgrades now!