

mustang

July to September 2016 **ROUNDUP**
(VICTORIA AND TASMANIA)



MUSTANG OWNERS CLUB OF AUSTRALIA, VIC. INC.



Peter Furnmedge (aka Super Cock)
Cover photo supplied by Graham Bell

This Issue

- Miss Daisy Anniversary • Special Combination
- Targa Recap • How I Joined The Pony Club

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MUSTANG ROUND-UP SPRING 2016

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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.



PRESIDENT'S LETTER

Dear Members,

It's hard to believe that the Concoeurs is nearly here again. I look forward to this time of the year when the weather is on the break and the cars come out from hibernation. The silly season you might say is upon us.

I have attended a couple of events in the past few weeks and look forward to more.

Our great sponsor Mustang Motorsport had an open day Saturday and unveiled the Moffat special, a wonderful tribute to the great man. This car looks and sounds the part and is a tribute to what that mighty organisation can do.

The new cars are coming fast and I think at least 10 turned up on the day along with the rest of us in our classics making the event very special. Thank you Craig Dean and Alby for allowing the club and the public a close up view of your business.

Unfortunately the growing number of car enthusiasts sometimes are seen as a cash cow for every little sideshow around every little village in the metro area.

Now don't get me wrong, I am a great believer that we need to do all we can to help out our underfunded charities, the problem is some are charging the enthusiasts over \$25 just to show their beautiful cars. The public walk through the door for five or ten dollars, then another email turns up saying we need cars for another show. So attending a few cars shows a month can relieve hundreds out of your pocket.

I have no answers as every little group is chasing dollars.

Now it would appear some of our main shows that have been the backbone of our hobby are suffering with lower attendances as someone has a gathering elsewhere. To me there are a few must do car shows and the MOCA Roundup being the best, biased of course and not ashamed to say so. Believe me when I tell you how hard it is when arriving at dates to run events.

Since my last letter the club has held elections and I am pleased to say from the committee was returned unopposed. The committee has gone through a few changes in the last five years and now with the looming Nationals in 2019 needs stability as all have jobs to do towards this event. The event which I may tell you will be held in Melbourne for the first time ever. In the past we have chosen to hold the Nationals all round the state but this year we decided the heart of the city will be it. The hotel for all our guests and functions will be the Mercure/ Pullman in Queens Road. The committee has inspected the facilities and this really is a great place for hospitality functions, opposite the grand prix track, a stones throw and short tram ride from beautiful St Kilda and a similar tram ride to the CBD and Docklands for shopping etc. This will be a great event with plenty to do for all. We at the committee are working flat out on this at the moment so expect updates along the way.

Sadly I have to report to you that one of our long time members Bill Cant has suffered a major stroke. Bill has been a major player in the Concouring of Mustangs and has a trophy cabinet full for his efforts. Bill would also travel to meetings with the Bendigo crew. The outcome is not great and Bill will no longer be able to look after himself and is unfortunately not well enough to remain at home. Bill has been visited by many of our Bendigo members and this tight knit group are so good when one of their own has a problem.

The club has sent flowers and cards to Bill and Agnes and in return has received a thank you card from Agnes thanking us all for our kind words.

We have unfortunately lost another member. Chris, who had a real passion for the Mustang and did up two Mustangs along the way, died way way too soon. Our thoughts are with Francine and family.

The Tasmanian arm is growing and continues to have plenty of events. We will be travelling down again in February for our annual drive and show down in the best car touring state in Australia.

Now speaking of Concoeurs next Easter, our friends from NSW are putting on the Nationals and we will be having a convoy of cars leaving Melbourne, so if interested please call me or the club and join forces to make it a safe drive and show of support for our fellow club. Please if you want a great Easter trip come to Wollongong and enjoy this beautiful place and enjoy a great car event. I can assure you that the NSW club have done a wonderful job with the whole set up. You will find information in our magazine on this and how to book and take part.

Love to see you all at an event soon.

Keep on Mustanging,

Ian Collins.



TASSIE UPDATE

Hello to everyone,

Spring is warming up nicely and we have included a calendar of events in this issue of Mustang Roundup. I must take this opportunity to make a special thank you to Graham Bell and his helpful staff at Hornet Press, who produce this quality magazine. Many have assisted with our club's development here in Tasmania and an equally big thanks goes out to those contributors, there have been many. Our renewals have been extremely quick and our percentage of existing members renewing is well over 90%, that is fabulous. New member numbers coming in over the traditionally quiet Winter period are very strong and pleasing.

We recently had a run to the flood affected town of Latrobe, near Devonport and that turned out to be great. 30 Mustangs (new and classic) turned up at 10am Saturday 27th of August and the main street didn't have an empty spot. I arrived 10 minutes early to the council car park and over 100 people were waiting for us. In the 90 minutes of our static display, over 500 spectators viewed the Mustangs. The atmosphere was tops, the shops were full, excellent result. Driving through the area afterwards, an area I am familiar with, stunned me with the devastation caused by the sudden floods. It made me feel so proud our club could be of assistance. Latrobe is not far from the Spirit of Tasmania ferry terminal in Devonport, please make the scenic detour to Latrobe, they still need some extra help. Thanks to our committee member Patrick Wing for his suggestion and Doug Judges for his radio and newspaper interviews.

We recently had our Tasmanian sub committee appointed and the make up is:

Rodney Johnstone - *Head Co ordinator*

Dave Ross - *Deputy Co ordinator and assistant to Darron Baker*

Darron Baker - *Administrative and Finance*

Our other committee members are Beverley Burgess, Les Martin, Patrick Wing, Brian Price, Bryan Polden, Dave O'Brien and Ricky Horton.

We have met twice since June and by the time you read this, our third committee meeting has occurred. Any input/queries/suggestions you wish to have, please direct to any of the above ten committee members.

We have a good selection of events coming up over the next 8 months, one in particular needs your reasonably prompt action. Committee member Les Martin and his lovely wife Maureen are doing a fund raiser event for our club just after Christmas, Saturday 7th of January. An evening pig roast at their property in the Pipers River area, northern Tas (between Georgetown and Bridport). Sealed road all the way, beach front location, room for tents, caravans and bookings at local accommodation currently available, but limited. Large shed allows for all weather event, you are welcome to stay a few extra days. We need to know numbers and further enquiries to Les on 0409 006 270 (no texts) or email maurorles@iprimus.com.au. Cost is \$25 single \$45 double payment, with member number to our account, BSB 037608, Account 672795, Westpac.

Great to see lots of new Mustangs starting to attend. You may have heard this one, it was a first for me recently. Someone asked me what FORD stood for and before I could answer came their reply... Found On Rodney's Driveway.

Enjoy your club.

Best regards,

Rod Johnstone.





FROM THE EDITOR

As always, many thanks to all members who took the time to submit articles and photos for this edition. I did receive a couple of compliments from members at previous meetings saying how much they enjoyed the magazine and how professional it looked. Thank you. I really get little feedback as to whether we are producing what the members want, I guess no news is good news, better than complaints. I do frequently get fringe or non Mustang articles from members, if there is spare room I am happy to include these, as I am sure they are still of interest to members. If I have enough Mustang content, I have to leave these articles for another time or, if time sensitive, exclude them altogether. As we are the Mustang Owners Club, our Bulletin should firstly be about the cars and the members. Anywhere you take your Mustang makes for some kind of story.

I hope you agree with our views. The Editor is always looking for new articles, suggestions and feedback.

The club has been fairly active over the Winter months.

10/07/16 - Just Mustangs Nuts & Bolts Day - no article supplied, pics on website.

17/07/16 - Motor Ex Shelby Display - Article and photos from Nez Demaj, pics on website.

PHILLIP ISLAND 6 HOUR

Article and photos supplied by Graham Bell.

This annual event is when all the "Mustang Racing" guys get together and form teams to compete against other clubs, 50 teams in total, with a car from each team constantly on the track for 6 hours.

This year we fielded 2 teams of 4 cars. Team 37 – Mustang Z – consisted 3 Mustangs and a Datsun 260Z. The drivers were A. Garry Shipton - B. Rob Tuckett – C. Bob Lorich – D. Gordon Brown. Team Manager was Peter Furmedge aka. Sleazy Pete. aka. Clark Kent. Aka. Super Cock.

Team 38 – Wide Stripes Loud Pipes consisted 3 Mustangs and a Capri. The drivers were A. Len Cattlin. B. Graham Bell. C. Darryl Carr. D. Phill Walters. Team Manager was Sharron Carr.

Apart from the motor racing (the reason we are all there), we try to make it a club event and a Fun weekend. Most of us arrive on the Friday evening and catch up for dinner and a drink maybe. Saturday consists of scrutineering the cars, practice, qualifying, setting our regularity lap times for the competition on Sunday. Managers work out our starting order, consult with our time keepers and observers to work out the strategy for the 6 hour event.

Saturday night we let our hair down a wee bit, in the

31/07/16 - Lunch Cruise to San Remo - Phillip Island Race Circuit - no article, pics on website.

31/07/16 - Philip Island 6 Hour Regularity - Article and photos Graham Bell, Peter Furmedge.

14/08/16 - Greazefest - Article and photos Lino Avelino, Evan Giakoumidis.

11/09/16 - Car & BikeShow Beaumaris - Article and photos, Evan Giakoumidis.

17/09/16 - Mustang Motorsport Open Day - Article and photos, Graham Bell, Lino Avelino.

18/09/16 - Cruise to Historic Maldon - Article and photos, Tony Borg, Barry Bolton.

Looking forward to the Summer months of cruising and all your Mustang stories.

Cheers,

Graham Bell

Editor / Life Member.



absence of over imbibing, we have to be "0" alcohol (rightly so) for the event, we generally have a themed dress code night along with our dinner and lemonades. This year the theme was "Superhero" or "Oneseys", we had a good mixture of both, see the photos and decide if we had fun, or not.

Saturday night rained fairly heavily, not what we wanted, nothing worse than a wet race track or soaked run off areas. The morning did fine up for the 10.am start. The 50 starting cars were gridded up and a piper played whilst walking through the field, each team has a placard and a grid person holding that up before the start. The most outstanding of these was Team 37's Super Cock !!!! He must have forgotten to change from Saturday nights festivities. As this is a club level event and for safety reasons, the cars do a warm up lap in there grid formation, then get the green flag to start the event at the Start Finish line, known as a rolling start. The field managed 1 lap before some over excited (or inexperienced) driver left the track and got bogged in the wet stuff bringing out the safety car. This set the theme for the next 6 hours, with several safety car interruptions. The rain did stay away and the day was fine and sunny which was good.

Some of our club members made the trip down to San Remo for lunch, with a few venturing out to the race

PHILLIP ISLAND 6 HOUR / REGULARITY



track to show there support and see what we get up to as a racing group. Team 37 finished 5th with team 38 positioned 16th at the end of the 6 hours out of a 50 team field. My special thanks go to Craig Dean and the team at Mustang Motorsport for preparing and loaning me Craig's 2013 Shelby GT500 Targa car. My 65 fastback had been knocked around at Targa Tasmania this year and was in need of some TLC, which did not happen quickly enough to get to the 6 Hour. Craig had not entered the event this year, I told him my car would not be ready, did he want my spot on the team, he replied, no thanks GB, I am off to the States, why don't you take my car, so I did. Great fun, thanks Craig.



PHILLIP ISLAND 6 HOUR / REGULARITY



Article written by Peter (Sleazy) Furmedge.

The truth behind what really happened at this year's Phillip Island Six Hour Relay, as reported by The Metropolis Nightly Planet's mild mannered reporter, Clark Kent.

Clark reports - "I feel I must make known to the general public, the shocking revelations of what actually happens at these Six Hour Relays. I was very pleased to be invited to attend the Mustang Racing Dinner/Fancy Dress at the Tropicana Motel in Cowes on the Saturday night before the big Event. Unfortunately - or fortunately, depending on who you were, the night degenerated rapidly into wild scenes similar to the debauched orgies held back in Roman times. The only difference being that the Romans



had not gone as far as dressing in "Onesies" (penguins, kangaroos, koalas, etc.) and/or inviting super-heroes (Batman, Superman, The Hulk etc. and even The Invisible Woman). My guess is that they eventually got around to it, and hence the decline and fall of the Roman Empire.



Luckily for my sanity, I was called to yet another reporting job during dinner, and had to leave. I am told I left just before the last minute arrival of yet another super-hero, a giant rooster going by the title of SuperCock. I'm soooo glad I missed that!

I was also told later that SuperCock represented Mustang Racing on the Start Grid the next day, holding the Team Name - and that he was reported to be the

PHILLIP ISLAND 6 HOUR / REGULARITY

most photographed “thing” of the day. The mind boggles!

I am also, also led to believe that one of the two teams entered by Mustang Racing (Team 37 - Mustangz??) managed to achieve 6th place out of the 50 teams competing, and that this is probably the best Mustang Racing team result ever!

As a club footnote, HUGE thanks must go to Bobby, Annie, Belly, Shaz and Daz for their many years of unrecognised organising of what are always great weekends.

Well done Boys and Girls!

Clark K.
SuperCock
AKA Peter (Sleazy) Furnmedge.



PHILIP ISLAND CRUISE

Photos supplied by Barry Bolton & Nick Duyvestyn



2016 MOTOR EX SHELBY DISPLAY

Article and photos supplied by Nez Demaj.

The Australian Shelby Registry was invited to organise a Shelby Display at this years' Motor Ex in Melbourne. There were 7 Shelybs, Dorothy's Eleanor and a Roush Mustang from Mustang Motorsport on display. This major indoor car show would have to be one of two biggest indoor car shows in Australia. Amongst the other club displays, there were Falcon GT and other well known clubs present. At the conclusion of this event, our Shelby Display won the Best Club Display which was a great result after a well deserved team effort setting up the display by all. This car show is a national major car show which is organised in Sydney and Melbourne every

second year. I was very proud as the Australian Shelby Registrar and the Victorian Shelby Representative to accept the award on behalf of the Shelby Owners who entered their vehicles and the Australian Shelby Registry. Thanks to all of the Shelby Members who really deserved this award who set up a fantastic display. The Australian Shelby Registry is growing everyday due to the great work of all of the Australian Shelby Reps and the support of all of the Australian Shelby Registry Members. Thanks to all of the Australian Shelby Members who entered their vehicles, Victorian Mustang Club, Mustang Motorsport and S.A.A.C. for their support.



1965 MUSTANG COUPE

Article and photos supplied by Jim and Marilyn Ramseyer.

Greetings from the US! I received a copy of your publication from your subscriber, John Dooley. I was interested in seeing the Mustangs of Australia.

I thought you might be interested in my story. I was a highway patrol on Pikes Peak, Colorado in 1964. I went to work, just before the Hill Climb, and my boss told me that he had a "special job" for me. I was told to take the NBC film crew up the peak so that they could establish locations where they would be able to film the race. I started for my patrol car when he told me no, that they had their own transportation, which I was to drive. It was a poppy red, 1964 1/2 Mustang convertible. I was in love!

I told my wife that we had to buy one, but when we went to the local Ford dealership, they said we would have to put our name on a waiting list. Long story short, we waited from July of '64 and were notified of a Mustang available, in February of '65. It wasn't the colour, interior or transmission that we wanted, but we took it anyway! We have owned it for all these years and have restored it. We drive it on special occasions and to local car shows.



FOR SALE

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Mob: 0428 520535 or e-mail: rac45@bigpond.com**

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Fully reco C4 auto trans. Complete bare metal respray in white with black vinyl roof, all new front kelsey hayes 4 spot caliper disc brakes fitted, new rear wheel cylinders, new mag wheels and tyres.

Asolutely nothing to do to this car but get in a drive it. Can supply RWC as it is on club registration. Rebuild cost is \$50,000.00 asking \$40,000.00 ono.



NOT A MUSTANG BUT STILL A FORD

Article and photos supplied by Joe Borg.

April 2014 and my good mate Pete and I flew out to the USA for the Mustang's 50th anniversary. The 8 week trip was very eventful to say the least and I'll have to write another story about the trip later, this story is about the 1956 Ford Victoria I bought while we were there. After spending seven weeks travelling around and buying a couple of other cars, I was starting to get very desperate to find a Victoria. As you all would have heard in the past, good cars are getting harder to find. We scoured Craig's list and Evil Bay every day and we did quite a few thousand miles only to find pieces of junk.

One particular place comes to mind. Got up early one morning and fired up the computer and started searching. I came across a 1956 Ford Victoria in Oregon which was about 360 miles from where we were staying in Seattle. The ad described the Victoria as being a great restorer with very little rust. Now being very sceptical about this I rang the owner and had a chat about the car and he was very convincing saying that it had little rust and the body condition was great for a 59 year old car, he also mentioned that he had about 20 acres of old cars we can have a look at while we were there. You're probably starting to get the idea here of what was about to happen.

Pete and I checked over our 1963 Galaxie fastback which we had bought to do our travelling in (we did a total of 21,000 kilometres in 8 weeks, no rentals for us!), packed up our stuff and headed off looking forward to the 20 acres of old cars. Now Pete and I have a habit of looking out for junk yards as we travelled because you never know what you'll find in some of these old yards. Found a yard which turned out to be a waste of time but as we started heading towards our destination we spotted a road sign saying "Elk Jerky" for sale. Pulled up to the stall and tried the jerky, purchased what we needed and jumped back into the Galaxie and hit the starter. Nothing, just that horrible sound of the starter motor sounding like it has been involved in a rock-crushing episode at a local quarry. Both Pete and I are qualified mechanics and after some very serious and thought provoking diagnoses, came up with the conclusion that "we're stuffed now".

After a few phone calls found a reco starter about 20 minutes away from where we were. Now because we had the Galaxie jacked up and the hood up, quite a few people asked us if all was ok. One guy in particular, Terry, not only gave us a lift to the auto electricians but gave us a lift back and waited till we got going again just in case we needed anything else. He was very helpful and wanted nothing for his efforts and even asked us if we needed somewhere to stay that night. Back on the road again and after a 3 hour delay, found our destination. Now picture this, a beautiful winding country driveway making its way down to a lovely expanse of 20 acres of rusty worn out crap!

Pete and I got out of the Galaxie and was greeted by this guy that was extremely proud of his collection of rubbish. I kept talking to this guy while Pete went searching for this "restorable" Victoria. He found it before I did and the look on his face said it all. The only good parts left on the car was the stainless trim! So the moral here is, **never buy** anything sight unseen no matter how good it looks in the photos. Very disappointed not only because of the condition of the car but wasting valuable time.

The next day we headed south for a two day drive to our friends Craig and Amy's place in Placerville CA (another 520 miles). There was a car show in a beautiful old town called Fair Oaks not far from their place on the weekend so we made our way there. Fair Oaks is a town a bit like Echuca with lovely old buildings, cafes and pubs lining the streets. Here they blocked off each end of the main street and held their car show there. The enormous amount of classic cars, hot rods, bikes and vintage cars lined both sides of the street and it was there that we came across a black 1956 Victoria. After talking to the owner for a while and trying to buy off him, which by the way, I didn't have a hope in hell, asked if he knew of any Victoria's for sale. He gave me a guy's phone number which I rang and left a message. A week goes by and after quite a few more calls, I finally got in touch with the owner. We had by this time done around 19,000 km's looking all over the US for cars and sightseeing and turns out that this guy just happens to live 20 minutes away from our friends in Placerville!

Once we organised a day to look at the car we found ourselves at John's place. He had a Victoria as his daily driver and four other Victoria's scattered around his property, three uncovered and in pretty bad shape and one under cover. Naturally I wanted to see the one



NOT A MUSTANG BUT STILL A FORD

under cover but before I could do so, John's shouted out "it's not for sale". This is when I had to remind John that everything's for sale at the right price. So off with the cover and there lay a complete rust free but very run down Victoria. The photos unfortunately, don't really show its true condition and when my wife Janis saw the photos I sent, she was really starting to think that I should get counselling.

After what seemed like days of negotiating, I managed to buy the Victoria at a slightly higher price than I wanted but as you all know, buying rust free saves thousands of dollars in the long run. We hooked up John's F100 and literally dragged the car out and onto my mate's trailer. A day later, we had it cleaned up for quarantine and left it at Placerville. We only had a couple of days left to get the Galaxie to the shippers in LA and us to the airport. Craig kindly towed the Victoria and a Harley we bought down to the shippers a couple of weeks later.

We arrived home after 8 weeks in the States, did a total of 21,000 kilometres in our 63 Galaxie, have never laughed so much in my life, met some absolutely wonderful people, ate something that I swore I would never eat again, visited some amazing places and generally had an absolutely fantastic time.

The photos show the Victoria before and after restoration. The car arrived home in late July 2014, I stripped the body and rebuilt the running gear by January 2015, down to the painters in February 2015, back from the painters late September, finished assembling the car by late December 2015. Roadworthy, club permit and driving it by January 2016.

Now, the only thing I need to do is, go back into the house, sit on the couch real close to Janis, start annoying her about her TV shows, mope around the house and just get in her way and in no time she'll say, "ok buy that 67 Mustang Fastback you have always wanted to restore and get the hell back out into the garage".

Job done!



SHELBY MUSTANGS THAT NEVER WERE

Article supplied by Ian Collins via Ford Pit Stop Blog.

Before reading this article, there's something you must understand. In 2005, Wilhelm Motor Works was granted a contract to build a prototype G.T.350C for Shelby's approval. The G.T.350Cs you see here were built while Wilhelm Motor Works held that contract and all three were to be a licensed product of the Shelby automotive family of performance cars. However, during their construction, events took place which has taken the Shelby status away from them. Those events include three lawsuits, one of which Shelby was found to have breached the contract which led to these cars being built and, because of the breach, a \$250 Million dollar lawsuit thereafter. Because of this, everyone should agree that these are special cars. After all, how many cars can claim to be the cause of so large a lawsuit? In any event, these Mustang Convertibles are not being called Shelybs by anyone. This article is about when, where and why they were built which is what makes them the special cars that they are today.



The story of the G.T.350C starts in 2002 with another famous Shelby Mustang, the G.T.500E Eleanor. As told by Jon Wilhelm of Wilhelm Motor Works, after seeing the 2000 release of "Gone In Sixty Seconds", Wilhelm went to Carroll Shelby and requested the rights to build Eleanor Mustangs to sell to the public with Shelby's endorsement. According to Wilhelm, an agreement was made and Wilhelm met Steve Sanderson of Sanderson Sales and Marketing who engaged in selling Shelby Cobras. Because of their marketing expertise, it was agreed that Sanderson Sales and Marketing would be the sales outlet for the Eleanors once they were completed. This led to Jon Wilhelm and Steve Sanderson setting out to find someone to work with to actually build the G.T.500E Eleanor Mustangs. They found Doug Hasty at Unique Motorcars and the project moved forward.

It didn't take long before Jon Wilhelm was out and Steve Sanderson and Doug Hasty went forward without him, renaming Hasty's company Unique Performance. Since Wilhelm and Shelby had an agreement about the building of Eleanor Mustangs, Wilhelm complained to Shelby about the others stealing his idea and forcing him out. As it turned out, Wilhelm Motor Works ended up taking Shelby to court to enforce this agreement. It's at this time that the G.T.350C idea started to become a reality. At the SEMA Convention in Las Vegas in November, 2004, Wilhelm scheduled a meeting with Ron Bramlett and

David Bramlett of Mustangs Plus in Stockton, California. Mustangs Plus supplied many parts and products to Unique Performance for the building of the Eleanor Mustangs and Ron Bramlett and Jon Wilhelm had gotten to know each other before Wilhelm had left Unique. During that meeting, Wilhelm told the Bramletts that he was suing Shelby over the Eleanor Mustang and thought that Shelby might allow him to become a Shelby licensee and build another type of Shelby Mustang if he dropped the lawsuit. He then asked the Bramletts if they would be interested in working on a project with him to build Shelby-licensed and endorsed specialty Mustangs. The Bramletts told Wilhelm that if he and Shelby reached an agreement and if he got such a contract, to call them and let them know.

In June of 2005, Wilhelm was at Mustangs Plus with a signed contract from Shelby in hand to build an unlimited amount of 1964-1/2 to 1970 G.T.350C Mustangs and an unlimited amount of 1964-1/2 to 1970 G.T.350CR Mustangs. In effect, a contract that was potentially worth millions of dollars. The "C" was to stand for "Continuation" and the "CR" was to stand for "Continuation Retractable". Yes, Wilhelm Motor Works planned to build Retractable Hard Top Shelby Mustangs, too. Since the contract was for an unlimited amount of Shelby endorsed cars, and after the Bramletts verified the contract, the Bramletts decided to work with Wilhelm to build the G.T.350C Prototype. After all, a project of this size definitely would sell some cars. The contract called for the prototype to be delivered to Shelby in Las Vegas on or before December, 2005 for approval. Since Wilhelm had been a part of getting the approval from Shelby on the Eleanor Mustang project, he felt he knew what it would take to get a quick approval so that Wilhelm Motor Works could get started selling G.T.350Cs. In July, 2005, the building of the Prototype was started.

A Red G.T.350 clone had been bought in the Midwest and shipped to Mustangs Plus to become the Prototype G.T.350C. Upon arrival at Mustangs Plus, the car was stripped of its drivetrain, suspension, brakes and interior. The body was in very nice condition with above average paint. Since Wilhelm said that the paint on the prototype was not as important as the performance, driveability and the theme of the car, it was determined that as much as possible of the existing paint would stay on the car to speed up the building process. One problem was the hood, which had been badly damaged and repaired. A new G.T.350 style fiberglass hood was fitted and painted, all the body panels were re-aligned as best as possible and paint touch up and polishing were done as needed. Underneath, everything was repainted and resealed before going on to the drivetrain, suspension, brakes and interior.

For the engine, a Ford Racing Performance Parts 340 hp aluminum-headed crate motor was chosen and installed. The parts used to build the G.T.350Cs had to be available and be a brand name for customer confidence. Also, an endless supply from Ford would be available. As for the transmission, Wilhelm wanted an automatic transmission

SHELBY MUSTANGS THAT NEVER WERE



in the prototype because he felt that would be best for those wanting to test drive the car. Everything in the drivetrain was either new or rebuilt to new and installed. Also, on the prototype the interior needed to make a statement. Simple, but bold. To make this statement, Wilhelm had special seat upholstery made with the G.T.350C and Carroll Shelby's signature stitched into it. These were to be made available as a Shelby licensed product to sell once the G.T.350C was approved and introduced.

By the middle of September, 2005, the G.T.350C Prototype was completed and ready for Shelby's approval. Or, for Shelby's suggestions for improvements. Since the project had gone so quickly and Wilhelm had no indication of any problems with Shelby, he decided that it would be a great opportunity to unveil the G.T.350C in Las Vegas at the 2005 SEMA Convention. Anticipating sales, Wilhelm started ordering cars from Mustangs Plus so that he would have them to show and sell as quickly as possible. The #001 Production G.T.350C was to be built to either go to the Barrett-Jackson Collector Car Auction in January, 2006 or to give to Carroll Shelby out right as a present, once the prototype was approved and production started. #002 and #003 were reserved for production cars for sale to be built after the #001 was completed. Wilhelm felt that his customers would like to pick the colors and options these low numbered G.T.350Cs would have. The #004 G.T.350C was to be a Wimbledon White with Guardsman Blue Le Mans striped G.T.350C to sell on eBay. Looking ahead, Wilhelm ordered the #004 G.T.350C before the #002 or #003 cars to get the eBay advertising underway as quickly as possible.

The #001 car (the red one at the top of this story) was loaded with options and the bottom of the car was painted and detailed to be just as beautiful as the top. No dings, dents or undercoating to be found anywhere. It's equipped with a 392 stroker motor from Ford Racing Performance Products, a Tremec 3550 HD T5 5-speed transmission, power steering, upgraded factory air conditioning, a Ron Morris Performance Street Force Tubular Front Suspension Kit, Grab-A-Trak rear suspension, a 9 rear end and Stainless Steel Brake Corporation's special power assisted Force 10 four-wheel disc brakes all the way around. The custom interior was also in the prototype stages and that's why you'll notice that the stitching on the front seats is done in color while

the stitching on the rear seat is all done in black, the same color as the seat which doesn't stand out. While everyone at Mustangs Plus and The Restomod Shop liked the color version, Wilhelm was experimenting to see what would look the best.

While the #001 G.T.350C was a work of art and loaded with options, the #004 G.T.350C was ordered as a fairly basic car. The original 289 and 4-speed transmission were refurbished and kept in the car. It had a few options such as Scat high back front bucket seats, power steering and a tilt steering wheel, but it was not loaded with expensive parts and products that would price it beyond most buyers budgets. By allowing for a lower price point, Wilhelm felt that his customers could order their G.T.350C and then add the options that each individual customer liked from there.

Before work could be started on any of the other G.T.350Cs, Shelby filed a lawsuit against Jon Wilhelm and Wilhelm Motor Works for trademark infringement. They also declared the G.T.350C and G.T.CR contract canceled. Without Shelby's endorsement, the project was stopped dead in its tracks. Two years later, after all was said and done, Shelby had been found by a court of law in California to have breached the contract with Wilhelm Motor Works concerning the building of the G.T.350Cs and Jon Wilhelm had been found guilty of infringing on the Shelby trademark. The fact that Shelby was found guilty of breaching the G.T.350C contract led to the \$250 million lawsuit that Jon Wilhelm and Wilhelm Motor Works filed against Shelby.

The three G.T.350Cs you see here belong to Ron and David Bramlett, owners of Mustangs Plus in Stockton, California. No other G.T.350Cs than the three here were built by Mustangs Plus for Wilhelm Motors Works. Wilhelm Motor Works had ordered these three cars while the Shelby contract was in force. When Shelby sued, Wilhelm Motor Works couldn't sell them. And since Wilhelm didn't have the money to pay Mustangs Plus for them, the Bramlett's ended up owning them.

So, there you have it. The tale of three beautiful Mustang convertibles that were on the verge of becoming automotive royalty but were kicked out of the Shelby family before they were ever let in! It would be very interesting to see where the G.T.350C project would be today if Wilhelm Motor Works and Shelby could have worked things out.



MUSTANG OPTIONS

Article and photos supplied by Tony Lupton.

With the introduction of the Mustang, Ford promoted a long list of options to enable the new car buyer to personalise their car. Accessories could be ordered from the factory or purchased as dealer add-ons and with combinations of over 100 options to choose from, virtually every Mustang could be unique.

In the 60s and 70s, Ford produced an in-house magazine called Shop Tips with technical, parts and service information to assist service technicians across America. The April-May 1964 issue covered the public release of the Mustang and included information about the accessories that were available.

Many of the options, such as power steering, air conditioning and power brakes were very common. Special custom stainless steel wheel covers were also popular, as were rocker panel mouldings.

Some of the 1964 optional extras, like the push button radio, were items that would shortly be demanded as standard equipment. In that year, even the antenna had to be ordered separately. Windscreen washers were still listed as an optional extra, along with the well-known remote control rear view mirror.

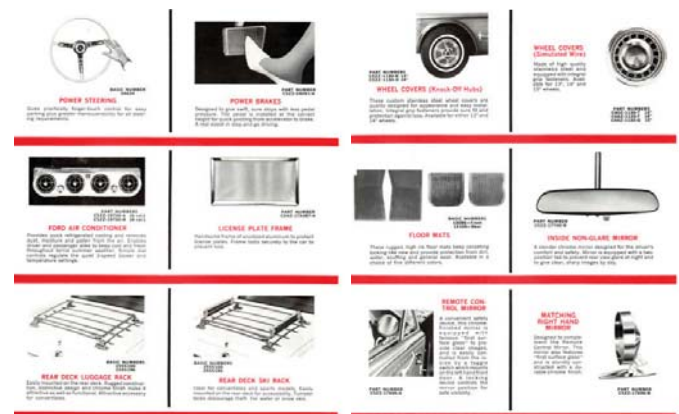
Performance was already a consideration. Short, straight-through 'Lake Pipes' were on offer for those who wanted more sound and fury from their Mustang than

from a standard GT twin exhaust system. Named for the exhausts used on salt lake racing cars, these side-exiting pipes bypassed the standard exhaust system when their end caps were removed. Even in the 60s, they must have pushed the boundaries of legal noise limits.

The optional seat belts would soon be mandated by legislation, while other accessories on the list would forever remain oddities.

For those who couldn't wait a few decades for the invention of GPS, a "handy precision-designed accessory for the traveller" was a compass that mounted on the windshield. Although it came with pen light cell illumination for night readings, an easy-aim rotating spotlight could also be bought to help find one's way if the compass proved inadequate.

And if all that failed to get you home, the sensible owner could reach for the "good looking, practical convenience" of the chrome plated tissue dispenser within easy reach beneath the dash.



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SHELBY DISPLAY AT LORBEEK LUXURY CARS

Article and photos supplied by Nez Demaj.

Recently on Sunday 14th August, I was invited by Srecko Lorbek to organise a Shelby Display at his Lorbek Prestigious Dealership in Port Melbourne. The weather was kind to us on the day of the event which resulted in 24 vehicles attended. There were 8 Shelbys and 16 early and late model Mustangs on display. Lorbek staff catered the event for us and he also opened up their showroom for the duration of the event. Craig Dean and Ranu from Mustang Motorsport attended the event with both of his Late Model Race Shelbys as well as Frank from Harrop Australia with the Harrop Mustang. The mustang owners were very appreciative for Lorbek's efforts for hosting the event. Thanks to the Lorbek Team, Shelby and Mustang Owners, Craig and Ranu from Mustang Motorsport and Frank from Harrop Australia for their support.



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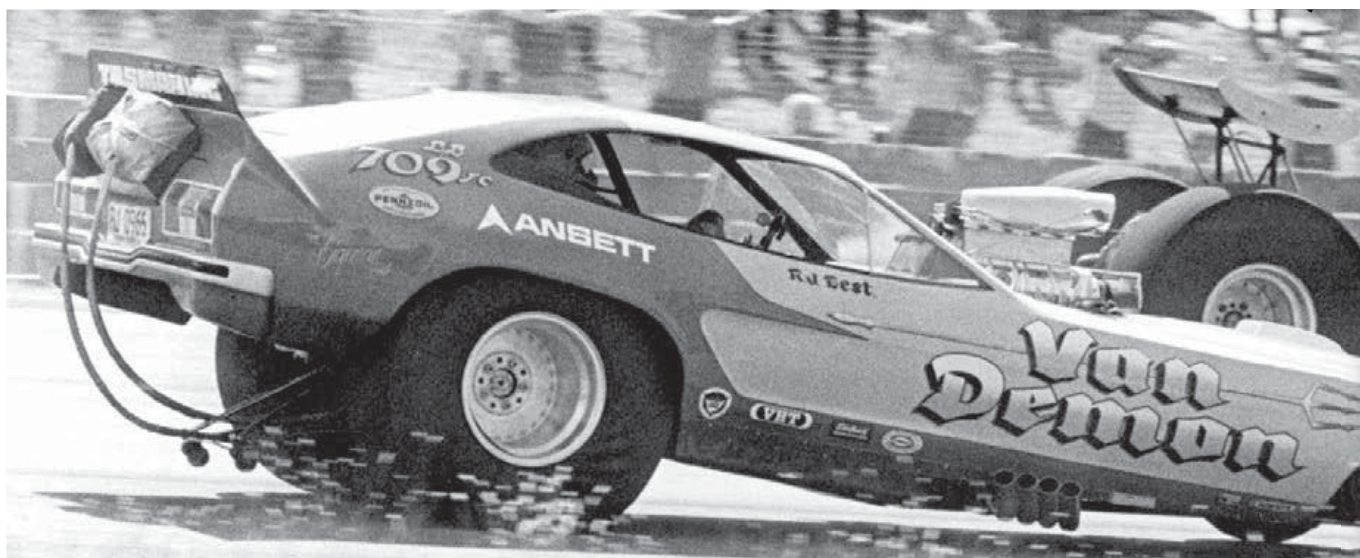
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ROBIN BEST - TASMANIA HALL OF FAME



Article and photos supplied by Rod Johnstone via Tasmanian Motor Museum.

Robin Best is a rare breed in motorsport, having achieved success in three very different disciplines of the sport, namely speedway sprintcar racing, drag racing, and NASCAR racing.

Robin's motorsport career started in 1967 when the Carrick Speedway was built near Launceston.

He competed for a season and a half in an old Ford Customline he described as "a piece of junk," before giving up speedway for 10 years to concentrate on building a drag-racing strip in Northern Tasmania, at Powranna, south of Launceston and Robin wanted to become involved and get back into motorsport.

Despite admitting he knew nothing about drag racing, he purchased an ex-Bill Levitt Mustang funny car from the U.S., bolted in a Graham Hussey 426 Chrysler engine, and went drag racing.

When Robin buckled into the seat of his funny car, it was as if he was born to the task, and he promptly went out and slashed 4/100ths of a second off the track record at Heathcote (Vic), in his first outing.

In 1978 at the Australian national titles, he was fastest qualifier and finished runner-up after splitting an engine block in the final.

The following year, after he had returned from the U.S. with two new Keith Black-built engines, Robin returned to Adelaide and won the Australian alcohol funny car title, breaking the Australian record and becoming the first funny car driver to make a seven second pass.

After several more seasons Robin decided to sell the car and quit drag racing.

The following year after another of his regular U.S. "petrol-head" trips visiting various people and motorsport events, Robin returned home with a sprintcar from speedway legend Jack Hewitt.

His return to clayway racing at Carrick was anything but world-beating and while never one of Tasmania's best drivers, he was one of the most spectacular and rapidly built up a big following.

After a season of more crashes than even he can remember, Robin's 1983 season was one of his best ever, winning eight features in a row and holding the lap record at every track in Tasmania.

In 1985 Robin again retired from speedway, but a year later while on yet another trip to the U.S. at the time NASCAR racing was being planned for Australia, Robin purchased a Chevrolet Monet Carlo and promptly put it on a boat and shipped it back home.

Almost two years later Robin was the first and only Australian to finish the opening event at the Calder Park Thunderdome in a star-studded international field, earning an entry into the 7-Up 400 at Sears Point, near San Fransico, in which he finished 10th.

Robin went on to become the first Australian NASCAR champion in 1989 and just to prove it was no fluke he did it again the following year - one of only a few drivers to have won it more than once.

After several more years at the leading edge of the Australian NASCAR scene, Robin hung up his helmet for good, but less than 12 months later was back involved in motorsport as the co-promoter of two Tasmanian speedways.

He continued in this capacity for two more seasons before finally retiring from motorsport.

Profile by Martin Agatyn.



1ST ANNIVERSARY OF MEETING MISS DAISY AND JOINING MOCA

Article and photos supplied by Peter Polazzon.

It's almost a year since I met Miss Daisy and within a week became a MOCA member. The traditional gift for a 1st Year Anniversary is paper whilst the modern gift is a clock. So to mark the 1st anniversary with Miss Daisy and joining MOCA, it's time to put pen to paper on how this all came about.

I'll start with a confession... Joining MOCA started as a means to get club registration. I was initially concerned about the policy of needing to attend events during the year to be eligible for club registration and knew of friends who were happy with their own club that didn't have meetings or club events. A long-time friend at work, Tony, who I'd often talk about Mustangs with, was already a long time MOCA member. He convinced me that the club was good, the people were great and the meetings or events were enjoyable. Since joining, I've come to realise how great a decision it was. I've enjoyed attending the meetings and catching up with new friends. I've managed to attend every meeting this year except for one which fell on my wife's birthday and I did not want to push my luck. I've also been to a few events and particularly enjoyed the Christmas run with two of my three kids. I can appreciate the amount of time and effort that goes into all the events the club organises, so thanks very much MOCA and I look forward to attending meetings and events when I can.

This anniversary is somewhat of a catalyst to respond to the many requests for magazine articles and is a little way that I can give back to the club I'm enjoying so much. Now I'm no writer, poet or story teller so forgive me if this isn't entertaining or interesting. I thought I'd share the story of how I finally got my first classic car. I love my car and still can't believe hearing myself saying that it's mine. After much procrastination, I finally bought a car in October last year named Miss Daisy (so named by the family I purchased her from).

I've been a car enthusiast for many years and a Ford man at that. The connection goes back to my father mostly owning Fords and my favourite being his 1967 XR Falcon 500. Even though I'm told I was driven home from the hospital in a FB Holden Wagon, dad has always preferred Fords for as long as I can remember. The XR Falcon is the car I remember the most and I particularly liked the car's style. Even though the car has been gone for over 25 years, I still know the rego off by heart. It was the car I grew up with and had family holidays in before an XB Falcon 500 wagon took over the family duties and the XR was relegated to being dad's work car. Dad was a brickie and the car was basically run in to the ground. You can only imagine the condition of the car by the time he got rid of it! I did however keep the Super Pursuit badge and the centre horn as a memento. I would have loved to restore it (or some other XR) but without technical knowledge and skills, I was never game to take on such a project.

Almost a decade ago my interest in getting a car was rekindled and although I wasn't in a position to buy one, it didn't stop me from looking. The first car I considered was a 1967 XR. The GT was never going to meet my budget

so a '67 XR Falcon would have been ideal. I wasn't fussed about the engine size, though finding a 289 V8 would have been great. I'd also had many a discussion with Tony who highlighted that replacement parts for XR's are more expensive than that for Mustangs which are more readily available and affordable. I slowly started to realise that it made more sense to turn my attention to choosing a Mustang.

Over the years I admired friends buying and selling different cars which built a stronger desire to get something myself. I began looking more and more at websites and talking to friends about wanting a classic car. The more I talked about it and looked around, my search criteria began narrowing. Though not set in concrete, I was well aware I needed to be flexible in my search. I was looking for a car that wouldn't need work at an affordable price. The main criteria was for a V8 convertible and preferably with an automatic, as I wanted a cruiser. And so the serious searching began.

I can't begin to count the amount of hours spent on numerous websites either in Australia or overseas. At least 30 minutes every night before bed I would be on the iPad searching, checking specs, codes etc. I'd go to an occasional car show and keep an eye out if cars I was interested in were for sale. I even convinced my non-motoring family to drive to Geelong on Easter Sunday to attend Mustang's 50th anniversary show. I'd read as many articles as I could find on the history of the Mustang and watched a few documentaries on the web. Whenever I saw a nice car on the web, I'd show it to my wife and ask what she thought of it. Whilst this looked to get her opinion, it was also aimed to gain her acceptance or at least find a car that she thought was nice. Though I'd like to have been the sort of guy that follows the philosophy of asking for forgiveness rather than asking for permission, reality is I could never contemplate making such a purchase without having my wife agree.

The search was narrowing toward an early Mustang convertible: 1964 1/2 to 1969 convertible V8, with auto still being preferred over a manual. I also liked and admired many of the Mustangs post 1969 but just seemed to be drawn more toward the first Mustangs. Whilst I was still learning about the main features available, it proved very difficult to work out what was standard, optioned or modified at some point. I'd heard about the Marti reports for almost any Mustang, except of course for the era of car that I was looking for! Despite this, I was beginning



1ST ANNIVERSARY OF MEETING MISS DAISY AND JOINING MOCA

to identify the combination I was leaning toward. These included; styled steel heels, wooden style steering wheel, round speedo dials, centre console and pony interior. Oh! I almost forgot to mention, I also favoured a non-modified original car with its original colour. Looking around for cars identifying date from the ID plate just highlighted how many cars have been modified and how difficult it was to verify the originality. This made the task of finding a car that much harder. As time passed the search criteria began to also include colour combinations. My budget was also restrictive as when I did come across a car with a good combination it would be ruled out due to the price.

In June of last year I came across a blue 1966 convertible, in Sydney, with a blue and white interior. It looked quite nice, but was a bit pricey and wasn't totally original. It had recently been resprayed and blue was not its original colour. The styled wheels had blue centre caps, which weren't period correct. After a few weeks of not seeing other cars that suited my taste or budget, I decided to make the call and find out a little more about the car. The owner was overseas and her partner couldn't answer all my questions so I had to wait a couple of weeks for the owner to return.

In anticipation of the owner returning, I began making plans for a trip to Sydney with a friend when my wife asked me to clarify some finer details. Where would the car be parked? Can we really afford to buy the car with all our other expenses and priorities? Can we manage the ongoing maintenance and upkeep? All very fair questions and I can appreciate that she didn't want something that would become a money pit that forever needed work. After successfully answering these queries, consensus was reached and the planning could proceed.

Not being able to make it on the first weekend the owner returned, I called to start organising for the following weekend. Upon calling, I was told that someone was test driving the car that very moment. After getting past the coincidence that the guy looking at the car had the same first name as I did, we spoke a little more about the car and agreed they would call me back whether the potential

buyer purchased it or not. I got a call back saying the person had left a deposit but still needed to confirm financing. Needing to know whether I needed to arrange flights for the weekend, I called a few days later to get the status. My timing was impeccable, the person had just dropped off the money and was finalising the deal. Strike one.

By July, another car had surfaced. This time it was a white 1966 convertible with blue & white interior in Melbourne. Again, not a perfect match due to some modifications, though I appreciated the lengths the seller went to fit as close to original parts as possible. By the time I'd organised a friend to come look at the car with me, I noticed the website indicated the car was 'not available'. Ironically I've since discovered the car was purchased by a fellow MOCA member and it was much nicer than the ad had represented it. Unfortunately for me it was strike two and on with the search.

Over the coming months I called regarding a couple of other cars, but they were already sold. Nice weather and summer was fast approaching and I was really hoping to get a car and begin enjoying it. I heard about the MOCA Clayton's Concourse at Bundoora on the radio in late September and went down for a look. Unfortunately I didn't come across something for sale but at least I spent some time looking at cars and speaking to a couple of members about their cars.

In mid-October one Saturday afternoon, I sat at my computer about to start preparing paperwork. Despite the ritual of having looked at a few websites the night before, I went to Carsales and clicked on my saved search. There was an interesting car that caught my eye that I hadn't seen before. The silver exterior with red interior stood out for me. I was taken back a little as I wasn't sure if it was real, particularly as I hadn't received a notification from Carsales of a new posting. I quickly grabbed the iPad and showed the car to my wife, who agreed it looked nice. I have always liked that colour combination but had never seen it in any of the Mustangs I'd come across and never thought it existed. The car had all the features I wanted, it looked good but almost seemed too good



1ST ANNIVERSARY OF MEETING MISS DAISY AND JOINING MOCA

to be true. Excited, I went to grab the phone to contact the owner only to realise that I could only send an email message through Carsales. Anxiously I waited, hoping they would contact me back. I waited what seemed to be ages thinking I might have been too late yet again. In the meantime, I re-read the ad, viewed the pictures and quickly searched the codes.

After a short while, I received a call back from Steve, the owner. Timing was on my side as I was the first person to contact him. The car was an early 1966 Dearborn built Convertible that was restored in 1989. Steve purchased and imported it in 2006 from his friends in Prescott Arizona. Steve indicated that it had taken quite a while to convince his friends to sell it to him and that these friends had previously turned down Jay Leno's offer to buy the car. After speaking for a while I'd agreed to organise to go see it. Being in Queensland meant I needed to quickly contact someone who was able to travel with me and check the car. I tried contacting a friend but was told he was overseas on a business trip. I called Steve back, explained that I wasn't comfortable seeing the car on my own and was having trouble contacting a friend to come with me. I offered a deposit to hold the car until I could organise a visit the following week but Steve said that he had a page full of other interested people he had already promised the next opportunity to buy the car if I didn't. I then asked for a couple of more hours to sort something out which Steve happily agreed to. I frantically tried a few other contacts, but with such short notice I wasn't able to get anyone. Left with no alternatives and not wanting to strike out again, I decided to go on my own. I booked a flight and Steve kindly offered to pick me up from the airport.

I could barely contain my excitement that night and busily prepared for the next day. Once I'd landed in Queensland, I called Steve who indicated he wasn't far from the airport. He said to look out for a white GT-F Falcon. What a day this was turning out to be, as I hadn't seen a GT-F let alone ridden in one. As it turned out, Steve and his family were die hard Ford fans and had a small collection of varied cars. As we drove into a very quiet industrial estate

(remember this was a Sunday) we made our way to a warehouse. As we walked into the warehouse there was Miss Daisy. She looked magnificent. I walked around her and looked over her as best I could. Steve talked me through the work they had done and put the car on a hoist showing me various aspects under the car also. Many of his family were there and not all too happy to potentially see Miss Daisy go, especially Merise his wife, whose car it was. We went for a drive around the estate and onto the highway. After we got back, I agreed to buy her, placed a deposit and began making arrangements to ship the car to Melbourne. Definitely no strike this time round! My flight back wasn't for a few hours and so I stayed with Steve and his family at the warehouse chatting about cars. I was then treated to a ride back to the airport in Steve's pride and joy, a 1965 Mustang Fastback. I could not have asked for a better day, made that much better by the kind hospitality of Steve and his family.

The car was shipped the following Thursday and arrived in Melbourne on Monday. The Sunday before she arrived, I went along to the club's 'Round Up' at Moorabbin. I had my club application form and paid up the membership on the day, then enjoyed walking around for a couple of hours and seeing all the fine cars on show. After the car arrived, I organised the roadworthy and arranged for Joe Borg to inspect it and sign up for the club registration. The lady serving me at Vic Roads was even kind enough to select a historic plate with '66' within the numbers to coincide with the car being a 1966 model. Little did she realise that the preceding numbers would also have a significance. The ID plate indicated the car was built on January 7th, 1966, so the numbers 65166 on the plate signify: '65' for the year the car would have started to be built whilst '166' indicated January 1966 for when the car was finished. Within two weeks of seeing the car on the web, it was in my garage with club registration ready to start cruising.

It seems like eventually everything just fell into place and I am now the proud owner of a 1966 Mustang GT convertible known as Miss Daisy. I feel very lucky and enjoy taking her out as often as possible.





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MOCA HELPS SET OFFICIAL AUSTRALIAN RECORD

Article and photos supplied by Adam Wright.

Quite a few years ago, Adam and Holly (MOCA Vic members) started up Must-have Mustangs an "Eleanor for hire" business based on the Gone in 60 Seconds Film featuring Nicholas Cage.

Soon after they banded together with some other enthusiastic vehicle owners to form Must-have Movie cars and now hire out Deloreans, A-Team Vans, Lotus Vehicles etc.

With other groups such as the "Mad Max Crew" and "Melbourne Old Skool Cruisers" a few movie car cruises and events have been held over the past few years.

From these early beginnings and contacts an idea formed within the group which culminated recently from early discussions to an Australian Record Attempt at Motorex 2016.

The criteria was for the most TV and Movie Cars (including tributes or screen used vehicles) in one assembly all of which was to be verified by the Australian Book of Records.

We are pleased to say that Musthave Mustangs Eleanor is now set in stone as a recognised Australian Record Holder together with the other 42 vehicles recognised on the day.

"Logistics were difficult getting all the cars in and out of the show to the timelines, especially as our Eleanor Coupe was also there as the US Mags promotion car. But the Motorex team were great and everything went smoothly in the end. It was a great experience and well worth it!" Adam explains.

Enjoy the photos and see if you can name all the shows that some of the other record holding cars are from!



MOCA HELPS SET OFFICIAL AUSTRALIAN RECORD



REST IN PEACE - CHRISTOPHER CHARLES 12/07/1958 - 11/07/2016

Chris loved Mustangs from a young age and always wanted to own one. He was looking for a project and bought one approximately 20 years ago, which had been imported on his behalf, only to find on delivery that it was a much bigger project than what he was after, so didn't go through with the purchase.

He still held the dream of owning a Mustang, and kept his eye out for some time until coming across a 1969 Mach 1 in New Hampshire, USA. He did his homework, and found that it had been rebuilt and restored to its original state. The Marti Report by a Bonded Appraiser was excellent on all accounts.

It arrived on our shores in January 2011, its condition was beyond Chris' expectations, and was a little too good to be used as a drive car and parked just anywhere. We found a winery in the Yarra Valley, where could park on the lawn away from the car park and the Mach 1 was still visible while he enjoyed lunch.

Not long after purchasing the Mach 1, he imported a 1964 1/2 F-code convertible with a 260-V8, built in May 1964 from Texas, which was to be a fun car to go cruising in. It looked great on arrival, but the usual rust problems had been hidden. So Chris went about fixing the rust in the floor and panels. But, being the perfectionist, he couldn't help himself and stripped the car right back, and did a complete restoration on the body and had the transmission built at the same time. Our fun cruising car has been turned into a car worthy of showing.

Chris died way too young with so much more life to live, but I am so grateful that he realised his dream of owning a Mustang.

Ian Collins.

MUSTANG

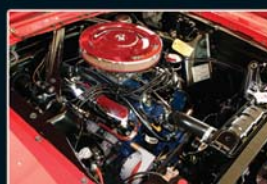
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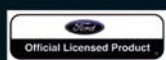


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CAMOUFLAGED SHELBY MUSTANG DUCKS AND RUNS FROM PHOTOGRAPHERS

Article supplied by Bob Lorich via Mustang 360°.

It's that time of year again: The new models are due next spring, and the year's closing seasons are full of prototypes and test mules chasing miles before their big premiers. This week we have a Shelby Mustang mule running around Detroit, courtesy of KGP Spy Photography. We have photos of the slippery snake, which show it wearing two different wings: one similar to the current GT350 and GT350R wing, and one being a more traditional unit. The front wheel also switches between the two sets of photos, but with the brakes appearing to be the same GT350-based units, we would argue Ford might be playing with front wheel fitment.

Of course, none of that is as interesting as what KGP thinks might be under the hood. Noting an internal Ford

identification sticker that displayed "TT," similar to the twin-turbo Raptor test mules, KGP thinks this could be a twin-turbo Shelby mule. With Ford's recent moves to twin-turbocharging in their V6 models, including the new GT super car, it wouldn't be a huge shock, but Shelby's sledgehammer has traditionally been a supercharged effort. Either way, this GT500 has to answer to Chevrolet's 650 hp Camaro ZL1, and Dodge's 707 hp Hellcats, so you can expect it to come swinging.

Unfortunately, the G-Men driving the mule were quick to get out of the spy photographer's mic; and while absent of the infamous blower whine, we'll have to reserve judgement on whether or not we can hear a pair of turbos.



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INTERESTING CAR STORY

Article supplied by Ian Collins.



It was a 1960 DiDia 150. A luxury, custom-designed iconic, handmade car also known as the Dream Car forever associated with its Dream Lover second owner, singer Bobby Darin. The car was designed by Andrew Di Dia, a clothing designer, who Bobby Darin had met whilst on tour in Detroit in 1957. Darin telling Di Dia at the time that he would purchase the car if he ever hit it big.

For seven years, from 1953 to 1960 the DiDia 150 was hand-built by four workers, at a cost of \$93,647.29 but sold to Darin in 1961 at a cost of over \$150,000 (1.5 million today). At the time the car was listed as most expensive 'custom-made' car in the world by the Guinness Book of Records.

The body was hand-formed by Ron Clark and constructed by Bob Kaiser from Clark Kaiser Customs. Its metallic red paint was made with 30 coats of ground diamonds for sparkle.



Built in Detroit, Michigan, clothing designer Andrew 'Andy' Di Dia designed this "unrestrained and unconventional" automobile. Only one example was ever built.

The normal V8 engine is located at the front with an engine displacement of 365/427.

It has a rear-wheel drive, the body and chassis is hand-formed from 064 aluminium with a 125-inch wheelbase alloy tube frame.

It has a glass cockpit in back, which would have cost a mint to make back then, a squared steering wheel and thermostatically controlled air conditioning system.



The interior is rust coloured in contrast to the ruby paintwork.

The design included the first backseat-mounted radio speakers and hidden windshield wipers, that started themselves when it rained.

Other features include retractable headlamps, rear indicators that swivel as the car turns, 'floating' bumpers and a trunk that was hinged from the driver's side.

Each of the four bucket seats have their own thermostatically controlled air conditioning, individual cigarette lighters and ashtrays, as well as a radio speaker.

The original engine, a Cadillac V8, was later replaced by a 427 high-performance by Ford when it was taken on the show circuit.



Darin drove his wife, Sandra Dee, in the car to the 34th Academy Awards in 1961. When Bobby drove the car to the Academy Awards, Andrew Di Dia and Steve Blauner followed behind him in a limousine. The car had two fans

INTERESTING CAR STORY

and a switch that you had to turn on Bobby didn't realise, so it heated up.

All the magazines said the car caught fire but it didn't.

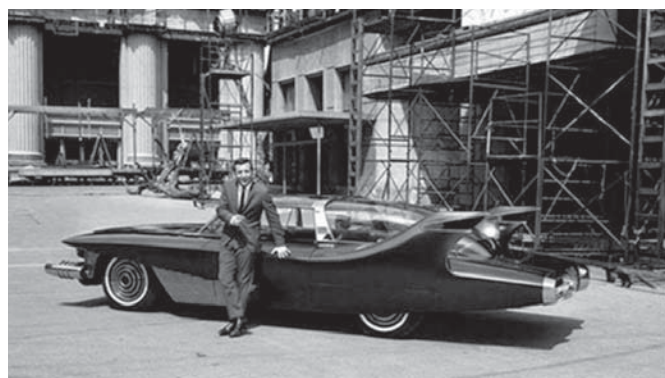


Di Dia toured the car around the country, when Darin wasn't using it for public appearances.

After publicity and film use, Darin donated his "Dream Car" to the St Louis Museum of Transportation in 1970 where it remains.

Bobby with the original car soon after buying it...

This is Andrew Di Dia the car designer.



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MUSTANG CONQUERS THE WORLD

**Article supplied by Phil Spender
via Automotive News.**

Customers in England and Australia face backlogs of at least six months for a new Ford Mustang. In Germany, the Mustang has attracted more retail buyers this year than the home-country favorites Audi TT and Porsche 911.

And in the U.S., the Mustang is not just beating, but downright pummeling, the redesigned Chevrolet Camaro en route to a second consecutive title as the nation's top-selling sports car.

Ford Motor Co.'s 2014 overhaul of the Mustang, which included opening sales in 81 more countries to turn it into a global halo for the automaker, is paying off. Demand has been especially heavy for the first-ever right-hand-drive Mustang, which went on sale late last year in 25 markets where the car had been virtually off-limits previously.

Ford said it has sold about 27,000 right-hand-drive Mustangs since production started a year ago.

"Mustang has been a huge success for us," Colin Massey, general sales manager at Jennings Ford Middlesbrough in northeastern England, said in an email. "We are still seeing a steady demand for the Mustang and are currently averaging between three and four orders per week."

Ford has a backlog of seven months for the Mustang with a four-cylinder EcoBoost engine and nine months for the V-8 version, Massey said. The wait has been up to 10 months in Australia, where the Mustang is now Ford's second-biggest seller, behind the Ranger pickup.

"We are always trying to eke out one more right-hand-drive unit if we can," said Carl Widmann, the Mustang's chief engineer. "We've exceeded expectations overall. We're getting happy customers across a lot of different regions."

Ford has sold more than 20,000 Mustangs in Europe, including about 4,400 in the United Kingdom and nearly 6,000 in Germany, since shipments there began nearly a year ago. Ford said it's the most popular car in the U.K. that's rated at more than 250 hp. The Mustang is the top-selling sports car this year in Saudi Arabia, the United Arab Emirates and South Africa as well, Ford said.

Ford says it has sold about 27,000 right-hand-drive Mustangs since output began a year ago.

Taking on the Germans - The Mustang is Germany's top-selling sports car this year among retail buyers, according to government data, and it was the overall sales leader in February and March. About one in three German sales are the convertible, and most buyers there choose the 5.0-liter V-8 engine, Ford said, in contrast to the rising popularity of the car's V-6 in the U.S. and despite much higher gasoline prices there.

"That unmistakable V-8 warble is a hot commodity outside the U.S.," Ford sales analyst Erich Merkle said in a statement. Sales have topped 3,300 in Australia and 3,800 in China, a Ford spokesman said.

Before last year, the Mustang was sold in North America and a few dozen other countries, where sales were

minuscule. Getting it anywhere else meant working through private importers and, if necessary, making a costly conversion to right-hand drive.

The latest generation was designed to have more global appeal, with more European styling and an independent rear suspension instead of a live axle, a change that upset some traditionalists.

Today, overseas markets still account for a small fraction of the Mustang's total sales, with about 80 percent of the cars -- all built in Flat Rock, Mich. -- staying stateside. But Ford sees the Mustang's growing presence in more than 100 countries outside North America as a way to evangelize its brand to consumers worldwide.

"The visceral look, sound and performance of Mustang resonates with people, even if they've never driven one," Ford's global product development chief, Raj Nair, said in 2014, when the car marked its 50th anniversary. "Mustang is definitely more than just a car -- it is the heart and soul of Ford."

Huge lead in U.S. - While the Mustang finds its footing in new markets overseas, it's blowing away the competition in the U.S. It overtook the Camaro last year for the first time since 2009 and hasn't looked back, even as Chevy rolled out the sixth generation last fall.

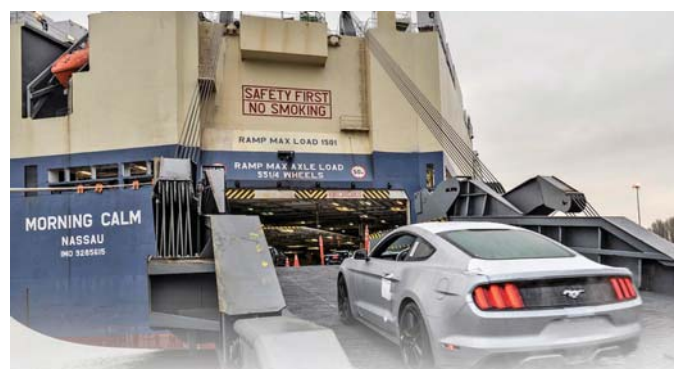
The Mustang's share of the midsize sports-car segment, which also includes the Dodge Challenger, has surged from 37 percent in 2014 to 46 percent so far this year.

Through August, the Mustang leads the Camaro in the U.S. by nearly 33,000 units, a margin so large it might stand up even if Ford took the rest of the year off. Mustang sales here are down 6.8 percent, to 80,829, mirroring a downturn in car sales overall, but the Camaro's decline is more than twice as steep.

Incentives are part of that difference; Ford increased Mustang incentives by about \$500 this year, to \$1,535 through July, while Chevy reduced Camaro discounts by about the same amount, to \$2,246, according to Autodata.

In addition, Chevy deliberately moved the Camaro more upmarket with the latest generation, discontinuing the base LS trim. The sticker price for the Camaro now starts at \$1,755 more than the base Mustang. Chevy also is selling fewer than 10 percent of the cars to fleet buyers.

"For us, it's about the right volume," said Todd Christensen, GM's marketing manager for the Camaro. "Would we like to be the sales leader? Yes, but not at the detriment of other things."



1967 MUSTANG GTA

Article supplied by Bob Golley via MustangAttitude.com.

Tasmania member Rob Golley's 1967 Mustang GTA, featured as Mustang of the Month on American website Mustangs Unlimited.

Wimbledon White 1967 Mustang GTA hardtop owned by Rob Golley from Tasmania, Australia. It has the 396ci V8 engine and the automatic transmission. The 'A' in GTA is for the GT with the Automatic transmission. This is our featured Attitude Of The Week for the week starting September 21, 2014.



Rob tells us more, "I purchased this great S code genuine GTA in Wimbledon White with lovely 2D classic red interior. The original engine has been fully rebuilt and upgraded by FE Specialties who specialize in these big blocks. Bored to 396 ci, balanced, blue printed, bench run-in, and tuned. Comp CamShelby Hi rise manifold, ported and matched, 650 Holly, Petronix 11. electronic ignition, ceramic coated try headers, polished Holly fuel pump, chrome rocker covers and air cleaner, twin exhaust system with free flow mufflers, 4 row radiator to keep all cool.

The engine bay was stripped, painted, and detailed during the engine rebuild. The interior was completely retrimmed throughout with new seat cushions etc. new dash bezel and Green LCD leash lights when fitted inside the original blue dash light covers a lovely blue light is produced. Much easier to see the dash. Dash being Genuine GTA with Equipment Group option also has 6000 RPM Tachometer and centre clock which has been now fitted with quartz movement for accurate time keeping.

The original radio was FM radio which was replaced with a Classic Retro Sound Radio with Ipad/phone connectivity, blue tooth amp and 4 retro speakers two are in parcel shelf and two are concealed above the



transmission tunnel facing down. This was a 11 hour custom fit and produces a superb but very loud classic sound.

The front suspension has been renewed and fitted with all new components including comfort shocks and new marginally lower front springs. Rear springs have been reset, a new 5th leaf added, and again comfort shocks fitted. Outside is nice and straight Wimbledon White paint with all new chrome bumpers and bright work. New Scott Drake remote exterior drivers and passenger mirrors have also been fitted. All glass is original with original optioned green tinted windows. Steering was the fast 16:1 ratio without power steering.

Lots of feel on the road but was far was pleasant on our challenging drivers roads of Tasmania. Not wanting to change the essence or originality, the rack and pinion was passed up and an American Borgesen power steering 16:1 ratio was sourced along with a chrome Saginaw power steering pump and a full set of billet Aluminum double pulleys sourced from Summit Racing.

New door rubbers and doors fully rebuilt with new window mechanisms, felt tracks and quarter vent rubbers, repinned door hinges and springs/cams. Work has started on full sound insulation (Resomat) throughout with only the trunk being completed to date. Full under carpet plus additional sound insulation will be undertaken shortly including inside of doors and under door panels to keep road noise and other noises confined to the outdoors. With Resomat it is expected that exterior noise will remain outside.

New original styled wheels were ordered from the States in 15x7 for the front fitted with 225x60 and the rears with 235x60 BFG white letter tires. The remarkable Mustang is an absolute pleasure to drive and turns heads wherever it goes. It really is a classic muscle car and always work in progress which of course is great fun to work on."



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HOW I JOINED THE PONY CLUB

Article written by Phil Browne.

The first time I saw a Ford Mustang I was enthralled. It was on a TV show on the ABC, The F.B.I., starring Efram Zimablist Jnr as FBI Agent Inspector Lewis Erskine. At the end of each episode Inspector Erskine would walk out the front door of the FBI Building, climb in to a Mustang and drive off. The show was sponsored by Ford Motor Co and each season he would have the latest model Mustang. I loved it. The best part of the show, for my money.

There were also another couple of Mustangs that grabbed my attention around that time. A mate and I sometimes went to Sandown Race Track to watch the cars. There had been an English gentleman, Sir Gawaine Bailey, who took all before him in a Ford Galaxie. That was until Pete Geoghegan turned up with a Mustang and then Norm Beechy brought one to play with as well. And of course, who can forget the chase scenes around San Francisco with Steve McQueen driving the '68 GT 2+2 fastback.

Over the years any time I saw a Pony car I would look at it fondly, but always from afar. I never had thought of owning one until about 10 years ago when the idea first formulated in my mind. I started to browse the used car sites on the internet and look at possible vehicles. But the head would overrule the heart - an expensive indulgence, too impractical, where would you put a 3rd car, etc. A couple of years later I would go through the same process with the same result.

We rented a couple of Mustangs while travelling in the USA. One year, in Hawaii, we borrowed one for a couple of days as a birthday treat. In 2014 we drove Route 66 and through a chance comment at the rental car agency

we did that in a convertible. The rev head dream, but damn, in the States they are so common that we parked at one motel and there were 2 cars identical to ours. Three white, rag top Ponies, all rental vehicles, side by side.

Late in 2015 we called in to a Ford dealer and took one of the new cars for a drive. It was red, we weren't allowed to take it on to the freeway and I didn't like it. Apart from the fact that we would have to wait 18 months for delivery, I suggested to my lovely lady that perhaps whenever I needed a "Pony fix" we could rent one for a day or two.

Then, in January, I went to a funeral. My friend, Chris, had been my last supervisor before I retired. During down time at work we would sit and talk about all manner of things. He told me how he would like to give up his job and set up a small earth moving business. He loved playing with bobcats and other equipment and thought that being his own boss would be great. Not long after I stopped working Chris got sick. He had bladder cancer and was undergoing various treatments for it. When he was able to we would meet for lunch and continue our chats. He was only 50 when he died. After his funeral I was thinking about the things he wanted to do and now never would. I realised that the only thing I had wanted to do and was still able to do was to own a Mustang. This time the heart took control.

I sat down and thought the whole thing through. I set a budget and decided that I did not want a car that would spend its days in a shed and get taken out once a year to be shown off. It had to be drivable as a normal car. I trawled the internet again but this time with a purpose. Everybody wants a 1964 1/2, left hand drive, red duco



HOW I JOINED THE PONY CLUB

with white upholstery, in showroom condition. Well, there aren't too many of those around, never for sale and if they were they would be outside my budget. Anyway, who wants to pay a squillion dollars for a 50 year old car? In my search I narrowed it down to 2 vehicles - a 1965 GT and a 2005 GT. Fifty years old or about 10? I looked at the photos for both, inspected as much detail as I could see and concluded that the 2005 model was the one I wanted. As an everyday car it had more creature comforts for the driver and passenger. Nice looking seats, air-con, power steering and brakes, a decent sound system. A little over my initial budget but certainly affordable.

I mulled over the thought for a couple of days then I rang the company that was selling it. Yes, it was still available. Yes, they would not object to having a professional inspection. One problem. The car was in Perth and I live outside Melbourne. I would need to fly to Perth for a test drive.

Then there was the issue of a mechanical examination by a professional. I rang the Auto club in WA but they were not interested - over 10 years old and an imported vehicle. I looked up the Mustang Owners Club in Perth and had a chat to a guy there. He suggested a local mechanic who had a strong interest in Mustangs. A couple more phone calls and the mechanic's name came up again so I gave him a call. I told him I was flying to Perth to look at a car and would he be able to check it out for me? "Not a problem, bring it around when you get here." Next it was a matter of getting there.

I booked two flights for the one day. Melbourne to Perth, departing at 7am and a return flight, departing Perth around 5:45pm. I figured that should give me enough time. So, on the morning of February 11th I rose early (reminiscent of day shift, when I was working), drove to the airport, parked the car, checked in and bought some breakfast. The flight was a little late getting away, was quite boring and I managed to catch up on some sleep along the way.

In Perth and it was a case of grab a cab and give him the address. In preparation I had looked up the address in Google maps and also had a look at Street View.

They must have been trying to sell this car for some time because it was parked outside the car yard on Street View. The taxi dropped me off at the yard and I went inside and introduced myself.

The car was there and looked as good in the flesh as it did in the photos. I explained that I would like a mechanic to check it out and that wasn't a problem.

Did they want to come along as I took it for a drive? No. I mentioned the mechanic by name and they knew him and respected his opinion. All looking good. Fortunately I had brought with me a GPS unit so I set it up and off we went.

The drive to the mechanic was across to the other side of Perth, with morning peak hour traffic. What fun! Fortunately the GPS unit worked wonders. I turned up at the mechanic's place and he just said "Leave it with me for an hour". I noticed that he worked almost exclusively on English cars and commented that there might be a bit of a conflict of interest, considering his expertise with Mustangs. He winked, said "This will make you cry" and took me to another building. Inside was his collection of cars. Mini's, Mustangs, Jaguars and a few other makes. About 30 in all. I told him about a collection I had seen in South Africa where a guy I met had over 100 cars in an atmospherically controlled garage, all in show-room condition, registered and running. Each one was washed and driven every month.

I went for a walk and an hour later I returned to be told that the car was in very good condition and the asking price was about right. Wilf wouldn't accept any payment for his opinion or time and said it was his pleasure to help out. I thanked him and returned to the car yard.

Back at the yard and it was simply a matter of price. We discussed it, I made a suggestion, they laughed, they made a suggestion, I cried, but in the end we agreed. Paperwork signed and I needed to fill in some time before heading back to the airport. I love browsing shopping centres so that's what I did. Then it was another taxi back to the airport, and eventually a delayed flight home. I ended up getting to sleep about 24 hours after I had got up for the trip.

The next morning I was showing my lovely lady some photos of the new toy. As I was flipping through them my brother called in as he was passing by. I showed him the photos and joked about flying to Perth and back in the one day to do the deal. He started to laugh, pulled out his camera and showed us some pics of a 1960 Porsche 356 Cabriolet. A couple of months earlier he had flown to Brisbane and back in the one day to buy it. On another scale, Andrew had given me

a red model 1964 Mustang for Christmas. My new toy was silver. He had bought a red Porsche and while we were in Europe we bought him a model of his car, except that it was silver.

Next step was to get the car from Perth to Melbourne. Initially we thought of flying back to the West and driving it home but that had a couple of problems.



HOW I JOINED THE PONY CLUB

We didn't have a week to spare (we were building an extension on the house and also about to start an overseas holiday) and the concept of driving an unknown vehicle across the Nullarbor was a little frightening. In the end we had the car shipped by train to Adelaide and picked it up there.

With my lovely lady by my side we booked a flight to Adelaide. Another taxi ride from an airport, this time to the yard for the freight company that had shipped the car. A simple process to collect the wheels and we were on the road.

The car sounded awesome with its throaty exhaust and the GT clutch made it a little difficult. After all, I'd been driving automatics for a few years now but we settled in and got used to it. It sat on the road and when we took the highway up through the Adelaide Hills it really came in to its own. I had bought a car to have fun with and this was living up to expectations.

A short way out of Adelaide and I decided to pull in to a servo and top up the tank. We had a long drive ahead so there was no point in driving "on fumes". Here was a problem. When I started to fill the car from the bowser the auto flow kept cutting off. To get any petrol in I had to do it at the slowest rate, virtually dribbling it in to the filler. I didn't know if it was a problem with the car or the bowser so we gave up, paid up and drove on. Back on the road and our new toy was rolling along and we were enjoying the experience.

We reached Keith, near the state border with Victoria, and it was time to refuel again. We pulled in next to a bowser and tried it once more. Same problem so it had to be something with the car. Breather tube blocked? We would look in to it once we got home. I stood patiently dribbling more petrol in to the tank, for about 10 minutes before we reached full. Another thing I needed to look at was the window washer tank. It was obviously empty and would need a refill as well. I popped the bonnet to attend to this and was suddenly sharing the view of the engine bay with a number of S.A. Highway Patrol officers. They had been refuelling on coffee and donuts when we pulled in.

"Think we need to do a vehicle inspection here", one of them said. All good natured.

"What's it drive like?" was the first question. "A beast", I replied. After all, I'd been driving a RAV4 for the past year.

"What's fuel consumption like?" "Don't know and don't care, I bought it to have some fun."

"How long have you had it?" "About four hours."

We chatted and then it was time to get back on the road. I gave them a bit of a show as we pulled out of the servo and headed off again. They didn't follow so I guess they enjoyed the encounter too.

The rest of the drive home was fairly uneventful. We noticed the looks as we passed through some towns. In Nhill a young buck in his ute was about to pull on to the highway from a side street and he gave us the thumbs up as we burred past. A couple of places we noticed Police observing the passing traffic and they all seemed interested too.



Once we were home in the Macedon Ranges things settled down. We had the issue of registering the car in Victoria and had to work through this process. Shortly after we got the Pony home we headed off to Europe for 6 weeks so that meant putting everything on hold. I phoned the guys in Perth to ask about a Roadworthy Certificate and they asked "What's that?" Okay, we'll deal with that here. I booked the car in for an examination

the day after we would return from our holiday.

The car was still registered in W.A. and we had about a 2 week window to get things done. If we could complete the process before the current registration expired it should be a simple process. I took it to the local Tester and he handed it back with a clean bill of health and a valid RWC. Next it was to VicRoads in Kyneton and they booked it in for the changeover.

Come the day and we presented at VicRoads with all the paperwork I could muster along with a brand new set of Registration plates, courtesy of my lovely lady, another birthday present. Ten minutes after we arrived I was headed to the car with a screwdriver to remove the W.A. plates and fit my own. We drove home with grins on our faces and happiness in our hearts.

And that is how I joined the Pony Club.



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MUSTANGS GALLOP TO MALDON

Article and photos supplied by Tony Borg.

Around sixty members of the Victorian Mustang Owners Club visited Maldon last Sunday, 18 September. The club boasts more than a thousand members, and recently welcomed to its ranks the much smaller group of Mustang enthusiasts in Tasmania. Two separate groups set out from Bendigo and Ballan in the morning, and decided to meet for lunch at the Maldon Hotel. Club members do trips like this two or three times a month.

The Times spoke with City Events Coordinator Tony Borg, an enthusiastic member who seems to enjoy it for the social and family-oriented club activities as much as for the vehicles. Why Mustangs? Tony explained that they were lauded as “everyman’s car” when first manufactured – and coming with hundreds of options, each Mustang is different. For example, Tony’s is a left-hand drive with a vinyl top. They are also comfortable and fun to drive.

For those interested, on 23 October the club is holding a major event, the ‘Vic Roundup’ where up to 600 Mustangs will gather at Moorabbin Airport. Visit vic.mustang.org.au for details and more information about the club.





BUNDOORA CLAYTON CONCOURS

Photos supplied by Barry Bolton



MUSTANG MOTORSPORT NUTS & BOLTS DAY

Article and photos supplied by Craig Dean.

Mustang Motorsport Update: *The Allan Moffat Edition Mustang will no longer be happening. In Brief, Allan Moffat has revoked his agreement between Mustang Motorsport and his support for the special edition.*

Mustang Motorsport opened the doors to showcase their work in the enhancements of Mustangs, Shelby and Roush. There were over 50 visiting Mustangs including the 6G Mustang Facebook Group, and the Mustang Owners Club put on a bbq lunch and drinks. The major attraction this time was the commemorative Allan Moffat Edition Mustang to celebrate the 69 Boss 302 Trans Am Mustang that was the dominant racing Mustang in Australia with many touring car wins.

Now called the Mustang Motorsport Bathurst Edition, the BE has been carefully put together with the best quality performance products available, so the replica isn't just a tarted up Mustang, it is a practical road track Mustang specifically to use on the race track and be competitive in its own right. To prove the Mustang capabilities it was taken out to Winton raceway on Monday 25th in the HUSCI competition driven by Craig Dean. On the circuit it showed that the 350kw Mustang would hold its own against the supercharged and turbo charged Mustangs on the day, winning the top American vehicle class in the competition proved the purposed built naturally aspirated Mustang to be a competitive package on the Winton Circuit.





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5TH ANNUAL CAR & BIKE SHOW BEAUMARIS

Photos supplied by Evan Giakoumidis



STABLEMATES - THE ODD COUPLE

Article and photos supplied by Ian Godfred.

I grew up with my father always having Fords. Before I was thought of he had a 1928 Model A, 1934 V8 and a 1956 Customline. Then in my time Falcons XK, XR, XY, XB, XE, and finished with a Fiesta before he had to give up driving. So I grew up as a Ford man. My first car was an XT Falcon, and along with the 69 Mustang I've currently got an XC 4.9 manual Rally Pack (I've owned since 1980), BFII XR8 and an XK ute that is my current restoration project. However, parked together in a double garage the stablemate to my Mustang is a 1936 Buick. A Buick is not a Ford, how did that happen?

The Buick was in my garage before the Mustang. I've always liked the style of American cars from the 20's and 30's and I've always wanted to do a restoration on one. When I was in a position to start looking for a restoration project, I decided to go with an early American car

as I thought it would make a more challenging restoration project, and that certainly proved to be true. I was of course looking for a Ford flathead V8 but couldn't find any at a reasonable price, most of them have been rodded. When I saw the Buick with its 6 wheel equipment and a straight 8 under a long bonnet it really appealed to me, so I ignored the GM

heritage and Holden body, bought it and started the restoration. Although first I had to build a garage to do the restoration in, so perhaps I didn't plan that very well.

The restoration turned out to be a much bigger job than I imagined. I did everything myself, with a lot of help from my father, except the engine reconditioning and the seat upholstery. The car was complete and I knew it had some rust, but I didn't realise how much rust until I disassembled it. There was rust in every panel except the bonnet tops! Even the headlight and parker shells had rust holes! But the good news was that the chassis was straight and solid. Some of the rust was caused by a leaking fabric roof insert, the 36 was the last Holden body to use this before they adopted a full steel roof in 37. 1936 was also the last year with a timber frame which means I had to deal with wood rot as well as rust. My father did the timber frame repairs and a lot of other work. The Buick was a good project for us to work on together. Dad didn't mind that it wasn't a Ford, he said when he was young Buicks were known as Doctors

cars as they were up-market and he had always liked them. He'd actually learnt to drive in a 20's Buick when he lived in Albury. The restoration took 7 years and I've been enjoying driving the Buick since 1997. Dad used to enjoy going to car shows with me and the Buick and was always ready to talk about the Buick and his experience with his cars of the era that he had grown up with.

I purchased the 69 Mustang in 2003 from Steve Lond (he signed me up to MOCA), and completed the restoration in 2008. It was a good original car, lots of dents from numerous minor accidents over the years and the original 302. I had Steve arrange the RHD conversion. The build sheet was in the glovebox, (I think it was found under the carpets when the RHD conversion was done), and showed the original options of fold down rear seat, dual mirrors, air, power steering, bonnet scoop and console. Unfortunately the console was missing. The restoration

was a big job, but much less work than the Buick. Very little rust, and no wood rot! And of course the reproduction parts that are available make it a lot easier, there is not much available in reproduction for a 36 Buick. The Mustang was originally blue exterior and interior. I could have lived with the blue paint but not the blue interior. The interior needed a complete replacement so it

became black and the body needed a lot of repairs to every panel and a bare metal repaint so it became red. I had always wanted a 69 Mustang after seeing Allan Moffat race his at Sandown when I was around 12 years old. His trans-am was the best looking thing I'd ever seen, and it probably still is. That's why my 69 Mustang is red, maybe it's not exactly Coke red, but fairly close!

I have also always wanted an XY GT because again I used to watch Moffat race them at Sandown, but they're a bit pricey now. I remember wishing the XY 250 column auto my Dad bought brand new had been a GT. I did suggest it at the time, and remember lusting over a Vermillion Fire GT in the showroom when he bought his plain jane ultra white Falcon 500, but he thought the GT was too lairy and at around \$5,000 was way too expensive. (Wish I could buy one for that now!).

The Buick and Mustang are an odd couple together in the garage, very different to look at, and very different to drive, but I love them both.



CAN YOU BEAT THIS?

Article and photos supplied by Mick Romeril.

This article follows on from a recent article in this magazine and AMC Magazine featuring Rob Stent and myself with our '02 Cobras.

Amazingly I still have the original 'Motorcraft' battery as fitted to my '02 Cobra, which as mentioned, I purchased new from Strapp Ford in December '03 with only 70 odd delivery kms on the clock. The car had sat in their warehouse since import sometime after its build in May '02. Obviously the battery would have gone rather flat in that time. I couldn't see them individually 'trickle' charging each car. The car is not driven regularly which is indicative of the 52,000 kms on the clock which equates to roughly 4,000 kms per year. The car has always been garaged and has never had any type of battery/trickle charger connected to it. Lately I admit the battery (as expected) is a bit tired but has always managed to crank the motor over enough to start. I did borrow a mate's portable power pack for last Sunday's All American Day at Flemington as I didn't want to be caught out. I would have hated to jump start the car in front of the Chev Club!

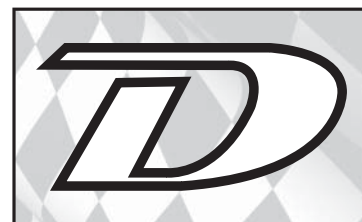
I am amazed this battery is still able to start the car when it is just on 14 years old. I have never heard of any car battery lasting that long. They sure don't make 'em like that anymore. I would have preferred to keep it all American but no-one seems to import US batteries which would match this one. Will have to settle for a local good quality make as a replacement.



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JUST MUSTANGS NUTS & BOLTS DAY

Photos supplied by Lino Avellino



SPECIAL 1965 AND 2015 FORD MUSTANG COMBINED FOR UNIQUE MUSEUM DISPLAY

Article supplied by Bob Lorich via mustangandfords.com.

In Alexandria, Virginia, the National Inventors Hall of Fame Museum (NIHF) will reveal a unique Ford Mustang. The specially built Ford combines a 1965 convertible to a 2015 convertible in a unique side-by-side display that features operating interiors. At the May 4 unveiling ceremony, Ford Motor Company founder Henry Ford will also be highlighted at the National Inventors Hall of Fame.



According to Ford, the split-personality Mustang is part of a new, permanent Intellectual Property Power™ Exhibit at the National Inventors Hall of Fame museum on the United States Patent and Trademark Office Campus in Alexandria, Virginia. The paired convertibles will celebrate the history of Ford Mustang, along with the innovation and technology that has continued for over 50 years. "The intellectual property and illuminates its significance to progress, innovation, and culture in America, as well as how trademarks, patents, and other forms of intellectual property make modern amenities possible," says Chris Danowski, Ford director of technology commercialization and intellectual property licensing. "The interactive display is designed to highlight the importance of patents and the tremendous march of technology over the decades. It calls out various patents in the current vehicle, as well as those in the original pony car."

Along with the Mustang, Ford has a rich history in America and has been a leader and innovator in regards to manufacturing, safety and performance. "Ford and its employee volunteers have also been involved for the past 20 years with Camp Invention, a program of NIHF," added Danowski. "Camp Invention is one of the nation's premier summer enrichment programs and leverages hands-on activities to promote Science, Technology, Engineering and Math and builds 21st century skills."



"Everything moved so fast in the design and run-up to production of the original Mustang that there were no styling patents issued back then," Danowski stated. "Now look at the current car; 2015 Mustang Convertible alone was granted 36 styling patents, which ensure the unique look stays with the car. It also has many unique functional patents for things like the airbag structures, 911 Assist and so many other technologies baked right in." Amazingly, no styling patents existed when the first model was introduced. But by 1965, Mustang over 100 of Ford's functional patents existed. "Those patents reflect some of the touches customers loved back then, including a rear-seat speaker and a power convertible top. Normal conveniences we now take for granted were also involved, like Patent 3,271,540 – the origin of Ford's self-canceling turn signal," says Danowski.

Enthusiasts are the real beneficiaries of the popular design, performance and engineering that's built into every Ford Mustang. Mustang was actually the very first passenger to have knee airbag system packaged inside the glove box door, with 15 patents granted. Mustang owners also enjoy features such as the electronic line-lock and launch control for drag racing. And here's something you may not know, Mustang incorporates a patented relief in the seat cushion to allow a wallet or phone in an occupant's back pocket to protrude further into the seat for more comfort.



The display features 60 percent of each car's driver compartment in order to showcase the gauge package, center stack and center console. "The left side consists of a reproduction 1965 left-hand-drive Mustang licensed for modern production by Ford and built to the same specifications as the original car—in itself an example of the licensing benefits of intellectual property. The other side is a right-hand-drive 2015 Mustang that is sold in several of the 150 countries where the car is now available," explained Danowski.

Ford stated that museum visitors are encouraged to sit in either side of the car in order to compare features and styling details. It will be easy to see all the innovation, but the museum added accompanying monitors and over speakers to provide additional information. Visitors to the display will also be able to hear the sounds of the original 1965 Mustang V8 engine and a 2015 Mustang V8 engine at idle.

MUSTANG TARGA RECAP

Article and photos supplied by Craig Dean.

This year has been a year of challenges. Our well sorted plans have gone south. Emma and I at Mt Baw Baw, the first run of the season in the Tarmac Rally Championship saw the Shelby GT miss a stage over a \$20 oil sender failure, then due to repairs of the Shelby GT from the excursion at Targa Tasmania, Lake Mountain Jenny and I had to campaign the old Shelby GT500. Wow, that was a step back - totally different beasts.

Snow and ice on the roads saw the Shelby GT500 slipping and sliding, we had to be on our toes as we finished 6th outright. Snowy River Sprint was our last competition run on the 24th of September, the Shelby GT was back out in new livery, with a few fine tuning enhancements.

With Emma now retired, I have a new blonde navigator. Kate Catford is well seasoned in Tarmac and dirt rallies bringing a new fresh and professional inspiration to the Mustang Motorsport Race Team. In preparation for this round Kate and I went down early to Recce and get to know each other so we could put in our best for the 296kms of Tarmac rallying. The recce was done in wet and rainy conditions and the weather looked doubtful for the weekend, so we really got a good look at the course with its varying grip.

Kate and I had a bit of spare time so we had a look at the Buchan Caves, amazing site and a must to visit, I highly recommend it. Saturday morning gave us a wet track, not raining but damp under foot. 3... 2... 1... GO.

Abounding caution we settled into race pace ensuring the safe passage through to the end, the only dangerous encounter was the 200 metre wooden bridge that the Shelby GT wanted to slip and slide on. In third place outright, not a bad start, the return run of the Shelby GT. Kate and I come together as a competitive race team, nothing exciting to report on other than we finished the day in second place a little bit down on the lead 4WD GTR and 25 seconds in front of third place.

Albert and Aaron of our service crew tweaked and checked over the Mustang, Kate washed and chamoised it. Tomorrow we will have to be on our guard and give it a good run if we are to top first place.

39 seconds behind the leader, the morning presented us with showers and wet roads, so my plan was to go as hard as possible. The roads on the way out showed good grip and I was confident that we could produce dry times in the wet, so I gave the Shelby GT a good hiding through the stage on return confident of drawing some time back, only to come to a stop with no drive half way through the stage. Our hopes crushed again by a failed left hand drive shaft. Upon investigation we found the CV joint had failed, the casing broke sending the bearings out and creating no drive. Well, that's all folks. Next race is on the 10th of November, Targa High Country.

Thank you to our sponsors, Rohde Smash Repairs, Road Warrior Plus, Ferntree Gully Bolts, Redbolt Communications, Team Catford Racing and Shelby American.





GREAZEFEST 2016

**Article written by Lino Avellino,
photos supplied by Evan Giakoumidis.**

Mid August is always a touch and go time for the weather, but why stay home, get the Stang out and enjoy the day. On the phone to Brian James a few days earlier to meet at my place for the cruise down to Sandown, and yes, the weather was fine. We arrived at Sandown Hotel at around 9am to meet up with other club members (18 members cars, awesome) before making our way into the venue.

The promoter website describes it as Australia's All-Killer No-Friller Kustom Kulture Weekenders with displays of cool cars, rockabilly bands and more. Inside the venue there were many funky vendors selling old wares, local

crafts, tattoos, pinups and workshops. The cars were plenty and wide in variety with a lot of makes being displayed. I would say our club had the biggest display from a single club. There was a great selection of food vans and all enjoyed our snacks and lunch (especially the Polish dumplings and donuts. Yum!)

The rockabilly band was playing for most of the day and the dance floor was full of rock and rollers swinging their dance shoes and skirts around the dance floor. After lunch they had a fashion parade, very colourful costumes and gals. Check out Evan's photos.

Great day had by all. Check out the photos in this magazine and the website of course.





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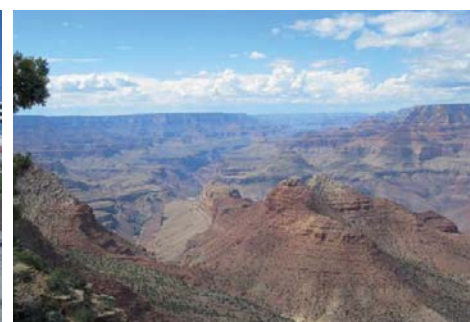
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Mustang Nationals 2017 Wollongong NSW 14th to 17th April Event Registration Form

Complete, save and email to nats2017@nsw.mustang.org.au
Registrations Close: 31st December 2016



Surname:		Preferred First Name:	
Spouse/Partner Surname:		Preferred First Name:	
Address:	Full MAIL / POSTAL Address including STATE and POST		
Phone:	Best contact number, Include area code & label Home, Work		
Email:	Best contact email address, please print CLEARLY		
Children/Guests:			

Event Booking

Attendance at Organised Events (numbers limited, available seating allocated strictly on first come first served basis)

Date	What's On (Booked Events)	Cost/Person	No. Attending	\$ Amount
Friday 14 th	Evening Welcome Meet and Greet – Casual, Club Shirt	\$ 60.00		\$
Saturday 15 th	Evening Dinner & Auction – Nautical Theme - Casual City Beach Function Centre – Price includes “Drinks” package	\$ 70.00		\$
Sunday 16 th	Ladies “City Beach High Tea” City Beach Function Centre, Ocean Room 11:00am	\$ 40.00		\$
	Evening Presentation Dinner – Semi Formal City Beach Function Centre – Price includes “Drinks” package	\$ 70.00		\$
Special Dietary Needs:			Total A:	\$

Concours / Show-n-Shine / Display Entry (Fees Applicable)

Vehicle Registration (add an extra page if entering additional vehicles). Please also complete the “Entrants” form on Page 3.
Judged & Concours Classes are only open to Financial Members of the Mustang Owners Club of Australia.

Entry Class:	#1 – Show-n-Shine Not Judged	#2 – Display Judged	#3 – Concours Original	#4 – Concours Modified	#5 – Concours Thoroughbred
Cost / Vehicle:	\$10.00	\$35.00	\$50.00	\$50.00	\$60.00

	Entry Class	Model (type)	Year	Reg No.	Primary Colour	Entry Fee
Car A	#					\$
Car B	#					\$
Car C	#					\$

MOCA Member of State:	MOCA Member No:	Total B:	\$
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Options:

Payment

Amount Owing:

Please nominate your payment method (tick one):		Grand Total A + B:	\$
<input type="checkbox"/> Direct Deposit BSB: 062 139 A/C No: 0090 3078 Name: Mustang Owners Club NSW Important Note: The preferred reference for direct deposit is your SURNAME plus PHONE NUMBER	<input type="checkbox"/> Money Order <input type="checkbox"/> Cheque Attached Money Order or Cheque Number here: _____ Post with Rego Form to: P O Box 289, St Ives NSW 2075	Less, Deposit (Suggested Minimum \$50 to \$150)	\$
		Balance Due (by 15 th Mar 2017)	\$
		Cash Paid to: <input type="checkbox"/> Cash Date: Receipt No:	

Questions? Registration and Booking enquiries, email nats2017@nsw.mustang.org.au or phone 0420 467 237
Vehicle Entrant, Classes & Judging enquiries, email vecj.nats2017@nsw.mustang.org.au



WOLLONGONG



Accommodation Booking Form

Thurs 13th April 2017 – Mon 17th April 2017

Complete, save and email to nats2017@nsw.mustang.org.au

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Accommodation Room Type	Rate per room per night ROOM ONLY	Rate per room per night ROOM & BREAKFAST FOR 2	<i>*Please note that if the room type selected is not available at the time of booking, you will automatically be booked into the next room type available at the prices listed above. A confirmation will be sent to you via email with the confirmed room type and applicable rate booked.</i>
Deluxe Room	\$179	\$199	
Executive Balcony Room	\$179	\$199	
Executive Suite	\$179	\$199	
Junior Suite	\$179	\$199	

Note: **Full buffet breakfast** is available in the hotel restaurant, and does not include in room dining or any other breakfast option. For further hotel & room information, please refer to the Sage Hotel Website.... www.silverneedlehotels.com/sage/wollongong

Accommodation Request

Surname:		First Name:	
Address:		State:	P/C:
Phone:		Mobile:	
Email:		MOCA Membership Number:	
<i>* You must be a financial member of the Mustang Club of Australia at time of booking as well as time of check-in. Membership number MUST be provided to confirm accommodation reservation. Reservation will not be accepted without membership number.</i>			
Arrival Date:		Departure Date:	
Room Type:		Bedding (please circle): SINGLE / DOUBLE / TWIN	
Booking Type (please tick):		<input type="checkbox"/> ROOM ONLY (\$179) <input type="checkbox"/> B&B for 2 (\$199)	
<input type="checkbox"/> Mustang Parking Required - Hotel parking is reserved for official vehicles participating in the event. General transport vehicles are not to utilise hotel parking. Should you require hotel parking for your Mustang, please tick.			
Special Requests:			

Payment

Select your payment method: <input type="checkbox"/> MasterCard <input type="checkbox"/> Visa <input type="checkbox"/> Amex <input type="checkbox"/> Diners			
<i>Please note that credit card surcharges apply when payment is made via credit card. 1% of the amount charged will apply for Visa or MasterCard, and 3% for American Express & Diners Card. Please note, the above credit card will not be charged until check-in, unless a cancellation is made – see cancellation terms below.</i>			
Card Number: ____ / ____ / ____ / ____		Expiry: ____ / ____	CCV: ____
Name on card:		Signature:	

Check In is from 14:00 & Check out is prior to 10:00. You are welcome to leave luggage with reception until your accommodation room is available, or after check-out until you are ready to depart.

Cancellation: Sage Hotel Wollongong requires 48 hours' notice (prior to day of arrival) for any cancellations or changes to reservations. Failure to advise the hotel prior to 48 hours prior will result in the full amount of the total reservation charges being charged to the credit card provided above.

Hotel Reservation forms to be downloaded along with your Event Registration form & emailed to nats2017@nsw.mustang.org.au

****Please note, this form is a request only, and processing of reservation is subject to an accommodation room being available. Should the hotel be booked out, you will be notified.**



**Mustang Nationals 2017
Wollongong NSW
14th to 17th April
Judged Classes & Show n Shine
Entrant Form**



Fill out the relevant category section below and submit to
nats2017@nsw.mustang.org.au before 31st December 2016

All classes are only open to financial members of the Mustang Owners Club of Australia (MOCA)

Concours Judged – Original & Thoroughbred

Please ensure you read the important notes at the bottom of this page.

To save time on Judging day, please ensure you complete this section.

If you require additional Concours Entrant forms, please download and print a second copy of this form.

Surname:		First Name:	
Entrant Car 1			
Please tick only one category:		<input type="checkbox"/> Thoroughbred	<input type="checkbox"/> Original
Rego:	Year:	Colour:	
Model:		Body Type:	
VIN:		Colour Code:	
Engine Code:		Trim Code:	
Transmission Code:		Differential Code:	
Entrant Car 2			
Please tick only one category:		<input type="checkbox"/> Thoroughbred	<input type="checkbox"/> Original
Rego:	Year:	Colour:	
Model:		Body Type:	
VIN:		Colour Code:	
Engine Code:		Trim Code:	
Transmission Code:		Differential Code:	
Modified Judged / Display Judged / Show n Shine			
<i>Please tick only one category below.</i>			
<input type="checkbox"/> Modified Judged	<input type="checkbox"/> Display Judged – Early Model	<input type="checkbox"/> Display Judged – Late Model	<input type="checkbox"/> Show-n-Shine
Surname:		First Name:	
Rego:	Year:	Body Type:	

Thoroughbred Class

Entry Eligibility to this class is only open to entries which have been MOCA Original class winners from 1996 and onwards. They must have also been the highest Gold Award Winner of the Original class from 1996. The highest gold award winner and or MOCA Committee selected entrants can only enter this Class. Eligible Thoroughbred entries will be allowed to return to the Original class only after three (3) years of unsuccessful challenge of the Thoroughbred gold awards. This is the entrant's choice.

Original Class

Original Class Entry Eligibility is based on, and governed by, a rolling 10-year process. The vehicle must have an American Model year date of 10 years or older at the time entries for the event close to be eligible to enter this class. That is, the model year shall be the American Model year and will be determined by the VIN plate, Decal and/or ID tag which, except for some Shelby's and late models, is located on the LH door and /or under the windscreen. Example: At the 2017 Nationals/Concours, a vehicle with an American Model year of 2005 and earlier, can enter this class.

For further information email vecj.nats2017@nsw.mustang.org.au and/or go to mustang.org.au & click on NATIONALS/CONCOURS GUIDELINES & RULES.

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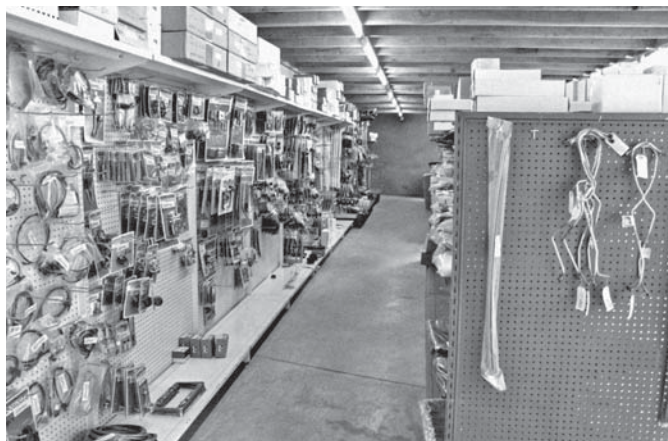
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THE ATOMIC MUSTANGS

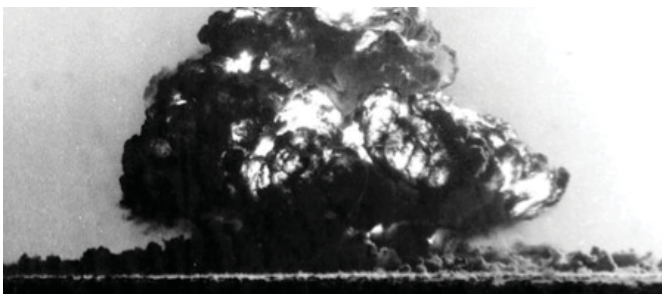
Article and photos supplied by Rob Wiatrowski.

This is a little known piece of Australian history that involves Mustangs. Not the cars, but a story about our namesake that gave our car its name, the mighty P51 Mustang.



In 1953 the British detonated two nuclear bombs at Emu Claypan, S.A. Six Commonwealth Aircraft Corporation (CAC) Mustangs assembled at Fisherman's Bend had been withdrawn from storage and kind of made airworthy that year for a one off flight to Emu for use as targets in the tests. This is their story. In fact, this is their individual stories and one of amazing survival and for one lucky warbird, one of reincarnation. The Mustangs survived the two atomic blasts as the blasts energy appeared to spread more in a concave arc out and upwards luckily for the Mustangs.

From there, they sat in the desert, almost forgotten, until 1967. In that year, they were put up for disposal by the Australian Government. They were purchased by Stan Booker, an American aircraft broker who was in Australia purchasing retired RAAF Dakota's. He did a deal with a group of pilots and mechanics led by Tony Shwerdt to dismantle and transport the Mustangs to Adelaide in return for one of the better Mustangs of their choice. The following is a brief story of those Mustangs and their subsequent fate.



The Totem 1 shot at Emu Claypan on October 15th 1953. This was the first atomic blast at the Emu site. I highly recommend a book entitled Blast in the Bush by the late Len Beadell who was the site surveyor. He also surveyed the famous "Gun Barrel Highway" that led, amongst other places, to the sites at Emu and Maralinga; so named because it was as straight as a gun barrel.

CAC Mustang A68-87 was built in 1947 and stored at No.1AD where it was modified as a PR Mk.22 (note the camera port just behind the roundel). In 1949, it was



issued to No.3 Squadron with which it had a very short career. It was retired in 1953 and stored at Tocumwal. Later that year, it was withdrawn from storage and flown to Emu Claypan S.A. for use as a target in the British atomic bomb tests. It survived the two blasts almost unscathed and was purchased by Stan Booker and exported the U.S. where it was used for spare parts by Cavalier Aircraft.

CAC Mustang A68-7 was assembled from American components and served with No.2 OTU for the briefest of periods. It went into storage in late 1945 and remained there until it was flown to Emu Claypan for use as a target where it survived the blasts relatively unscathed.



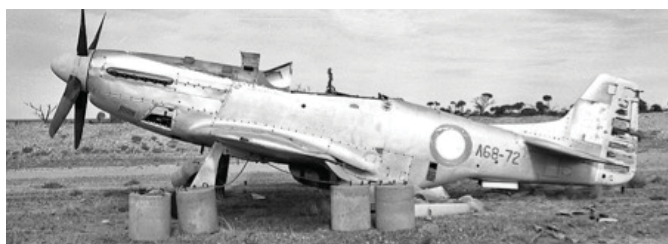
Mustang A68-30 was delivered from CAC straight to storage in 1945. In June 1950 it was issued to No.23 Squadron of the Citizens Air Force and served with the squadron until November 1952. In common with the other Mustangs, it was flown to Emu in 1953 and survived the atomic bomb blasts.



The other side of Mustang A68-30. In the background is the Piper Comanche used by a group of Australian Aircraft Restoration Group (AARG) Moorabin Museum members and others to fly into the site. They posed as potential buyers and thus were given leave to enter what was a restricted site.

Mustang A68-35 was built in 1945 and issued to No.21 Squadron Citizens Air Force, but served less than a year before being retired. It was flown to Emu Claypan in 1953 for use as a target. In common with the other Mustangs it suffered little from two atomic explosions.

THE ATOMIC MUSTANGS



Mustang A68-72 rolled off the CAC production line in 1946 and served with No.75 Squadron RAAF and No.23 Squadron Citizens Air Force. This machine, in common with the others, was little damaged by the atomic explosions. They were more at risk from the attentions of road train operators that were allowed to transit the area.



This is the aircraft that Tony Shwerdt chose; Mustang A68-1, the first example assembled by the Commonwealth Aircraft Corporation. Despite its appearance, this Mustang was the best of the six and with parts from the other five aircraft Shwerdt was able to make the aircraft airworthy. He flew it from Emu to Coober Pedy and then to Adelaide, despite the small detail that he had never flown a Mustang before. Shwerdt intended to restore the aircraft and place it on the Australian Civil Register and that's when the fun began.



The Mustangs were not the only target aircraft. At the Maralinga test site, some 190 km from Emu Claypan, six Supermarine Swifts were used; placed there by the British. The tower in the background housed

the nuclear weapon. Although the Swifts were close to ground zero, the blast only caused minor damage.

After the Maralinga blast, the Swifts and other military equipment sat in the desert for years until the British cleared the site. They buried the Swifts and other military equipment and wanted to bury the Mustangs at Emu Claypan, but luckily they were stopped by the Australian Government which contended that the Mustangs were Australian property and outside the jurisdiction of the British Government. These Mustangs must surely have had nine lives.

Mustang A68-1 seen on the tarmac at Parafield Airport during 1968. The Department of Civil Aviation (DCA) would not relent on their policy of not allowing ex-military aircraft on the civil register. Tony Schwerdt

appealed that decision in the courts. DCA took Schwerdt to court over his unauthorised flight from Emu to Coober Pedy. In the end, Schwerdt gave up and sold the Mustang to Stan Booker. Shortly after the sale went through, DCA finally relented and issued a Certificate of Registration. It was too late; the deal had been done.



The man himself; Tony Schwerdt standing in front of Mustang A68-1 at Parafield Airport in December 1967.



Mustang A68-1 as she appears today in an outrageously inaccurate colour scheme. It's owned by Wiley Sanders, an American aviation enthusiast who lives in Alabama. Considering its history, this is one aircraft that should have been preserved in Australia; but considering the fate of the other five Mustangs, it's fortunate that this one still exists at all.

The remaining Mustangs were sold by Stan Booker as spares to Cavalier Aircraft, a company converting Mustangs into civilian executive aircraft and counter insurgency machines like the one pictured above. When Cavalier ceased trading, their entire stock of spares was released to the American warbird market. Even today the standing joke within the ranks of U.S. Mustang owners is that certain parts of certain Mustangs glow in the dark.



Special thanks for the 'The Atomic Mustangs' portion of this article goes to Keith Gaff and kindly reprinted from the June 2016 edition of 'Insight', the journal of the National Aviation Museum (at Moorabin airport). Mr Gaff expresses his thanks to Messrs. Geoff Goodall and Neil Follett for the use of their photographs in this article.



2016 MOCA VIC ANNUAL PRESENTATION DINNER

Sunday 23rd October 2016

6.30pm to 11.00pm

Amora Hotel Riverwalk

649 Bridge Road Richmond

ENJOY

A superb 3 course dinner, drinks and good company

PARTICIPATE

In the social evening of the year

DRESS

To impress in your finest formal gear



PRESENTATION DINNER REGISTRATION FORM

Name _____

Partner's Name _____

Please reserve me _____ Place/s for the Presentation Dinner

MOCA Vic. Member - \$45.00 per person

Non MOCA Vic. Member - \$75.00 per person

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

Please debit my ☐ Visa ☐ MasterCard for \$ _____

Card No. _____ Expiry Date _____

Name of Cardholder _____

Signature of Cardholder _____

Payment via EFT is subject to approval only.

Send Cheque or Money Order along with completed form to MOCA Vic.
PO Box 4289, Melbourne VIC 3001 by Wednesday 19th October.

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

The AMORA HOTEL provides excellent accommodation facilities and a number of Rooms/Suites have been reserved for MOCA members with a special rate negotiated.

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



2016 VICTORIAN MUSTANG ROUND UP & STATE CONCOURS ENTRY FORMS

Sunday 23rd October 2016

Show 'N' Shine Class Registration Form

Entrant's Name _____ Contact Ph No. _____

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

Year of Manufacture _____ Body Style _____ Colour _____

Shelby Nationals entry Yes / No

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

Please Sign _____ Total Enclosed \$ _____

*** MOCSA Entrants MUST be Pre-Registered by 5pm Friday 23rd September 2016**

CONCOURS Class Registration Form

Entrant's Name _____ Contact Ph No. _____

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

Year of Manufacture _____ Body Style _____ Colour _____

I am entering my car/s into: Concours Category Showroom Driven

Concours Class Original ☐ Modified ☐ Shelby Nationals ☐

Entry Fee \$65 Per Car - Total Enclosed \$ _____ Please Sign _____

Note: Entries close for all Concours Classes Friday 23rd September 2016

Please debit my ☐ Visa ☐ MasterCard for \$ _____

Card No. _____ Expiry Date _____

Name of Cardholder _____

Signature of Cardholder _____

Payment via EFT is subject to approval only.

Send Cheque or Money Order along with completed form to MOCA Vic.
PO Box 4289, Melbourne VIC 3001 by Wednesday 19th October.

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

The AMORA HOTEL provides excellent accommodation facilities and a number of Rooms/Suites have been reserved for MOCA members with a special rate negotiated.

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



MUSTANG ROUND UP & STATE CONCOURS JUDGING INFORMATION

ELIGIBILITY

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

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

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

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

Concours Showroom Original & Modified Classes

- Entry form & payment to be received by the M.O.C.A. Vic Secretary no later than 5pm Friday 23rd September 2016
- Owner of the vehicle will be required to attend a minimum of 3 club events prior to the Mustang Round Up.
- Entry Eligibility is based on, and governed by, a rolling 10-year process. A Vehicle with a manufactured date of less than 10 years is not eligible to enter this class at any time.
- Vehicle can be transported to the event but must be driven into the judging area.

Concours Driven Original & Modified Classes

- Entry form & payment to be received by the M.O.C.A. Vic Secretary no later than 5pm Friday 23rd September 2016.
- Owner and vehicle will be required to attend a minimum of 3 club events prior to the event were vehicles are to be driven and/or displayed.
- Entry Eligibility is based on, and governed by, a rolling 10-year process. A Vehicle with a manufactured date of less than 10 years is not eligible to enter this class at any time.

Show'n'Shine Class

- No previous club event attendance required.
- Entry is open to any member/vehicle which has not been awarded the Most Outstanding Mustang Show'n'Shine class or either a State or National Concours class trophy within the last 5 years.
- Entry form & payment can be prepaid by 5pm Friday 21st October or by 10am on the day.

CLASSES

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

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

Cost of entry into the judged classes:

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

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

Concours Driven & Showroom Original Class

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

Concours Driven & Showroom Modified Class

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

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

Show'n'Shine Class

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

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

Awards

Gold, Silver & Bronze trophies are awarded for those vehicles which have achieved the eligible point levels within Driven & Showroom Original and Modified class judging. The highest Original class points will also receive the Kevin Musgrove award for Concours Excellence. These awards are presented at the Annual Presentation dinner on Sunday 23rd October.

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

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

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

Or Contact

Mustang Round Up & State Concours Director –
Adam Richmond 0423 449 125 or 5995 4772 (after 6pm AEST)

Head Judge – Ian Blume 5474 2477

Assistant head Judge – Andre Stoffers 0411 455 755

VALE - ROBERT JENSEN

Written by Nez Demaj.

It saddens me to inform you all that we have lost a fellow Australian Shelby/Mustang Member in the late Robert Jensen from Western Australia. John Luca, WA Shelby Rep. informed me recently that Robert had passed away which I couldn't believe it as we spoke recently.

Robert contacted me early November in 2015 to ask for my advice on a 1967 Shelby GT-500 which was for sale in NSW. After several phone calls, Robert purchased the Shelby which he was always grateful to me for the advice which led to a friendship over a short period of time. Robert required information to ship the Shelby to his home town in Western Australia so I passed on John Luca's (WA Shelby Rep) phone number so he could

contact him for advice which John assisted with the shipment of the Shelby.

John also assisted with the registration of the Shelby once it arrived in WA and also suggested to join the Western Australian Mustang Club which he did, and also joined the Australian Shelby Registry on the 27th November 2015 - Shelby Member 112.

John informs me that Robert was so proud to show off his '67 Shelby and he was always smiling during events. Although we only knew Robert for a short period of time, he left a positive and long lasting impression on us all.

Deepest condolences to Robert's family and may Robert rest in peace.



THE NIGERIAN CONNECTION - MY INTRODUCTION TO ROBERT JENSEN

Written by John Luca - MOCWA Treasurer and State Shelby Delegate.

One afternoon while at work back in 2015 I received a phone call and a Nigerian phone number came up on my mobile. I turned it to my business partner and said "bugger me, they're now ringing from Nigeria." I hung up in disgust as we all get these lovely calls. A couple of days later I get another Nigerian call, same phone number, so I block this call on my phone and think great, all sorted.

About a week later I get a call from Nez Demaj of the Shelby National Delegate. "Hi John, I passed on your name to a Robert Jensen, he's just bought himself a 1967 GT 500 Shelby and wants some assistance getting it safely from NSW to Perth."

"No problem, pass on his number and I'll call him."

"Ahhh, bit difficult as he works away on a rig in Nigeria."

Oops, I had a couple of calls from a Nigerian phone number the other week and thought it was a scammer, Nez said he did the same thing.

I get his email and explained to Robert of what had happened and his reply was "don't worry John, I get that all the time." I gave the name of the transport company which he did use and was very grateful.

The GT 500 was delivered to Wilf Chambers, Mustangs of Perth where it was stored and prepared for licensing awaiting Roberts return to enjoy.

We finally made contact with each other early in 2016 and suggested he joined our club, which he did and came to a few meetings and his first run in the Shelby was to the West Coast Motor Museum.

I invited him and Tricia to come along to the Albany Round the House's weekend as it always a blast and get to take the Shelby out onto the track for a few laps. He agreed to come and by all accounts told me they both had a great time with all the fellow members over the weekend.

Robert I've gotta say mate, I think I've seen many cars of your calibre and \$ cost but yours is probably the only one to have hit the bitumen from Perth to Albany and back (approx 1000 kms) on its own tyres. His reply was John I've bought it to enjoy it. Good on ya mate.

That's the way I want to remember Robert, a softly spoken gentleman who was enjoying life and all the people around him.

Rest in peace Robert Jensen, you will be sadly missed by the members of the Mustang Owners Club of WA.

JUNE 2016 MEETING

MUSTANG OWNERS CLUB of AUSTRALIA (Vic) Inc. GENERAL MEETING, WEDNESDAY 15th JUNE 2016 THE RICHMOND UNION BOWLING CLUB, RICHMOND

APOLOGIES

Bruce Rigby, Jan Theidman, Roger Arhibold, Tony Morphet, Tim Russell, David & Ann Neville, Ian Blume, John Chapman, Bob Redwood, Graham Andrews, Ron & Dot Cremona, Rod Trucowski, Greg Hadfield, Sue Suttie, Warwick Dowsley.

Meeting opened at 8.35 pm by the President.

MINUTES OF PREVIOUS MEETING

The Minutes of the previous meeting held 18th May 2016 were read and confirmed.

Moved: R. Campbell Seconded: B. Opperman

SECRETARIES REPORT: C. McKenzie

March to April 2016 Incoming Correspondence

Incoming:

- Membership renewal enquiries
- Dave Stean Enquiry re deceased estate 68
- John Sparrow Adding partner to name listings
- Nick Duyvestyn List of charities to be included in suggestions
- Shane Cowman Looking for 1:18 models
- Tony Borg Married At First Sight flyer
- Adam Richmond Insurer information
- Adam Richmond Shelby Nationals information
- Davina Collins Members lists
- Ian Johnson Sign for Ron Minogue
- Nez Demaj Invitation to MotorEx and MotorClassica
- RSP Automotive Stocktake sale announced
- Alan Porter Requesting club constitution
- Shannons Club Update
- Rod Johnstone Events meeting on Sunday 22nd
- Rod Johnstone Requesting nomination list/to I.C
- Bob Lorich Phillip Island 6hr information
- NSW MOCA Pony Express magazine
- AOMC Newsletter
- Cams Affiliation 2016
- MOCA QLD Mustang News
- MOCA SA Mustang Newsletter
- MOCA AUST Nationals Judging sheets, Tony Morphet

Outgoing:

- Monthly update to all members
- AOMC reply re MOCA VIC position on CPS and motorhomes
- Ron Minogue re Ian Johnson's sign enquiry

NEW MEMBERS ACCEPTED - Current Membership: 1021

2956	Ashley Coleman	67 Convertible Black
2957	Ian Goodson (TAS)	66 F/Back Blue
2958	Phil Richardson (TAS)	Mach1 Black
2959	Craig Castle	66 Coupe Red
2960	Michael Ewen	67 Coupe Blue
2961	Lee Whitefield	70 F/Back Blue
2962	David Mesaros	65 F/Back Grey
2963	Brendon Woods	67 Coupe Black
2964	Hevi Sidiq	68 Coupe Red
2965	Graham Ellis (TAS)	70 Mach1 Red

PRESIDENT INFORMATION: I. Collins

Investment Bonds in P51 Mustang still being looked at by solicitors and answer will be forthcoming to committee and club members.

WELFARE

Have been in contact with Sue Bailey/John being treated for his leukaemia and has since broken his ankle. A donor has been located for him. Geoff Grace still doing physio for his back and is currently having balancing problems. Bob Redwood has cancer in his kidney which is contained and possibly having an operation next week.

SOCIAL: T. Borg

Past Runs

Run to Winton - 4 cars - A thankyou to Tony Lupton. Visit to Lindsay Fox's. New show coming on TV Car Chronicles.

Coming runs

Shepparton Car Museum - 30 winning cars of Bathurst. Sun 10th July

- Nuts N' Bolts Day- at Russell Trainor's. Tony calling for any ideas from members for possible events. A happy 20th birthday to Chloe Opperman. New calendar coming and some new software. A welcome to new members attending meeting Pam & Tom with 05 convertible and Ross Lawson.

SHELBY UPDATE: N. Demaj

Update on what the Shelys were up to. Welcome to new members on the registry. 6 cars to be on display at "Motorex" in July, invitation to all members.

LOCAL NEWS: I. Collins

An old photo is up the front on display. It is black and white and has two identified shady characters in it with a meeting with the South Australian club.

NATIONALS AND CONOURS: A. Richmond

2019 event. Have secured Pullman Hotel @ \$200 p/night and we are currently looking for a venue. This will now be a Melbourne event rather than in the country area. Dinners for concours will be \$5. Nominations called for from members please for local/country & Tasmania best member award and ideas on award for life memberships. A thank you to P. Sheehan for the recent work he had conducted.

THANK YOU: I. Collins

A thank you to members who had ideas on the postage of lanyards etc through Aust. Post. Including Phil Rohan and Bruce Roscrow. Some renewals to members being delayed and the club is still looking at some new ideas on how it can cope with the new postage rules.

BULLETIN: G. Bell

Close off is this coming weekend although new articles are always welcome.

ANZAC DAY PARADE: I. Collins

Report of the ANZAC Day parade in which the club's members supplied their cars for the conveyance of ex-service men in the parade. There was a debrief in which it was discussed on how the parade could be run better. Rolls Royce club best cars displayed for the day.

MUSTANG RACING: C. Dean

Members were reminded of the Phillip Island 6 hour event at the end of July. Information on the recent Targa Tasmania racing in which Craig's Mustang was coming 3rd before being damaged and forced out of the event. Information on the recent Lake Mountain event which was hampered by snow and ice on the road ending up being a 6th best on field.

BUY, SWAP, SELL

C. Dean looking for an Autolite carburettor for a 66 GT 289 auto.

CHARITY: I. Collins

Last month there had been 11 nominations by members submitted on where money created by the club's raffles etc. was to go to. Barwon Health previous \$6K, Royal Children's Hospital \$1K, Camp Challenge for Kids \$1K, and Beyond Blue \$1K.

GENERAL BUSINESS: C. McKenzie

Membership badges were ready for collection for those that had ordered them.

AUCTIONS FOR CHARITY

MOCA Tawny Port \$30 won by A. Stoffers
Shelby Framed Portrait \$70 won by N. Demaj

DOOR PRIZE: Tony Borg

THE LUCKY MEMBERS DRAW:

Andre Stoffers won the members draw and was present at the meeting so **NEXT MONTH THE JACKPOT IS \$100**

MEETING CLOSED: 9.45 pm

Minutes completed by: C. McKenzie

JULY 2016 MEETING

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

APOLOGIES

Russell Barnes, Craig Dean, John Chapman, Daniel Stoffers, Mic Romeril, Tina & Ian Johnson, Heather & David Skinner, Mic & Sue Suttie, Charlie Barravecchio.

Meeting opened at 8.35 pm by the President.

MINUTES OF PREVIOUS MEETING

The Minutes of the previous meeting held 15th June 2016 were read and confirmed.

Moved: J. Borg Seconded: U. Schaak

TREASURER'S REPORT * These figures are subject to audit

Total club funds available - July 16	\$257,592.31
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SECRETARIES REPORT: C.McKenzie

June to July 2016 Incoming Correspondence

Incoming:

- Patricia Morabito Membership/Lanyard enquiry
- Mark Whelan Membership/Lanyard enquiry
- Ross Lawson Membership/magazine enquiry
- Nez Demaj MotorEx/not on email
- Rod Johnstone Tas run 2/7/16 to Faggles
- Geoff Grace Welfare update
- Rod Johnstone TAS events group update
- Joe Borg CPS update on member 2736
- Rowdie McIntosh Club website/parts ad
- Martin Schmidt 2016 Mustang Round Up info for secretaries
- Bill Craske A faster horse DVD/donation
- Daryle Arnold New membership enquiry
- Rare Spares New store in Somerton Rd, Roxburgh Park
- CAMS Sporting person nomination entry
- Shannons Auction 11th July, 2016
- Pauline Loddon Shire Tourism Flyer
- North West Mustangs Pony Express magazine
- Shayne Benedict CPS/Renewal enquiry
- Bob Opperman CPS update on 71008H
- Tony Shukralia New membership enquiry

Outgoing:

- All members Monthly events
- All membership enquires to Davina
- All CPS enquiries followed up
- Thank yous for raffle donations

NEW MEMBERS ACCEPTED - Current Membership: 1037

2966	Chris Fragoulis (TAS)	No Mustang Fairlane/EH/EJ
2967	Robert Taylor	Convertible Burgundy
2968	Richard Harris (TAS)	F/Back Blue
2969	Doug Judges (TAS)	66 F/Back Black
2970	Mike Candy	68 F/Back Blue
2971	Joe Vistuer	67 F/Back Red
2972	Geoffrey Shirreff	16 F/Back Red
2973	David Shirreff (TAS)	69 F/Back Red
2974	Sheryn Murpfet (TAS)	16 F/Back Orange
2975	Tim Jamieson (TAS)	16 F/Back Red
2976	Beverley Burgess (TAS)	67 Coupe Black
2977	Michael Shulman	67 F/Back Blue
2978	Tim Coop	16 F/Back Red
2979	Wendy Evans (TAS)	65 Coupe Blue
2980	Adrian Semini	68 Coupe White
2981	Paul Sammut	66 Coupe Green
2982	Ricard Locke (TAS)	68 Coupe Black

PRESIDENT INFORMATION: I. Collins

Investment Bonds in P51 Mustang has been ok'd and paid. \$10K donated at 3% interest return. Now the club owns part of a P51 Mustang.

SOCIAL: T. Borg

Past runs

Cruise to Shepparton - 30. 26th June Bendigo was at the One Tree Hill Hotel. 9th July Bendigo Coffee Morning. Russell Trainor's nuts n' bolts day - 60 members (thanks to B.Opperman, A.Stoffers & B.H. for cooking). Visit to Lindsay Fox's. New show coming on TV Car Chronicles.

Coming runs

24th July Bendigo run. Phillip Island 31st Run to Phillip Island, meeting @ Liberty s/station @ 9.00. Lunch at San Remo. 14th Aug Grease festival. Winton, see flyers/free tickets avail. NSW- Vic MOCA meet @ Wodonga maybe for 5th and 6th of November, 2016 (show of hands by 40 -50 members) Welcome to new members, Fox museum night on 28th of September, 2016.

NSW NATIONALS CONCOURS UPDATE: L. Avellino

Nationals display on overhead/overview of event in NSW, registration opens 16th June, extra info by I. Collins and information to attend.

SHELBY UPDATE: N. Demaj

Congratulations to Shelby/Mustang display at Motorex for taking out best display. There were over 30,000 attendees over the 2 days. A thank you to MOCA Vic and Craig Dean, Mustang Motorsport. An invitation to someone who owns a Green 68 Bullitt replica Mustang for once in a lifetime opportunity.

MUSTANG RACING: B. Rigby

Coming: Historics @ Sandown Raceway. 31st of July - Club Sprints @ Sandown. Touring Car Masters. 30th/31st July - 6 hr @ Phillip Island and lunch run (10am to 4pm) 2 x teams running. 6th/7th August - Winton Festival of Speed.

BULLETIN

A thank you to G. Bell at Hornet Press for a great 60 page club magazine. By I.Collins.
Your articles, your magazine. By G.Bell

AUTOMOTIVE HISTORIANS UPDATE: T. Lupton

There will be a conference for the Automotive Historians Society in which the club is now a member of coming up. Dr Penny Spark speaking/presenting author of a Country of Car Design.

IACocca BOOK DONATED FOR MEMBERS

Book donated to be passed around by club members. Current borrower I. Collins.

NOMINATIONS CALLED FOR COMMITTEE POSITIONS

President	I.Collins	
	Nomination by W.Dowsley	Seconded A.Stoffers
	Nil other nominations	
Secretary	C.McKenzie	
	Nomination by R.McIntosh	Seconded U.Schaak
	Nil other nominations	
Treasurer	A.Richmond	
	Nomination by J.Borg	Seconded T.Borg
	Nil other nominations	
Vice President	A.Stoffers	
	Nomination by N.Demaj	Seconded A.Richmond
	Nil other nominations	
Committee	B.Opperman	
	Nomination by J.Borg	Seconded J.Jenkins
	T.Borg	
	Nomination by S.Cowman	Seconded T.Lupton
	J.Borg	
	Nomination by B.Opperman	Seconded A.Stoffers
	R.McIntosh	
	Nomination by N.Demaj	Seconded W.Baker
	B.Bolton	
	Nomination by T.Borg	Seconded L.Avelino
	K.Harrison	
	Nomination by A.Stoffers	Seconded R.McIntosh

JULY 2016 MEETING

NATIONALS AND CONCOURS: A. Richmond

2019 event. Have secured Pullman Hotel @ \$200 p/night and we are currently confirming venue. This will now be a Melbourne event rather than in the country area. 400 plus cars will be on display.

GENERAL BUSINESS

Garry Anderson - asking if funds transfer is available for club membership renewals. Presentation night/no deal on price. Book on Iacocca "Grand Father of Mustangs" donated for borrowing. Craig McKenzie - A Faster Horse DVD donated to promote sales, also available on Netflix. I. Collins - a thank you to Russell Trainer for holding Nuts N Bolts day at factory.

PRIZES

DOOR PRIZE: John Carfi

MUG OF THE MONTH: Graham Bell

THE LUCKY MEMBERS DRAW:

Michael McCartney won the members draw but was not present at the meeting. **NEXT MONTH THE JACKPOT IS \$200**

MEETING CLOSED: 9.47 pm

Minutes completed by: C. McKenzie

AUGUST 2016 MEETING

MUSTANG OWNERS CLUB of AUSTRALIA (Vic) Inc. GENERAL MEETING, WEDNESDAY 18th AUGUST 2016 THE RICHMOND UNION BOWLING CLUB, RICHMOND

APOLOGIES

Russell Barnes, Bruce Roscrow, Anne & David Neville, David & Heather Skinner, Mic Rommel, Mac Barrot, Wayne, Ian Blume, Bill Cant, Bob Opperman, John Chapman, Kath & Dave Batchelor, Russell Trainor, Rob Campbell, Ken Harrison, Frank Borgwardt, Justin Harper, Ron Minogue.

Meeting opened at 8.36 pm by the President.

MINUTES OF PREVIOUS MEETING

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

Moved: U. Schaak Seconded: W. Dowsley

TREASURER'S REPORT * These figures are subject to audit

Total club funds available - July 16	\$257,592.31
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SECRETARIES REPORT: C. McKenzie

July to August 2016 Incoming Correspondence

Incoming:

- Trevor Alright Car Show Beaumaris info
- Consumer affairs statement
- Harris family 66 Coupe for sale - \$38K
- Shelly Campbell Lead Foot Festival info
- Vlado Domazet Renewal information
- Vicki Howard Cranksters Cruise Night Sept 16-18
- Shannons Monthly info
- Nez Demaj Looking for 68 Green Bullitt replica
- Rob Sanzaro New membership enquiry
- Steve Harris Renewal information
- Geelong Revival Nov 25-27
- Jamie Cornelius New member enquiry
- Dean Perin Q anyone done a AJIE swap on 5R555
- Kym McInerney Virtual garage app
- Peter Thompson New membership enquiry TAS
- Nicky Tsalamandris New membership enquiry
- Kylie The Classic Adelaide Rally
- Multiple payment of club fees/club permits 381/127 Cp/57
- Rod Johnstone Tas event Sat 31st July
- Ian Johnson Terry Smith notification
- Rod Johnstone 23 outstanding memberships
- Ian Collins Bill Cant notification
- Francine Egerton Chris notification
- Darren Baker Tas committee minutes June
- Rob Wiatrowski Suggested run/Ford day again
- Jamie Cornelius New membership enquiry
- Darren Baker Tas committee minutes July
- Daniel Debono 50's dinner at Freestones
- Graham Hutchins Lost keys at Eastland on lanyard
- Heather/David Skinner Apology for meeting 17th August
- Fano Knosandra Food van for Round Up
- Ian Johnson D.Geddes/membership Ford badges

Outgoing:

- All members Monthly events
- All membership enquires to Davina
- All CPS enquiries followed up
- Thank yous for raffle donations

NEW MEMBERS ACCEPTED - Current Membership: 1041

2983	Tony Shukralla	66 Coupe Blue
2984	Lindsay Voss	
2985	George Failla	65 Coupe Yellow
2986	Andrew Goldsworthy	70 Mach1 Red
2987	Graham Burton	69 Mach1 Red
2988	Darren Adams	78 Coupe Red
2989	Joe Gwen	66 Convertible Yellow

WELFARE: I. Collins

Bill Cant: Great Concourse winner at MOCA has had a stroke with the right side of his body affected. John Bailey: Under treatment for leukaemia and having bone marrow. Angela Lond: Going ok, business is running along. Her love to membership. Debbie Blair: 2 sick parents to care for. Chris: Death after a brain haemorrhage after returning from holiday.

PRESIDENT INFORMATION: I. Collins

Was last Sunday. Attended by a lot of clubs including hot rods.

Bulletin: I. Collins

Reminder regarding articles. Need more input.

MEETING STOPPED FOR ANNUAL GENERAL MEETING

Previous minutes. Wed 19th August, 2015 by I. Collins.

Moved: BB Seconded: JB

TREASURERS REPORT: A. Richmond

GENERAL BUSINESS: NIL for year

CLOSE AGM 8.57pm

MUSTANG RACING: B. Rigby

Racing now quiet times/nil recent racing/no more HTR racing. 3rd/4th Sept Winton. Phillip Island. 24th/25th Sept Craig Dean, Snowy River Sprint. Phillip Island Regularity 6th outright.

SHELBY UPDATE: N. Demaj

Welfare on WA member. Robert Jenson, Shelby owner. Massive heart attack in vehicle, now deceased.

8 Shelby's last Sunday and 16 new Mustangs displayed. 123 members, 159 vehicles recorded. Discussion regarding '67 Eleanor in QLD hitting tree.

SOCIAL: T. Borg

11th September 5th Annual @ Beaumaris Show. 18th cruise to Maldon. Clayton Concourse. Geelong Revival, show free, need to book, pits

AUGUST 2016 MEETING

\$10.00. Wodonga 5th/6th November. 9th October National Air Museum - aircraft on display.

Welcome new member, Phil Maloney, Shelby. S Lond run, memorial 2nd weekend of Nov. Fox collection tour to 5th October. Flyers now available. For all events. Jeff Sherriff talk.

IACocca BOOK DONATED FOR MEMBERS

Current borrower I. Collins.

NATIONALS AND CONCOURS: A. Richmond

Everything going well. Entry forms required judging/meal on night. RM doing placement organising.

GENERAL BUSINESS

Ian Johnson - Ford signs \$10.00 each. C. McKenzie - CPS update from AOMC meeting at Seymour. Info on transferring H plates after death of an owner, info on renewals and modified vehicles including RHD from LHD from H to M plates. Some members still yet to renew memberships. Nominations re. for member of the year for Metro and Country. Life nominations available. I. Collins - Series 1 Jaguar for sale, \$1220 - 1500 3.6 litre.

BUY, SWAP, SELL

Seeking older member '69 Mach 1 LBK 625.

A. Stoffers - 19" x 9" wide for Laguna, one wheel needed.

P51 UPDATE

Checked chassis, some rust in rear, missing ignition and some boxes. May have eventual working engine but not certified for flying.

PRIZES

DOOR PRIZE: Wayne Baker

MUG OF THE MONTH: John Carthy

THE LUCKY MEMBERS DRAW:

Aldo Carfi won the members draw and WAS present at the meeting.

NEXT MONTH THE JACKPOT IS \$100

TASSIE TRIP

Leaving 16th February 2017. \$649 twin share which is a \$20 increase on last year. Deposit required by December meeting.

AUCTION

Drill set donated by L. Bradhurst. A big thank you. C/- Drill Mate in Kilsyth - \$151.

Sign included in raffle donated by I. Johnson.

All money from auction being donated to charity account.

MEETING CLOSED: 9.51 pm

Minutes completed by: C. McKenzie

ANNUAL GENERAL MEETING

**MUSTANG OWNERS CLUB of AUSTRALIA (Vic) Inc. GENERAL MEETING, WEDNESDAY 19th AUGUST 2016
THE RICHMOND UNION BOWLING CLUB, RICHMOND**

APOLOGIES

Russell Barnes, Bruce Roscrow, Anne & David Neville, David & Heather Skinner, Mic Rommel, Mac Barrot, Wayne, Ian Blume, Bill Cant, Bob Opperman, John Chapman, Kath & Dave Batchelor, Russell Trainor, Rob Campbell, Ken Harrison, Frank Borgwardt, Justin Harper, Ron Minogue.

Meeting opened at 8.50 pm by the President.

MINUTES OF PREVIOUS MEETING

The Minutes of the previous meeting held July 2015 were read and confirmed.

Moved: B. Bolton Seconded: J. Borg

TREASURER'S REPORT * These figures are subject to audit

Total Income	\$162,472.06
Total Expenses	\$136,485.19
Total Other Expenses	\$4,852.00

GENERAL BUSINESS

None

ELECTIONS

Nil nominations

COMMITTEE for 2016/2017

President Ian Collins
Vice President Andre Stoffers
Treasurer Adam Richmond
Secretary Craig McKenzie

Committee Rowdie McIntosh
Ken Harrison
Bob Opperman
Joe Borg
Barry Bolton
Tony Borg

AGM MEETING CLOSED: 8.57 pm

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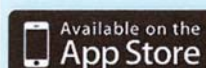
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Need help?

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

Follow these steps:

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2. Sign up to Team App. You will be sent an email to confirm your registration.

3. Log into the App and search for "MOCA Victoria".

4. You do not need to select an access group.

5. If you don't have a smartphone go to mocavictoria.teamapp.com to sign up and view this App online.

6. Done !



VICTORIA SOCIAL CALENDAR

OCTOBER - DECEMBER 2016

OCTOBER 2016	
Saturday 8th	Car Enthusiasts Coffee Morning. Meet from 9am at Lake Weeroona Call Angela on 0417 125 577 to attend.
Sunday 9th	Cruise and Lunch to Nagambie Meeting at the United Service Station Todd Road North Bound at 0900 for a 0930 Departure. Heading up National Highway M31 North Bound. And Lunching at the Royal Mail Hotel Nagambie. After lunch, join the crew for the short drive to one of the local wineries, or enjoy a walk around the town of Nagambie. Call Tony on 0411406760, Click yes on the App, or email mustangclubevents@gmail.com To register your attendance
Wednesday 20th	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.
Saturday 22nd	Motorclassica is on again Meeting in Rathdowne Street at 0800, for the short drive to our display area. Participants will receive free entry into the building display area. Get in quick as places are limited. Call Tony on 0411406760, Click yes on the App, or email mustangclubevents@gmail.com to register your attendance
Sunday 23rd	MOCA Vic Round Up Moorabbin Airport Corner First and Second Avenue. Display your steed from 10am to 3pm. See you there for the biggest display of Mustangs in the Southern Hemisphere.
NOVEMBER 2016	
Friday 4th to Sunday 6th	Historic Sandown - Time to Start Your Engines! Sandown Raceway, Princes Highway, Springvale, Melway Ref 50 D9. Meet at 0830 sharp at Sandown Park Hotel. Once we are all there, we will head to the track to put on our static display. Noting, the display is limited, so if you are interested in coming along to this event, please let me know to put your name on the list. You can display on either or both the Saturday and Sunday. Call Tony on 0411406760, Click yes on the App, or email mustangclubevents@gmail.com To register your attendance.
Saturday 5th	Bright Rod Run This is on every year and is a great weekend. It is at Pioneer Park Coronation Avenue in Bright. Call Angela on 0417125577 to attend.
Saturday 5th and Sunday 6th	Mustangs on the Murray The Weekend away in Wodonga with our MOCA NSW Brethren. Come along for the cruise to Wodonga, stay at some fantastic accommodation and enjoy the company of our MOCA NSW friends. Staying at the Quest Wodonga, dinner Saturday night at one of the locals, then a Sunday morning show and shine in the centre of Wodonga to show off our steeds. Call Tony on 0411406760 for booking details.
Saturday 12th	Car Enthusiasts Coffee Morning at Lake Weeroona from 9am. Come and have a coffee and a chat. Call Angela on 0417125577 to attend.
Wednesday 17th	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 25th to Sunday 27th	Geelong Revival To Display your Steed at this fantastic Event call 03 5273 4777 EXT 415, and mention you are with the Mustang Owners Club of Australia. Its free to display your car at this event, so book early to ensure your spot. MOCA will once again have space allocated to show our steeds. So be sure to mention you are a member of MOCA when you register. Call Tony on 0411406760 or email mustangclubevents@gmail.com If you have any questions.

facebook

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

VICTORIA SOCIAL CALENDAR

OCTOBER - DECEMBER 2016

DECEMBER 2016	
Sunday 4th	MOCA VIC First Annual Steve Lond Memorial Run and Club Christmas Treat This is our annual Christmas Run for the Family and as a Tribute to our past President Steve Lond, this event will be held in honour of him. Meeting at a point to be advised, join in on the scavenger hunt to our meeting point where the festivities will begin. A visit from the man in red is also on the cards, so if you have a child aged up to 12 years of age, please advise their name, gender and age when booking. Call or Text Tony on 0411406760, Click yes on the App, or email mustangclubevents@gmail.com to register your attendance.
Wednesday 14th	MOCA VIC Christmas Dinner This one is a member's only event, so please members only. No Lanyard No Entry. The Richmond Bowls Club will once again put on a feast for your culinary pleasure. NOTE: Contact our Secretary Craig McKenzie to register your attendance. YOU MUST BOOK TO ATTEND.
Wednesday 28th	Cruise to Johnno's This is the last event for 2016, and once again Johnno has opened his doors to all those who want to attend this casual afternoon BBQ at one of our clubs members. This is a BYO event. Call or Text Tony on 0411406760, Click yes on the App, or email mustangclubevents@gmail.com to register your attendance

TASMANIA SOCIAL CALENDAR

OCTOBER - NOVEMBER 2016

OCTOBER 2016	
Friday 7th	Launceston Show Car Display (free passes for Mustang club exhibitors)
Friday 7th	Fraggles get together goes back to 6pm evening start (Launceston show is also on that night and we have some free passes for members)
Saturday 22nd	Parliament House lawns, Hobart, convertibles only 10am to 2-30pm, breast cancer awareness, supported by Shannons Insurance
Sunday 23rd	Westbury Car Show (new date and venue, Lonsdale Promenade, Westbury, Village Green area, road closed and all shops open)
Sunday 23rd	October MOCA Vic Concours at Moorabbin and MOCA dinner after (now \$45 per head)
NOVEMBER 2016	
Monday 7th	North Tassie Only, Monday run, long weekend. Car show on at Ulverstone
Friday 11th	Fraggles 6pm (Remembrance Day)
Sunday 13th	Triabunna Car Show. Was a great event last year, worth the trip from the north, some lovely fresh and cheap seafood from the nearby wharf
Sunday 27th	Midday for Ross Xmas dinner/get together, general meeting

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.

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CLUB MERCHANDISE



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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

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PLEASE ALLOW \$10 TO \$15 EXTRA FOR ANY ITEMS TO BE POSTED
ORDER YOUR GEAR FROM KAYE DUYVESTYN - PHONE: 03 5977 4585
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