

# mustang

July to September 2014 **ROUNDUP**

**MUSTANG OWNERS CLUB OF AUSTRALIA, VIC. INC.**

*Celebrating 40 Years*



**VICTORIA**



*This Issue*

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# MUSTANG ROUND-UP SPRING 2014

**MUSTANG OWNERS CLUB OF AUSTRALIA VIC. INC.**

**A.B.N. 33 821 241 698**

**PO Box 4289 Melbourne 3001**

**M.O.C.A. Vic. On the Internet: [www.vic.mustang.org.au](http://www.vic.mustang.org.au)**

**Email: [mocavic@mustang.org.au](mailto:mocavic@mustang.org.au)**

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

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Vice President	Andre Stoffers		9390 4269
Secretary	Craig McKenzie		0417 561 246
Treasurer	Peter Sheehan		0438 600 721

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Bob Opperman	9759 7271
Rowdie McIntosh	5367 7767
Adam Richmond	0423 449 125
Craig McKenzie	0417 561 246
Ken Harrison	9515 7550

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Andre Stoffers	9390 4269

## A.O.M.C. DELEGATES

Graham Folwell	9752 9081
Craig McKenzie	0417 561 246

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## VICTORIAN STATE SHELBY REPRESENTATIVE

Nez Demaj	<a href="mailto:nezgta@optusnet.com.au">nezgta@optusnet.com.au</a>
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## EVENTS CO-ORDINATORS

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## CLUB PERMIT SCHEME CO-ORDINATOR

Graham Folwell	9752 9081
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## CLUB PERMIT SCHEME OFFICERS

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## CENTRAL VICTORIA CO-ORDINATOR

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Graham Bell	<a href="mailto:prepress@hornetpress.com.au">email: prepress@hornetpress.com.au</a>
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Frank Hayes, Frank Thomson, Kevin Musgrave (Dec), Warwick Dowsley, Darryl Lowe, Graham Bell, Tom (Dec) & Bev Brereton, Ron Minogue, Ian Blume, Jim Lambie, John Chapman, Graham Folwell, Peter & Lorraine Richardson, Andre & Wendy Stoffers, Steve Lond, Nick & Kaye Duyvestyn, Rowdie McIntosh

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## PRESIDENT'S LETTER

Dear members,

After 7 years as your secretary I have moved into the role of President. I would firstly like to thank all the well wishers with their kind words and encouragement. Having to follow Steve Lond who did a wonderful job of steering the club for the last 16 years is not easy, but you can expect me to give the role everything I possibly can. A couple of things that I will ask of you. I would like as many of you as possible to fill out a coming questionnaire on what you like and dislike about the club, and what you would like to see us improve on or use some of the funds for. This can include events and ideas we could spend funds on. Don't sit there and complain when you have a chance to help, even if you don't attend meetings and find events hard to get to. We need your feedback to help the committee.

Now in the past I have heard from people saying there is never any change on the committee level. Now this is no longer the case this year and the committee is elected by the members so if there is no change you can only assume things are running well. Now I would like to thank Steve Lond for steering the club so well for the last 16 years. Steve retired from the job and was never challenged, that would also tell you what a great job he has done. Secondly, Bruce Rigby also retired from the committee. Bruce is a tireless worker and continues in the role of Anzac Day organiser, an event that is so popular with our members. Thank you Bruce and I'm sure Mustang racing boys will miss your massive input. Now I will give you all a small rundown on the executive and committee for the year 14/15.

As President I will be open to any ideas, so if you think of something or want to call me I will always be available on my mobile 0411 026 824 or email me at [president@mustangclubvictoria.org.au](mailto:president@mustangclubvictoria.org.au).

Vice President, Andre Stoffers been in this role for two years, a committee member for 10 years, life member and person who has held many roles within our club. Andre is well known to those who get their cars judged and works tirelessly for the club

Secretary Craig McKenzie. After a year on the committee Craig has offered to take on the toughest role and will do a fantastic job.

Craig is always at events when his job allows and puts his hand up whenever we are short of helpers.

Treasurer Peter Sheehan has been doing this role for 5 years, another tough role but Peter does it without fuss and has helped steer us into the position we are in as those will attest you need your paperwork right for Peter, dot the I's and cross the t's.

A successful businessman and another always there to help.

### The committee

Rowdie McIntosh life member, has been in the role 10 years. The car parking king on Roundup days and raffle king at meetings, there's nothing Rowdie won't help with.

Adam Richmond, another 10 year man serving in the Social Directors role and running the Roundup, great worker and devoted committee man. Just be late to an event and you will get to know Adam quickly.

Bob Opperman, three year committee man, worked many hours on the raffle car. A great worker for the club.

Joe Borg returns to the committee after one year off and has worked for the committee for two years. Great input and helps run the club plates scheme. Another tireless worker who you can count on.

Tony Borg, no relation to Joe. This is Tony's first year and he comes with a great CV after doing plenty at the Geelong Nationals. Tony already has showed he will help out with anything.

So there you have it, a mixture of old and new. Some new ideas that should see a great committee for 14/15

I hope you are all polishing and grooming your cars for the State Roundup on the 19th Oct. This is a massive event and I would like as many as possible to turn up. Also that night we hold the presentation dinner, the night only costs \$35 per head the club pays the rest. Three course meal and drinks included at the Amora hotel at Richmond. This is a great night and you get to meet some of our interstate mates as well. Feel like you are part of the club and come along. Meet the committee and fellow members. I don't know of anyone who has had a bad night. See you at an event soon.

Happy Mustanging,

Ian Collins

**Cut off for next Edition - November 21st 2014**

**Please email all your articles directly to [prepress@hornetpress.com.au](mailto: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.

## THANK YOU, STEVE LOND

**Article and photo supplied by Pete Richardson.**

What can I say about Steve Lond that most MOCA members don't already know? You probably already know that he was the President of MOCA Vic until recently. What you may not know is that he had been President of our club since 1999.

A 15 year stint as the leader of any organisation, particularly in a voluntary capacity, is an enormous effort. Particularly if you are doing it whilst running a successful business at the same time.

In fact, I believe his business has most probably suffered due to commitment to the club. Even his staff say that he has spent more than 20% of business time dealing with his Mustang Club matters over the past 15 years.

So let's go back to 1999 when Steve was elected President. He was no stranger to putting his hand up to do things for the club and had already been in the club for 5 years including serving on the committee for a year, running the monthly raffles and organising club events. Steve has given so much of his time and money to the club over the years that it is truly astonishing when you look at the big picture.

Steve has provided to the club, at no cost, all manner of Mustang parts and other items to be used as raffle prizes, auction items and give away. I would hate to add up the value of these items over the years and I'm sure Steve (Mr Thrifty) would shudder if he were to think about it!

Steve also sourced and imported 2 cars for the club to raffle when we have hosted National events and

it was the first of these raffle cars in 2004, which really put the club into a powerful financial position. Just the time taken to source these cars in the US would be worth thousands of dollars if we had to pay for it. As most of you know, it is very difficult to find good cars at reasonable prices if you tend to see 4 or 5 rust buckets for each good car that is found. Don't forget, Steve made not one cent out of the procurement and importation of both of these vehicles. On top of all this he also has put money into the club by way of sponsorship.

Whilst we are very blessed with many hard working MOCA Vic members, it is very difficult to think of someone who has given so much of their time and effort to the club over such a long period of time. Of course we cannot forget that behind every great man is an even greater woman, or so someone said somewhere in history. Angela, who has always been described by Steve as "my best wife", has had to put up with her fair share of all this too. Being Mrs President, she has answered many phone calls and dealt with many people, even some at odd hours of the night, asking all sorts of things about the club. Luckily for everyone concerned with the Mustang Owners Club of Victoria, Angela is just as much a Mustang tragic as Steve is.

Next time you see Steve and Angela at a monthly meeting or a MOCA event, maybe a simple "Thanks Guys" might make their day. They have played an enormous role in making your club what it has become today, possibly the largest and most successful single make car club in Australia.





## FROM THE EDITOR

### Welcome to the Spring 2014 edition of your Mustang Roundup.

I recently attended a seminar for car club Newsletter Editors run by the AOMC. There were around 50 clubs represented and most of them a lot smaller than the Mustang Owners Club. Most of the attendees would be classed at around retirement age, some had really come to terms with technology and were producing online newsletters as well as printed copies. Others struggled to understand the basics of PDF files and were still photocopying and hand stapling their editions. The quality of the newsletters each produced depended largely on the size of the club, the funds available and the technical skills of the editor. Singularly the main complaint of every Editor was the lack of articles from their membership. Really!! That sounds familiar.

Presenting the seminar was Iain Ross from the AOMC along with a panel consisting of a graphic designer and the owner of a Snap Printing franchise, a Mailing House manager and a Lawyer.

I figured I knew enough about printing and mailing to skip attending, it was obvious many other attendees got a lot more out of it. I decided to go based on the fact that I had never considered there could be Legal Implication being the Editor. There are. The bad news is there are things such as copyright, (cuttings from a magazine, the Age, the Herald Sun, etc.) these are covered by copyright and can only legally be used with the express permission of the owner. There are also Privacy and Defamation Laws to consider. Nils Versemann (Lawyer) from Mooores Law Firm in Box Hill put forward some very scary and little known (at least to us Editors) facts regarding the law. Much discussion took place and the meeting ran 1 hour past its finish time. In summary, Nils said that while these laws exist, very few actions outside of the corporate world occur due to the cost to bring legal action for petty infringements, so I felt a bit better after that. At the end of the day, it is mostly common sense and nothing needs to change with your Bulletin, reputedly the most professional car club publication in Australia. So come on guys, get behind it and send your articles.

### VALE

It is with sadness we have to report on the passing of John Andretta who held club membership number 1, although John was not our first member (the club issued memberships in alphabetical order for a while). John was a very quiet guy who often attended meetings, but otherwise very little is known of John's life. As a long time member of our club, John will be missed.

### DEMOCRACY

Living in a democratic country such as Australia we enjoy freedom of speech, belonging to an incorporated car club we have the right to vote for Presidents, Committees and change where the majority rules. At the last meeting Ian Blume put forward a motion for a rule change regarding Concours eligibility. Currently a member is required to take their Concours entry Mustang on 3 sanctioned runs to be eligible to enter the Victorian Concours. Ian proposed (and was seconded) that due to the declining number of Concours entrants, the rule should be changed to the Member doing the 3 runs, not the car. This could encourage more people to Concours, especially those restoring cars who may not have them completed until close to the Concours and cannot get in three runs in time. Also many members prepare their cars for car shows throughout the year and do not drive them or wish to get them dirty only to have to clean them again, especially to that level. Ian pointed out that only Vic members have this rule.

If this rule had changed and you run your car on club registration, you would still be obliged to take your car on 3 runs under the terms of your club permit contract.

As a democratic club, this was put to the vote at the meeting, with approximately 30 voting for the change and 45 voting against the change. Unfortunately there were some heated exchanges between a very few members and democracy got a little out of hand for a moment. My take on this is: At the last Concours there were 9 entrants. 30 members voted to change the rule, I assume they are planning to Concours at some stage. 45 voted against the rule, how does this rule change effect the 36 of them that did not enter their cars in last years Concours? With about 120 members at the meeting this means about 40 abstained. Maybe the motion was not well explained, or these members don't care either way. I am in favour of supporting our club, our judges and anything that will increase participation in Concours. Maybe Concours is no longer what the membership wants though.

Many thanks to all this editions contributors, without you there is not much of a magazine to print.

Cheers,

Graham Bell

Editor / Life Member



**MUSTANG OWNERS CLUB OF  
AUSTRALIA (VIC. INC) PRESENT**



# **2014 MUSTANG ROUND UP**

**SOUTHERN HEMISPHERE'S LARGEST DISPLAY  
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**CONCOURS SHOW 'N' SHINE**  
**SUNDAY OCTOBER 19, 2014 10AM - 3PM**

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**Display Cars \$2 Spectators \$5 Kids Under 16 FREE**



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# MUSTANG OWNERS CLUB OF AUSTRALIA (VIC) INC. MEMBERSHIP RENEWAL 2014/15

Surname \_\_\_\_\_ Membership No. \_\_\_\_\_  
 Given Name \_\_\_\_\_ Partner \_\_\_\_\_  
 Children's Name \_\_\_\_\_ Children's Age \_\_\_\_\_  
 Children's Name \_\_\_\_\_ Children's Age \_\_\_\_\_  
 Address \_\_\_\_\_  
 \_\_\_\_\_ Postcode \_\_\_\_\_  
 Phone A/H \_\_\_\_\_ Phone B/H \_\_\_\_\_  
 Email \_\_\_\_\_ Fax \_\_\_\_\_

## CAR DETAILS

Year	Model	Colour	Reg No.
1			
2			
3			

## FEES

☐ Renewal \$65.00 (Due by 1 July 2014)  
☐ Life Member  
☐ I enclose my cheque / money order for \$ \_\_\_\_\_  
☐ Please debit my ☐ VISA ☐ Mastercard for \$ \_\_\_\_\_  
 Card No. \_\_\_\_\_ Expiry Date \_\_\_\_\_  
 Name of Cardholder \_\_\_\_\_  
 Signature of Cardholder \_\_\_\_\_

Send payment and membership renewal to:  
 M.O.C.A. Vic Inc.  
 PO Box 4289  
 Melbourne VIC 3001

The executive committee of Mustang Owners Club of Australia Vic Inc. reserves the right of refusal of any membership or application renewal.

I hereby agree to abide by the Club's Constitution, Rules and By Laws.

Signed \_\_\_\_\_ Date \_\_\_\_\_



# 2014 MOCA VIC ANNUAL PRESENTATION DINNER

**Sunday 19th October 2014 - 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 MUSTANG SOCIAL EVENING OF THE YEAR**

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## PRESENTATION DINNER REGISTRATION FORM

Name \_\_\_\_\_

Partner's Name \_\_\_\_\_

Please Reserve Me \_\_\_\_\_ Place/s for the Presentation Dinner

**MOCA Vic. Member - \$35.00 per person**

**Non MOCA Vic. Member - \$75.00 per person**

**I have enclosed a payment for the Total of \$ \_\_\_\_\_**

Please make Cheques payable to Mustang Owners Club of Australia Vic. Inc.  
Send completed entry registration form to M.O.C.A Vic PO Box 4289, Melbourne VIC 3001  
By Friday 10th October 2014

CONCOURS TROPHY PRESENTATIONS, DOOR PRIZES AND RAFFLE ON THE EVENING

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

A specialised booking process is required to get this deal. For further information  
call Concours Coordinator Adam Richmond - 0423 449 125.

# 2014 VICTORIAN MUSTANG ROUND UP AND STATE CONCOURS ENTRY FORM

**DANDENONG SHOWGROUNDS, BENNETT STREET, DANDENONG  
SUNDAY 19th OCTOBER 2014**

## SHOW 'N' SHINE CLASS REGISTRATION FORM

Name \_\_\_\_\_ Phone \_\_\_\_\_

Membership No. \_\_\_\_\_ Reg. No \_\_\_\_\_

Mustang Year \_\_\_\_\_ Body Style \_\_\_\_\_ Colour \_\_\_\_\_

Motorsport Entry Yes / No Shelby Entry Yes / No

Entry Fee Per Car \$20.00 pre-paid by Wednesday 15th October 2014

Please Sign \_\_\_\_\_ Total Enclosed \$ \_\_\_\_\_

\*MOCSA Entrants MUST Pre-Register by 5pm Friday 19th September 2014

## CONCOURS CLASS REGISTRATION FORM

Name \_\_\_\_\_ Phone \_\_\_\_\_

Membership No. \_\_\_\_\_

Mustang Year \_\_\_\_\_ Body Style \_\_\_\_\_ Colour \_\_\_\_\_

Reg. No \_\_\_\_\_ No. Of Cars \_\_\_\_\_

I am entering my car/s in ☐ Original Class ☐ Modified Class

Entry Fee \$65 per car

Please Sign \_\_\_\_\_ Total Enclosed \$ \_\_\_\_\_

\*NOTE: Entries close for All Concours Classes at 5pm Friday 19th September 2014

Please make Cheques payable to Mustang Owners Club of Australia Vic. Inc.

Send completed entry registration form to M.O.C.A Vic PO Box 4289, Melbourne VIC 3001

All entered vehicles must be registered and in roadworthy condition.

Eligibility rules apply for all judged classes.

Concours and Show 'n' Shine entries to be in allocated display area by 9.00am.

All entries must be confirmed at the registration desk by 10.00am on the day.

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



# MUSTANG ROUND UP AND 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 fully registered in the state of Victoria 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. All vehicles must be registered in the members State of Victoria and 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 to the appropriate class. The Entrant will be notified of any class change.

## Original & Modified Class

- Entry form & payment to be received by the M.O.C.A. Vic Secretary no later than **5pm Friday 19th September 2014.**
- Owner and vehicle will be required to attend a minimum of 3 club events prior to the event where 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 Original/Thoroughbred/Modified class trophy within the last 5 years.
- Entry form & payment must be received by Wednesday 15th October 2014.

## CLASSES

All cars entered for judging must be registered and driven into the venue. Cars brought into the venue on trailers will not be eligible for judging.

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:

- Original & Modified Concours class \$65.00
- Show 'n' Shine class \$20.00.

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, umbrellas etc....)

## 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.

## 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. Please note internal components are not judged.

## 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 Original and Modified class judging. The highest Original class points will also receive the Kevin Musgrave award for Concours Excellence

Show 'n' Shine class trophies are awarded on the day which will be dependant on the number of entries received by the cut off 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 9775 6074 (after 6pm AEST).

Head Judge: Ian Blume - 5474 2477



**Article written and supplied Bob Garnsworthy via The Shelby American.**

Something in my make-up enjoys doing things that everybody else reckons are insane. Who would drive a '67 GT350 6,000 miles across the USA in 2013 from Hanover, Pennsylvania to Long Beach, California, avoiding all the interstate motorways just for the hell of it and then, totally illogically, shipping the car back across the US to the East Coast and then onto London?

A mate of mine was turning 70 and he had the desire to drive across Europe in a classic car. Well, why not? At our age, there's no point in hanging around for the Grim Reaper. While the Shelby arrived in the UK on time, it was a nightmare to get it registered. When it was, the registration plate issued would have had me locked up if I pronounced it phonetically - let's leave it there! While that trip went ahead in a (pardon the expression) '88 BMW Evo M3, with 2,500 original miles, the Shelby had some unfinished business and our thoughts turned to 2014.

A couple of issues had arisen on the trip across the US, notably heat-soak in Vegas, the "need" to run higher speeds in Europe and a broken rear brake line. Braided lines were added, plus a 5-speed transmission and all the fuel lines were insulated. An additional fan was squeezed in between the inboard lights and the radiator so, in theory, we were ready to go. While purists might be horrified ("How could you?") I no longer see it that way. To me, I am using a car as it is meant to be used, having a huge amount of fun in so doing and, I reckon, Carroll would have totally approved.

The work on the car was done by a BMW specialist friend of mine, someone more used to working with tighter tolerances on new cars. While he loves his Bimmers, his son loved the Shelby. In the pretty hedgerows of Sussex, the brutish, loud '67 Shelby makes a bold statement.

The plan was flexible but, basically, we aimed to run across France, through the French Alps into Switzerland, on to the Italian Alps, across the Dolomites into Slovenia, through Croatia, Montenegro, Albania, northern Greece and finally onto Gallipoli in Turkey and then back to London; about 4,000 miles. Why Gallipoli? Well, for the

non-Australians, on the April 25, 1915, Australian troops landed on the Gallipoli Peninsula in WW1. It turned out to be a horrendous mistake, full of courage and death on both sides. Ever since, it has been a place of great historical importance and emotional significance to Australians. Turkey also happens to straddle Europe and Asia so, if we wanted to cross Europe, Gallipoli ticked the box.

I was doing the trip one way with Chas Kelly, a man with quite a car collection in his home of Tasmania, including multiple Mustangs, several Lotus Cortinas, Australian Fords and other serious exotica. For the Gallipoli-to-London leg, my son-in-law Matt managed to obtain a pass from my daughter.

After a shakedown run, we headed for the Eurotunnel- incredibly efficient, just drive your car onto the train and 40 minutes later, drive off in France. Simple really, but the noise of the Shelby driving into a 3-car carriage was extraordinary, so the car was banished to the rear carriage with the bikers.

The plan was quick trip across France and then into Switzerland, Italy and Austria, before heading south. There was no problem with the car other than when we drove through pouring rain: the wipers decided to do two sweeps of the screen and stop. Applying Rainex on the screen gave us 80% visibility, and that would just have to do.

The 5-speed immediately proved its worth: 70 mph was now 2400 rpm. This was comfortable for both car and



**The Eurotunnel was the quickest way from England to France. It only took 40 minutes.**



## AUSSIES ACROSS EUROPE



The border guards in Montenegro don't sit in every car that crosses over the border. But exceptions are made.

drivers. We cut through the French Alps from Chamonix into Switzerland where the plan was to run the famous Furka Pass. But that was not to be because fresh snow (in May!) had closed it. However, for only 30 Euros you drive onto an open train carriage and go under the mountain. A typical Swiss solution. We continued onto the Oberalp Pass, a fantastic drive up through the snow, but anything above 2000 meters was a problem. Snow and freezing rain with no wipers made it interesting and it just got worse and worse. At points we were reduced to 20 kph (about 12 mph).

The next day was a big one: four countries in one day and 670 kilometers (a little over 400 miles). The day started off slowly in Italy but when we got into Austria we took the famous Grossglockner—a wonderful drive through the valley filled with wild flowers and towering snow-capped peaks, but we were once again stopped by new snow. In Slovenia we got lost on a goat track but in Croatia the A1 highway from Zagreb to Dubrovnik has to rank as the best built road in the world. I drove it years ago and it simply hasn't changed: no cars and no repairs, just a perfect surface. Why can't all roads be like this?

We had nothing planned and hit the Adriatic coast at about 5 pm. We found a great little hotel where the car received a well earned wash. It had been a big day - 9 hours on the road and plenty of contrast, from crawling traffic to 130 kph on the freeways (80 mph).



Auto train that went under the Furka Pass in Switzerland.



Austria: the vehicles tend to be smaller in Europe because fuel is more expensive and roads are narrower.

The car continued to attract fans wherever it went. We covered a huge variety of terrain and traffic; in truth, the car was far happier on the fast weeping mountain roads than it was in the really tight alpine sections and switchbacks every 200 meters. I made one little discovery; the left front is marginally lower than the right front because on very tight right handers the tyre can rub. That would be attended to back in London. I also noticed that on the road, while the car was not particularly wide, it is very long over that bonnet and compared to some European cars, much longer.

The drive down the Dalmatian Coast was fabulous on deserted roads, but the brakes were a little soft. In almost a repeat of our 2013 experience, we were losing fluid at the rear. We bled the brakes at a friendly little repair shop and on we went, understanding that we had a weeping cylinder with no chance of replacing it there. In the historic city of Split we parked right in the heart of the old city and instantly a lot of very knowledgeable Shelby fans materialised. "Is that a real Shelby?" "Yep."

We briefly had to cross into Bosnia - my papers were not totally in order as I did not carry the originals, only copies. But border guard made all the other cars wait: "Could I see the engine?"

Dubrovnik, is stunning - we stayed right in the heart of the old city, trying to keep the noise down between the stone city walls. Out of Dubrovnik, the plan had us briefly into Bosnia, on to Montenegro and then into Albania - not huge in distance but it turned out to be a very long and amusing day. Both countries were noted for "car jacking" so we kept the doors locked. I thought I had the right insurance that eliminated the need to carry the old "green card" - great in theory but, on the border, it did not wash. The totally humourless Bosnian border guards ripped us off and made us buy more insurance. With no choice we paid the price and pushed on. On the other hand, the Montenegro border police could not have been friendlier. They just loved the car, sat in it, had their photos taken in it, popped the hood and then suggested we floor it leaving the border. A group doing a Euro motorbike tour had grins from ear to ear.

The next country was Albania and it was the same

## AUSSIERS ACROSS EUROPE

reaction at the border: pop the hood, take some photos and buy more insurance-but a whole lot cheaper. The roads varied from brilliant to diabolical. Especially the local drivers. When you are heading towards a two-arched bridge, you do not expect an overtaking maneuver through the "wrong arch" coming straight at you! Nor do you expect a guy in a Merc, camera in hand, to pull alongside to take shots of both sides of the car, then jump in front of the car and aim his camera at his wing mirror to get a full frontal! At that stage we simply stopped in the middle of the road and I let him take whatever photos he wanted.

Into Greece, an officious blonde border guard told me off for having a copy of a document instead of the original. I have been married to a blonde for a long while so I am used to it - "Sorry madam, won't happen again." We ran right across the north of Greece, for the most part on a stunning highway - no wonder they are broke; it's hard to repossess a highway. The Turkish border was a hoot; same deal, loved the car and could not get enough photos including police inside the car. On to the Gallipoli battlefields, which were very moving in their beauty and solitude.

One more continent crossed in the Shelby; 4,000 kms, 9 days and, with the aerodynamics of a brick outhouse, a huge gasoline bill at roughly US\$2.50 a litre or \$10.00 a US gallon! Compare that to the original receipt for the car at \$1.20 for 4 gallons!

Back towards London now, across Greece and then we caught the car ferry to Ancona, Italy. By now, the border crossings had become more and more amusing. At the Greek port of Igoumentsa we had a bit of time and found some help to adjust the clutch. Then we waited for a midnight departure to Ancona. Pulling up at Greek Border Control, the car was surrounded by Border Police and the Army. There was a lot of arm waving and I thought they wanted me to turn the very loud and some-what rich engine off. Wrong thought. They wanted me to blip the throttle to hear the noise.

The ferry allowed us to get back into the mountains of northern Italy. We wanted to catch a stage of the



**Amalie, in Germany, was in the midst of a ride from Germany to Italy on her BMW.**

famous Giro Italia bike race up the famous Stelvio Pass but that did not work out as the road was closed to cars the day before the Stage. From there it was into Austria and then Switzerland. Pushing north towards the Italian Alps was boring until after Verona, with traffic jams everywhere around Lake Garda. However there were great roads with too many speed cameras, too many cars and too many kamikaze motorcyclists who were truly nuts. We were passed downhill on a steep, narrow and rough descent, by 5 bikes doing at least 130 kph. That turned out to be normal for an Italian Sunday ride!

There is always a girl who loves cars on these trips; last year it was "Shelby" (seriously) at Mammoth Mountain. This year it was a German girl, Amalie, who had ridden her BMW from Munich to Bormio in Italy. If I was 40 years younger I could get myself into a lot of trouble.

Heading back into Switzerland to the stunning city of Lucerne, the plan was to visit the Swiss Transport Museum and then catch up with Peter Isler in Zurich. Peter has a wonderful and superbly presented collection of Mustangs from 1965 to 1968, including multiple Sheldys and one in particular, a 1966 Hertz car totally original and displayed in an "old time garage." Peter was also very helpful getting our idle and fuel mixture back under control and is the only person I know that uses a '67 GT350 as his daily driver! It was well worth the visit.

Back into Germany, where I was able to reacquaint



**In Zurich, Switzerland there was a stop at Peter Isler's collection which included a number of Sheldys, including a black and gold '66 Hertz car.**



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## AUSSIERS ACROSS EUROPE



Chicago rapper Tremaine "Tree" Johnson was on tour in Europe when he crossed paths with the Shelby. Like almost everyone, he was snakebitten.



In Eersel, the Netherlands, the Shelby attracted the attention of a fellow SAAC member with a '69 Shelby. Amanda was no stranger to Shelybs.



Shelbys are so rare in Europe that most border guards and customs officials turn into the equivalent of starry-eyed teenagers in the car's presence.

myself with the Autobahns. The Shelby was happy ticking along at 70-75 mph (120-130 kph). This seemed about right but the only things you pass are the trucks and the closing speeds are enormous. It pays to keep your wits about you, as you are overtaken at 100 mph - literally. I did think, however, what other 47 year old car could do 550 kms (330 miles) in 5 hours and 40 minutes with a fuel stop? Not many. And it rained for an hour with no wipers!

I wanted to include a visit to Gallery Brummen in Holland on the way back. It is Europe's largest classic car dealer but I was a little disappointed; there was some stunning stuff but a lot of cars were underwhelming, as were the staff. I was able to catch up with a SAAC member and

owner named Amanda in the lovely little Dutch town of Eersel. Shelby fans are everywhere.

Back to Calais and across to the UK, but just when you think it is over, it isn't. I hadn't booked on the Tunnel and, with a prospective five-hour delay, I decided to go "the old way" - by boat. When I pulled up to buy my ticket - \$120 US - it was another "Can we take photos of the car?" request. Turns out that Rapper Tree was on tour. I would not know how to spell Rap, with an "R" or a "W," but my grandson Ben does and the Shelby shots now feature in Tree's tour video.

Thinking about the trip, we had driven 7,000 kms into or across, France, Switzerland, Italy, Slovenia, Croatia, Bosnia, Montenegro, Albania, Greece, Turkey, Holland and Belgium in a 1967 car that cost \$4,413 when new. I suspect we spent nearly that much on fuel during the trip. Yes, it had a few niggles and yes, there is some work to do. However it never stopped going forward, it never let us down and we put smiles on a lot of faces along the way - including our own. That's not bad, is it?

Next trip? I have a hankering to take the car north up into the Nordic countries, maybe in 2015, but first I have a 1970 Boss being built for the February 2015 "Road to Mandalay" rally through Singapore, Malaysia, Thailand and Burma. If that works, "Peking to Paris" could be next in 2016. Why rally a 45 year-old Mustang? No sensible reason I can think of...

# MUSTANG

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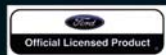


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## ELECTRIC FORD MUSTANG CHRISTENED 'BLACK ZOMBIE'

**Article supplied by Angelo Spano, from [ecomento.com](http://ecomento.com)**

New electric cars are designed primarily for efficiency, but that doesn't mean it isn't possible to have fun with batteries.

It's possible to convert an older model to electric power for some zero-emission motoring with classic style. The latest example of that is the Black Zombie from Blood Shed Motors, seen here via Autoblog Green.

On the outside, the Black Zombie is a 1968 Ford Mustang fastback, like the one Steve McQueen drove in Bullitt. You won't find a V8 under the hood, though, as the powertrain includes a pair of Warp DC motors and two Zilla controllers.

Those items will form the basis of a standard powertrain dubbed "Zombie 222" that Blood Shed will use in customer cars, along with a 40-kilowatt-hour battery pack. Those cars will also be 'limited' to 750hp.

The Black Zombie may have been making a bit more than that when it went for its first shakedown run, appropriately enough on Friday the 13th, with its front wheels immediately leaving the ground at launch. Talk about power.

Blood Shed plans to build a small batch of electric muscle cars, taking vintage Mustangs, Chevrolet

Camaros, and Plymouth Barracudas and converting them to battery power. The cars will also get upgraded suspension and a special motor cradle designed to increase rigidity.

All of that power and style won't come cheap, though. The builds are expected to cost around \$200,000 each, although individual cars can be customised to a buyer's specifications.

Blood Shed is the brainchild of National Electric Drag Racing Association co-founder - and builder of the infamous White Zombie, an electric-converted Datsun 1200 - John "Plasma Boy" Wayland and Austin, Texas businessman Mitch Medford.

Take a minute to Google "White Zombie," and you'll see that Wayland is very good at making fast electric cars. If a Tesla Model S is just too civilised for you, consider giving him a call.



## GOODWOOD REVIVAL TO ADD V8 SHELBY CUP

**Article from Vintage Motorsport Newsletter, supplied by Ross Coles.**

This year's Goodwood Revival, scheduled for Sept. 12-14, is adding a couple of new wrinkles to the race mix, including a celebration of an American institution with the addition of the Shelby Cup, a special race exclusively for touring cars powered by small-block V8 engines.

Mercury Comet Cyclones, Ford Falcons, Plymouth Barracudas, Dodge Darts and, of course Mustangs -- synonymous with the late Carroll Shelby -- will figure prominently. The race is aimed to evoke memories of the unforgettable 1960s-era tin-top racing. The first confirmed star entrant is Mat Jackson, winner of 19 British Touring Car Championship races and the series' overall runner-up in 2008, who will drive an Alan Mann Racing Ford Mustang, sharing the car with the legendary Ford team boss's son, Henry Mann. Alan Mann was the first to import Mustangs into the U.K. for racing, with the team's signature red and gold livery.

The 45-minute Shelby Cup will be held on Saturday as a two-driver event featuring mid-distance pit stops. A full-capacity grid of 30 cars of up to 1966 vintage is expected.

*Alan Mann-liveried Mustang leads the pack through the chicane (photo: courtesy Goodwood)*





## LUNCH CRUISE TO DROMANA

**Article supplied by Angelo and Aidan Spano.**

So we wake up Sunday morning to be greeted by sunshine surrounded by what could turn into rain clouds. Good enough for us I thought, so number one son and I headed off to the meeting point at Dromana. We usually keep an eye out to see other cars along the way and spotted a blue 65 coupe on Cranbourne Frankston Rd. It turns out that the couple in the car were heading off in the first run in many years.

There were around 18 cars finally assembled at the meeting point. After some milling around and general chats and nods, we got our directions from Bob and headed down Nepean Highway towards Mornington and finally Dromana. The top on our convertible came down and despite the cold weather it was great cruising as Henry intended. Aidan had photo duties as we were the fourth car in line, he had a great view of the Mustangs coming around corners and up and down the hills. We turned down main street Mornington and slowly cruised past the breakfast makers with the '70 Mustang in front of mine giving a nice burbly note and waking a couple of them up. We then headed down old Mornington Rd towards Dromana. I'd never been down this road and made a mental note to come back with the family.

After about 45 minutes we arrived at Dromana with the bulk of the cruisers staying for lunch and heading on to Charles Car Museum. We unfortunately couldn't attend the whole run due to other commitments and had to head off.

It was, as always, a great excuse to get the car out, say g'day to some new faces and cruise top down.



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# TWO OF ONLY THREE SHELBY GT350 MUSTANG ORIGINAL PROTOTYPES MEET UP IN OKLAHOMA

**Article by Dan Mihalascu**

Mark Hovander and John Atzbach are two lucky men who own two 1965 Ford Shelby GT350 Mustang original prototypes - two of only three ever made.

The two friends are touring the US this year, bringing their prized possessions to nine different events in 2014, including this weekend's 40th annual Mid America Ford and Shelby Nationals in Tulsa, Oklahoma. Serial number SFM5S003 and SFM5R003 are two of the three original prototypes used by Shelby American to develop the road-going and racing versions of the GT350. In mid 1964, Shelby and Ford agreed to develop a high-performance version of Mustang that would compete in the Sports Club of America's B-production class beginning in 1965.

In order for the car to be eligible, Shelby had to get at least 100 production street cars ready by January 1, 1965, with chassis and suspension upgrades that could not be changed for the race cars. That's when Carroll Shelby and its team started working on three white K-code 1965 Mustang fastbacks fitted with the stock Hi-Po 271-horsepower, 289-cubic-inch (4.7-liter) V8 engine.

One of the three cars was used for the development of the street-legal GT350, while the other two were

prototypes for the GT350 competition version. The street car was actually the first of the GT350 line, but a mix-up in stamping the VIN tags meant it actually got serial number 5S003 (S for street), while the race cars got 5R001 and 5R002 (R for racing).

Both cars have recently undergone a detailed restoration side by side so that they would look identical when placed next to each other. The two cars debuted together in March 2014 at the Amelia Island Concours d'Elegance in Florida, and were showcased again at the Mustang 50-year celebration at Charlotte Motor Speedway in April.

Oh, and if you are wondering what happened to the other Shelby factory team GT350-R model (SFM5R001), it is part of a private, undisclosed collection and has not been seen publicly in years.



## UP CLOSE WITH THE 1964 MUSTANG II CONCEPT

**Article supplied by Angelo Spano via carbuzz.com**

**It first appeared in 1963 and previewed a car that was about to change the world.**

Not long before Ford unveiled the Mustang in 1964 at New York, the concept version was grabbing the headlines. Following the Mustang I concept's debut, Ford set off to build a more realistic concept that would be much closer to what it had in mind for production. Compare the Mustang I and II concepts and you'll notice dramatic differences. Much of the second concept's styling and its overall layout made it to production, and the Mustang was born. But what happened to the concepts? The first one is located at the Henry Ford Museum in Dearborn, Michigan. The second is at the Detroit Historical Museum, and car spotter DtRockstar1 has exclusive footage of it being driven on the road.

See more at [www.carbuzz.com/news/2014/2/20/Up-Close-With-the-1964-Mustang-II-Concept-7720946/#sthash.ocBdWR0p.dpuf](http://www.carbuzz.com/news/2014/2/20/Up-Close-With-the-1964-Mustang-II-Concept-7720946/#sthash.ocBdWR0p.dpuf)





# USA ROUTE 66 MUSTANG TRIP

**Ross Coles trip through the USA via Route 66**



*This servo museum is situated at Paris Springs Junction on the second day after leaving Chicago. There is the servo, another building and one house that makes up Paris Springs. The owner is a retiree who bought the museum and spends all day greeting Route 66 tourists and have a yarn. If you visit allow at least an hour just to say hello.*



*This is one of the long stretches of Route 66 (which is actually the adjacent road to the freeway) which enables the driver to stop the car, get out and take photos, get back in the car without seeing another vehicle.*



*This is our Mustang parked on a genuine piece of the original Route 66. It does not go anywhere, except into someone's private property.*



*This is inside the new Carroll Shelby museum in Las Vegas.*



*This is one of the long stretches of Route 66 (which is actually the adjacent road to the freeway) which enables the driver to stop the car, get out and take photos, get back in the car without seeing another vehicle.*



*This is our Mustang parked on a genuine piece of the original Route 66. It does not go anywhere, except into someone's private property.*



*This is one of the many Route 66 museums along the route.*



*This is a relic servo in California selling "Mohawk" brand fuel at \$1.00 a gallon in its day.*

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# AMERICAN MUSCLE ALBURY CAR SHOW



## AMERICAN MUSCLE ALBURY CAR SHOW

### Article and photos supplied by Russell Quigley.

Back in May I had some time off to do some work at home and at the end of the month I looked on the internet to see if there were any car shows on in Victoria. The only one was in Albury/Wodonga where they had a car run on the Saturday and a show on Sunday in town.

So I left Saturday morning (didn't take the Mustang) to head up and stay the night in Wodonga. Getting there late afternoon thinking I might see some of the cars in either town, I went for a drive and didn't see any muscle cars at all. So I went back to the Motel and talked to the lady in reception and we could not find anything about the car show. Great, I've travelled all this way for nothing. There was a pub walking distance from the Motel so I could have a meal and a drink and ponder what I was going to do on Sunday.

The next morning I went back into Albury where the cars were going to meet, and to my surprise there was a Dodge Challenger there. So I got talking to the owner who said the show was on and he was there to show them where to park. He knew of my Mustang by the previous owner, the car coming from Wodonga.

They started rolling in about 10 minutes later. Around 40-50 cars came in all with plenty of room for them, until someone told them not to park on the grass, which made it a bit tight with the late cars not getting in. The cars looked great with the buildings in the background with 15 or so Mustangs and other models of American Muscle on display.

I left the show around midday to get some lunch and go for a drive to see if the Ettamogah Pub was still on the outskirts of town. While waiting at an intersection some of the show cars cruised by on their way back north. The Pub and Motel are still there but closed for renovations, due to open again soon.

I took my time coming home on Monday and Tuesday via Falls Creek for something different, a place I haven't been since I was a kid. It was a good trip with great cars, nice scenery and pleasant weather.





# 21 NIGHTS CHICAGO TO LAS VEGAS



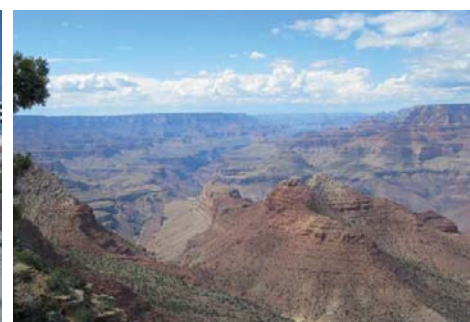
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## ROAD TRIP WITH A DIFFERENCE - PART 1 OF 4

**Article and photos supplied by Kathy Batchelor.**

Dave and I had planned to travel Route 66 in the US of A or a few years. The timing of which was ultimately decided so as we could also participate in the 50th Birthday celebrations of the release of the first Ford Mustang. Celebrations were to be held simultaneously in Las Vegas, Nevada and Charlotte, North Carolina.

The trip idea also interested old friends and fellow Mustang owners, Sue and Mick Suttie and so once dates were sorted and the necessary leave taken, planning was full steam ahead.

Dave and I arrived in San Francisco on 11th April and Sue



and Mick, the next day. On 14th April, we picked up our hire cars, a current model silver Mustang convertible for us, and a black one of the same for our friends.

Armed with maps, a trip atlas and route book on Route 66 graciously loaned by a friend that had travelled Route 66 the in the reverse direction from Chicago, the previous Spring, we were on our way.

Our first stop, at Mariposa for two nights allowed us a great day drive into Yosemite National Park. Giant Sequoia trees and beautiful scenery was abound. Yosemite is located within the Sierra Nevada Mountain Range. The drive we took, to Yosemite Valley was via Route 41. As we climbed higher into the mountains I began feeling quite unwell. It wasn't until we descended into the Valley that I understood my issue to be altitude sickness. Our drive had taken us over 7,000 ft. (over 2100 metres). As a guide, Mt Kosciuszko tops out at 2,228 metres. Once back at 4,000 ft. in the Valley, I sprung back into life.

The next day, we drove approximately 600 kms through Eastern California and into Nevada, for a 5 night stay and to enjoy the birthday celebrations in Las Vegas.

The majority of the Mustang event was held in and about



the Las Vegas Motor Speedway, to the North of town. We had booked in for the event on line, prior to our departure and on the morning of the 17th April, Dave and I walked South down the Las Vegas Strip to The Mandalay Bay Casino to register for the event.

There were hundreds of people doing the same thing, from various states of the union, as well as from overseas. (There were 400 Mustang club members there from France

And a group of about 60, from Queensland.)

After occupying a queue for about 1½ hours, we eventually picked up our credentials and walked back to our hotel. That afternoon, the four of us jumped in our car



and with the top down to enjoy the lovely warm weather, drove expectantly to the Speedway.

Unfortunately, the whole event didn't live up to the hype.

As expected, cars ranging from 1964 build to current day were on display. In addition,

cars entered for judging in Show and Shine or Concourse were positioned in an outside car park. Some were high quality examples of the mark, but there really didn't seem to be as many cars as we had anticipated.

Inside the speedway, the new 2015 model was featured, as was a 2014 GT convertible, to be awarded to the winner of a half marathon event to be run over the upcoming weekend.

Merchandise stands offered the normal T-shirts, polo shirts and caps commemorating the 50th Birthday event and many trade stands offered options, accessories and upgrades for the whole range of Mustangs.



## ROAD TRIP WITH A DIFFERENCE - PART 1 OF 4



The whole set up though seemed very disjointed, with no clear 'hub' that might attract most people. In various locations, small video presentations were being run about the history of the car's development and release of models subsequent to the initial model. The whole event lacked any hint of atmosphere. The whole thing fell a bit flat.

To add to the disappointment of those attending, "goodie bags" that had been offered and ordered on line ran out of Day 1. The organization of the whole event really, left a lot to be desired.

We were beginning to think it just as well that there was more than one reason for us to visit the States.



appeal of the whole show. I can't ever remember seeing so many ladies wearing dresses. The only thing that was a bit off putting was the volume of tattoos on the girls. But overall it was bright, colourful vibrant and quite a contrast from the Mustang event.

We left the bright lights, crowds and noise of Vegas on 21st April. We first drove East out

to Lake Mead which is the body of water held back by the famous Hoover Dam. Then we proceeded South back into California, then East at Needles where we stopped for lunch. Here we joined Route 66, heading NE into Arizona on an old section of the road that travelled through Oatman, eventually stopping overnight at Kingman.

The trek from Needles to Kingman was my favourite portion of the drive on Route 66, for the whole trip. The road was old, winding and remote with spectacular scenery. About halfway, we stopped at Oatman – a gem of an old gold mining, wild West town, complete with wild burrows (donkeys) roaming the main street.

On leaving Oatman, Route 66 winds up to Sitgreaves Pass in the Black Mountains of Mohave County. At Sitgreaves Pass, the road reaches an elevation of 3,550 ft and is the highest elevation reached for the whole of the road's journey to Chicago. The journey is slow, but breathtaking



Las Vegas this Easter also hosted the annual Rockabilly Festival at the car park of the Orleans Hotel / Casino. Now this was a well organized, well attended event with plenty of atmosphere and some impressive classic cars and street rods and rat rods – 800 in all!

Live music played all day and every day of the four day event. Again, trade stalls were a plenty. Apart from parts and accessories for the cars and memorabilia, also offered was nostalgic clothing, keeping in the spirit of the classic era of the cars.

Many people were dressed in costume adding to the



thanks to the long distance vistas.

We had tea at Kingman in a refurbished, but classic style diner. We stayed overnight at the El Trovatore Motel, which is one of the few pre WW 2 motels on Route 66 still operating. It has also recently been refurbished with Hollywood style rooms and during its glory years, stars such as Clark Gable, Marilyn Monroe and James Dean were guests.

The following morning we visited a couple of Kingman's museums and met Peter and Heather, fellow Australians,



## ROAD TRIP WITH A DIFFERENCE - PART 1 OF 4

also travelling Route 66 to Chicago. (We were to meet with them further North at Joliet, some weeks later.) Unfortunately for Peter and Heather, although they had ordered a Mustang for rental, none were available at time of pick up and they had to settle for a convertible Chrysler. (This was actually the first of five vehicles they had between pick and Joliet, having been unhappy with or having breakdowns en route!)



At Kingman, we filled the cars with fuel for the fourth occasion since leaving San Francisco and were pleased with paying an average of \$3.75 / gallon (about 83 cents / lt.). Also, our 6 cylinder cars were using about 10 lts. of "gas" per 100 kms.

Our next overnight stop was at Flagstaff, which I had booked on line before we left home. For the whole trip, however, we only booked less than one third of our overnight stays before we left. It is generally easy to get accommodation at motels on Route 66, so this can give your journey some flexibility.

From Flagstaff, we back tracked to Williams and then journeyed North to another high light – The Grand Canyon. At a mile deep in some places, it is truly spectacular.

After an overnight at Page, (Cost \$US 55.00 for 4 people including breakfast!), next morning we took a tour of the Glen Canyon Dam and Power Station, with a late afternoon drive through Monument Valley. We stopped at a roadside stall and purchased hand made jewelry from Mojave Indians on the way.

Farmington in New Mexico was our next stop and for the next few days our fuel economy was excellent as we were blown across the state by prevailing Westerly winds. Every night from this time on, we also needed to be mindful of the weather forecast as tornadoes were beginning to touch down and we were not yet in tornado ally and it was technically, not yet, tornado season. Someone forgot to tell the weather gods.

Next day, we called at Gallup and enjoyed a walk around town to discover huge murals on the walls of buildings in the commercial district. There was also a large Navajo population and many trading stores where their jewelry and crafts could be purchased.

Next night, we turned left at Albuquerque and enjoyed a lovely Greek meal at Yiannas (or Johnnies, whatever you like.) There was a convention of native American tribes in town that weekend and so, we were pleased to grab some accommodation. We had driven a few days into the early evening and were glad to stop this night at about

5pm. It was just as well, as it turned out.

Our daily activities to date included visits to old gas stations and diners and photographing lots of old iron in varying stages of decay. Museums en route also

provided insight on the local history of the small towns of Route 66. Not that you could class Albuquerque as small town. It is a large modern city with freeways and all.

After Albuquerque, we were blown to Tucumcari, still in New Mexico and stayed at the famous, Blue Swallow Motel. Built in 1939, the recently renovated rooms are comfortable, but with basic bathrooms, don't expect 5 star quality. What was unexpected though was being able to garage our cars out of the still raging winds.

The motel is owned and operated by a lovely family. Nancy and Kevin are very welcoming and Dave thought Kevin's Bonneville was pretty good too! This is one of the motels that you will need to book in advance, as due to its nostalgic flavour, it is very popular. We were lucky to get in on cancellations.

Next stop Texas and what a change in scenery. We had been in semi desert since leaving Western California and found Texas as green as green.

Our first night was in Amarillo. It was 27th April. Route 66 then continues East into Oklahoma, but we had already planned a side trip to New Orleans in Louisiana and then to visit Graceland in Memphis, Tennessee, before rejoining



Route 66 in Oklahoma, East of Tulsa.

### End of part 1

#### ***Route 66 - The Mother Road - History:***

***Built in 1926, Route 66 stretched from Chicago to Los Angeles for approximately 3,000 miles, linking a ribbon of small towns and country byways as it rolled across eight states. The road gained notoriety during the Great Depression when migrant farmers followed it West across the Great Plains.***

***Things got a little more fun after World War 2 when newfound prosperity prompted Americans to get behind the wheel and explore. Sadly, just as things got going, Federally, Interstate road systems***

***were rolled out which eventually caused the Mother Road's demise.***

***The very last town on Route 66 to be bypassed by an interstate was Arizona's own Williams in 1984.***



# PRESERVING THE TWO-SEAT FORD MUSTANG "SHORTY" THAT NEVER WAS

**Article by Justin Hyde | Motoramic,  
supplied by Angelo Spano.**

Two-seaters have never been that popular with the business side of the auto industry; for every Corvette and Miata bought by a hot-shot wannabe, there's a dozen buyers who cannot live without a back seat. The last time Ford built a true two-seater was the limited-edition GT supercar in 2005, and despite often toying with the idea, has never made a production two-seat Ford Mustang.

And yet if you're lucky enough, you might run into this at a car show — a 1964 Mustang known as "Shorty" with two fewer seats, 16 fewer inches between its wheels and a long history.

Ford had big plans for expanding the Mustang line in 1964 beyond a two-door and convertible, but never seriously considered a shortened two-seater that would have been a return to the type of small, sporty car it tried with the original Thunderbird. That didn't keep one of its suppliers, Dearborn Steel Tubing, from commissioning a shortened Mustang from designer Vince Gardner, who modified much of the Mustang's look with fiberglass panels to fit an experimental Ford chassis.

Under the hood, DST also managed to place 260 V-8 that had been enlarged to 302 cubic inches with twin

carbs — giving the Shorty a punch ahead of its time. After displaying the car at several shows in 1964, Ford was planning to crush the Shorty, but Gardner hid it in a warehouse, and Ford reported it stolen. The Mustang was only found after the warehouse's owner uncovered it and turned it back to the insurance company which had paid Ford's claim.

Four years later, the car was bought by Bill Snyder, an Ohio businessman who had seen it on tour and sought it ever since. That was 46 years ago, and after a recent restoration Snyder has taken the Shorty back to the show circuit. It's an intriguing idea of what the Mustang could have been — or, maybe for the two-seat enthusiast, what it still might be one day.



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## HANGING ROCK MOTOREX

### Article and photos supplied by Peter Stevens.

My favourite (non Mustang) car show is the Hanging Rock event held in February. I like the variety of vehicles including bikes and trucks plus the fact that all vehicles drive there and the owners sit around, have a picnic and talk to the admirers. I went to the Gasoline show at the Exhibition Building last year however I was disappointed to be roped off too far from the cars. Viewing the engine bays and interiors was very limited due to the distance and if the doors were closed, you couldn't appreciate the interiors at all so I passed on this year's event.

I decided to try MotorEx to see what the best of the best restomods and custom creations would be like. WOW what a show - I wish I had spent the whole day there! It is a totally different show to anything I had seen. It has been held exclusively in Sydney for many years and the largest crowd was 25,200 (2013).

The show will now alternate yearly with Melbourne and in its first year down south, 28,000 people came to see what it was all about. Mustang fans were well represented. Leo from the Muscle Car Factory had four magnificent creations on display. There were Eleanor vehicles and some early Mustangs of interest. The 69 Fastback in HOK custom silver Metalflake like 80's Ski boats was impossible to miss.

The removal of the rear fuel filler gave it clean lines although the rear pillar filling location was - well - different. The Silver Metalflake was used on all steel surfaces like the bumpers front and rear and well everywhere really! So which car was my favourite? Hmmmm I guess I liked the XC coupe with subtle body changes like no door handles and custom rear quarter brake air scoops that looked factory and mean. It's blower looked cool and it's the only dash converted to digital dials that I have liked. A few left me speechless like the Mazda RX3 rego FATRX3. It's tubed rear end and massive fat rear tyres in conjunction with the 9inch diff only left axels the length of your hand!

I really liked the creativity of the 57 Chev with a GEN 111 and custom hood flutes incorporated into the valley cover hood. Very cool and classy. A Commodore ute with its doors hinged at the rear (suicide style) was an engineering feat but I don't know why such effort was made when it would not be obvious on the road. Perhaps it never sees the roads anyway and it was just done "because it can be done!". The 56 F100 was an awesome work of art that would be so cool to cruise in as well. Enjoy the pictures and pop 2016 MotorEx in you diary if you didn't get there this year.





## KILSYTH TO WARBURTON RUN

**Article supplied by Angelo Spano,  
photos from Lino Avelino.**

Once again the Melbourne winter weather had cleared for our club run. The club has a great knack to generally avoid the rain, which is great when you drive a convertible! We met at Mustangs of Melbourne with another 13 or so cars at Mustangs of Melbourne meeting for the run. We again had the chance to chat with some friends we had planned to meet and new faces that we hadn't seen. Amongst the new faces we met a young couple with a really nice 1970 blue coupe that were on their first run. They had come across from Doreen to start their day.

We drove in two groups and took in the crisp weather as we always take the opportunity to drive with the top down, as long as there's an inkling of sunshine. We had the heater blasting some warm air at our feet with Mother Nature taking care of the cold wind around our ears. It's a great way to see a nice part of Victoria and we wouldn't generally otherwise do it. We had hoped to spot some snow in the nearby mountains but no luck today. Our destination was the Alpine View Hotel just before the township of Warburton. We arrived just before midday and some of us parked alongside the hotel and others in a row along the roadside. In total there were 16 cars once the run had taken place as a few joined along the way.

Good old country cooking was at hand and an enjoyable afternoon was had. Looking forward to the next run.





# MOTORCLASSICA

The Australian International Concours d'Elegance & Classic Motor Show

**24 - 26 OCTOBER 2014 ROYAL EXHIBITION BUILDING**



**Supplied by Angelo Spano.**

Motorclassica is a celebration of all good things motoring related. We went to our first one last year not knowing what to expect and were absolutely blown away by the diversity of classic and unusual cars. There is an outdoor display of a featured marquee that they call the Motorclassica Club Sandwich. 2013 must have been Lamborghini, as I'd never seen so many in one place.

Well for 2014, the featured marques are Maserati and the Ford Mustang, acknowledging 50 years of the Mustang. There is an outdoor area between the old exhibition building and the museum where the featured cars are displayed. If like me you want to take the opportunity to display your car at this year's event, all you need to do is contact Owen Baker at [obaker@optusnet.com.au](mailto:obaker@optusnet.com.au). Your car will be displayed on the Sunday and needs to be at the venue between 7:30 - 8:00am and left on display until 5pm. For this privilege, I'm reliably informed that each person displaying a vehicle will receive free entry for themselves and a guest. Go on, get involved!

## MUSTANG PARTS CAR BOOT SALE

### Article and photos supplied by Ron Minogue.

On Sunday 24th August Andre and Wendy Stoffers once again hosted a car boot sale for MOCA members only at their beautiful home in Hillside. The weather was excellent for this time of year and there were plenty of sausages, hamburgers and refreshments to keep all going through the day.

I think that Andre and Wendy probably had this type of event in mind when they bought this property. It was perfect, plenty of secure parking in the back garden for the 20 or so Mustangs that turned up. It was the first time I have had some parts for sale at a "swap meet". I only sold one item but never mind I had fun catching up with other members and doing what we like doing best; talking about our cars. I took my parts for sale in the back of my ute, not because I had so much stuff but because both of my Shelybs were out of action. The red car was in the workshop having a tie rod end replaced and I was planning to drive the green car but fate intervened and it blew a radiator a few days ago.

Andre opened up his fabulous garage for us to go green with envy. It is every boy's dream to have a place like that to potter around with your cars, boats, tanks, semi-trailers or whatever else you might want to keep under cover. I exaggerate a bit but the garage was huge with all the toys such as industrial grade hoists and other equipment that we all dream about.

Andre and Wendy, thanks again for your generous hospitality.



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If you would like to send some photos of your Shelby,  
please email to: [nezgta@optusnet.com.au](mailto:nezgta@optusnet.com.au)



## MOTOREX SHOW MELBOURNE

### Article and photos supplied by Brian James.

Over the July 19-20 weekend, Australia's largest celebration of Customs, Hot Rods, Classic cars and bikes was held at the Royal Melbourne Showgrounds. Previously this event had been held annually in Sydney at Homebush.

Beginning this year, the International Motor Show and Motorex will swap each year between Sydney and Melbourne.

The International Motor Show has previously been held in Melbourne. It was cancelled this year, so Sydney missed out, but Melbourne didn't.

Motorex in Melbourne at the Showgrounds was sensational.

I have always had the intention of debuting my Hot Rod at Motorex on completion. Unfortunately my "never ending" project was certainly not ready for this year's show.

A couple of weeks prior to the inaugural event in Melbourne, I had the urge to be part of this wonderful show.

Entries had well and truly closed, but never one to take no for an answer, I submitted an entry for the Shelby GT350H, and was put on the standby list for any dropouts. I was told there were 15 others on the same list, so the chances were slim. If I could only find some addresses of accepted entrants, sabotage was an option!

Although it was not likely I would get a gig, I did quite a lot of cosmetic work and went through the process of preparing the Shelby, with the real possibility it was going to be a case of all dressed up and nowhere to go.

A couple of days before the event, I called the organisers, just to keep my entry fresh in their mind.

Nathan, the organiser from Motorex was terrific. It would be a late call from him, if it came at all, to fill in for any cancellation.

Friday afternoon at 3.15pm Nathan called to offer me a spot if I could get the car down to the Showgrounds ASAP.

The car was already gassed up, uncovered and polished in readiness for the call up, so it was simply a case of firing it up and get down there.

It was a hive of activity in the main hall. Magnificent machines were being jockeyed into position and having final "makeup" applied for the two big show days.

I was allocated a position amongst the Street Elite Showcase category, replacing one of their kind who dropped out making it possible for me to be there.

Gulp!, these are pretty special cars. What the hell am I doing here. I'm right in front of a Falcon that is very Bruce McAvaney "special". One car up is an awesome 64 Galaxie, on debut, and one of my favourite cars of the show.

Fortunately, (or not), I am right next door to the Meguiars Inauguration with all the debuting beauties' awaiting the great unveiling on Saturday morning.

I am already feeling like a fish out of water, and after the unveiling I will have endure the indignity of being on display at arms length to some of the most breathtaking cars and bikes ever built.

To be part of this event seemed like such a good idea at the time.

Come Saturday, it was on with the show.

With preparation of the Shelby complete, and some last minute dusting, (what can I say, it's a black car!!), it was time to let go, relax and enjoy the show.

Walking around, I began to realise the Shelby didn't look too bad. It was well received and generated it's fair share of interest and comment, mostly complimentary, but my ears were pricked for the "not another \*\*\*\*ing Mustang" comment, which thankfully I never heard.

I have been to Motorex a number of times when held in Sydney, and I have to say that this event in Melbourne has raised the bar to a new level, it was fantastic.

The show incorporated 3 pavilions.

The Main Hall included all the display cars and the great unveiling of the crème del a crème.

The second smaller pavilion included a display of the very best Meguiars Show cars. A selection of the highest quality award winning show cars, some real mindblowing gems.

The third pavilion was primarily for the Traders offering a huge variety of specialist services. This pavilion also had a dyno in operation, with some very highly modified and huge horsepower street machines screaming their way to unbelievable horsepower and torque figures.

The display of cars outside the pavilions included some very impressive machines as well.

If you haven't been to a Motorex, and even if you have, don't miss it in 2016, unless you get to Sydney next year, but ours is better.

I have included a few pictures from the event. The lovely Blaire was happy to have her picture taken with the Shelby. Don't you think the car really makes her look good!!!!!!



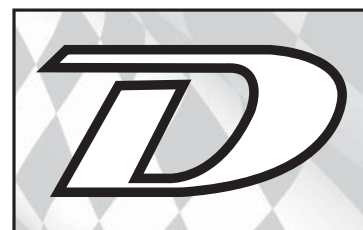
## MOTOREX SHOW MELBOURNE



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## HAPPY 50TH BIRTHDAY... BORN & BRED 1964

### Article and photos supplied by Bruce Roscrow.

Like most little boys growing up in the 60's I guess, it was all about kicking the footy or playing cricket in the back yard or front street, AND playing with the latest toy cars. I LOVED my toy cars, whether they were the little model 'Superfast' or 'Wizzwheel' models, or the larger Dinky, Corgi, and Matchbox Super King models.....I would play with them for ours.

I suppose I was fortunate to have a rather well-to-do Uncle in South Australia who I always loved visiting for holidays. He had a beautiful collection of old, prestige cars that he would buy, restore, and showcase, but best of all.....take me for drives in. These cars were makes of XK 120, XK150, E type V12 and XJ-S Jaguars, '58 & '63 Bentleys, a '72 Ferrari, and a 1973 440 big block 7.2 ltr Jensen Interceptor amongst his collection. These were all fantastic cars to a young, impressionable teenager to be around in my Uncle's garage he dubbed his 'Play Pen'.

However, it was a green monster with sporty GT stripes that lurked in the very back of his garage that I used to love hear fire up and that was a HT 'Bathurst' Monaro 350GTS with its 4 x 'Poo Shoots' out the back. Man was it loud and I was hooked. I couldn't wait to turn 18 and get my first car.

My dad worked as an Oil Rep / Sales Manager for BP

and had many a variety of company cars, mainly GMH makes of Belmonts and Kingswoods which Dad let me drive on a weekend. Cars came and went quickly with me after I turned 18 as I wanted to be able to have my own Muscle car but couldn't really afford to get one. A Toyota Crown was followed by a 72 LS Mini, then a Nissan Pulsar, followed by a Nissan TRX (nice sporty red with Sports kit), then fell in love with an Ex- Cop VL Yellow Holden Commodore Interceptor (boy did that have some toe!!).

Finally a few years later around 1987, I had saved enough of my hard-earned to get my first V8, a beautiful 1982 Silver / Black ESP Fairmont Ghia 351 with only 38,000KMs. It has unmarked orange SAAS racing seats, the Premium Sound System, electric windows, pwr steering, all the options and I loved it. I washed it, polished it, stared at it, took countless photos of it, it was my pride and joy. But then in 1989, an opportunity came along for work and with it was a company car. Mmmm, what to do? History will tell you I took the job and I reluctantly sold the ESP to help put a deposit on a house.

Fast forward to 2010 and my decision to retire from playing my beloved chosen sport of 30 years, cricket. My wife Kerry says she can't believe it's finally happened but also tells me I am going to drive her nuts on a weekend with all this spare time. 'Maybe' I say....



*Cake made by my wife Kerry.*



## HAPPY 50TH BIRTHDAY... BORN & BRED 1964

but I have a plan. I start my search for my new hobby, a toy, the muscle car I always wanted. I tell her I am searching but not for what make/model. This goes on for months, then, one day as I am driving down Chapel St Sth Yarra, there it is in the Lamborghini Showroom taking up a spot in the display room, THE BOSS! I go in and check it out, only to be told it's not for sale, it's normally stored below the showroom for security. It's only on display while they wait for another Lambo to come take its place. The original '70 BOSS 302 is beautiful and in the color I want and all....and it's in great condition, and, oh yeah, it 's not for sale !!

Happily as it transpired, I knew the owner and as they say ...the rest is history. HAPPY DAYS !!!



## 2015 FORD MUSTANG GETS PRICING, CONFIGURATOR AND LESS WEIGHT THAN EXPECTED

**Article supplied by Phil Spender via autoblog.com.**

It's here; it's finally here. No more speculating or looking at dealer order guides, the configurator for the 2015 Ford Mustang is finally online. That means you should put down whatever you're doing and build your new 'Stang. Weight data for the new model has also leaked out, and while there is an increase, it's less than previously rumored.

The basic V6 coupe carries a base price of \$23,600, plus an additional \$825 destination charge for all models. Upgrading to the 2.3-liter Ecoboost costs \$25,170, and the Ecoboost Premium is \$29,170. If you need a V8 in your life, the Mustang GT is \$32,100 or \$36,100 with the Premium package. That puts the starting price up about \$1,000 over the previous generation for the V6, but the turbocharged four-cylinder starts about \$1,400 less than the V6 Premium, which is no longer available. Prices for both V8 models jumped about \$1,000, as well.

If you need the convertible Mustang, the V6 starts at \$29,100, excluding destination, \$1,590 more than last year. The Ecoboost Premium 'vert is \$34,670, and the GT droptop is \$41,600.

In other positive, Mustang-related news, a leaked dealer manual, according to Mustang 6G, is revealing the official weight for the new model. It shows manual vehicles weighing 3,526 pounds for the V6, 3,517 pounds for the Ecoboost, and 3,704 pounds for the GT. Also, automatic models weigh 3,529 pounds for the V6, 3,512 for the four-cylinder and 3,727 for the V8. If accurate, it means increases of less than 100

pounds across the board. That's much better than the earlier 300-pound gain rumors. Now, get over to that configurator and start building. Have fun.



# WARBURTON LUNCH CRUISE



## WARBURTON LUNCH CRUISE

**Article and photos supplied by Lino Avelino.**

It was a lovely winter morning for members to enjoy a day out with their Mustangs, family and friends. No rain was forecast so we expected a number of members would venture out mid-winter. For me it was always going to be a great drive as I had a 200km round trip (awesome). The designated meeting point was Mustangs of Melbourne in Kilsyth and a big thank you to Angela Lond, who was kind enough to open the premises to allow members to use the rest room.

We spent some time there spinning yarns and generally talking Mustangs with Bonnets open etc... before we rounded everyone up for the cruise to Warburton. A total of 15 Mustangs joined the cruise, the road through Wandin North, Seville, Woori Yallock, Launching Place, Yarra Junction, Wesburn and finally Warburton. This is a great time of the year to cruise though the valley, the hills, mountains, green grass, and of course the Yarra River some 32 kms before it enters Melbourne.

In Warburton, our lunch destination was the Alpine Retreat Hotel which is surrounded by mountains and virtually on the banks of the picturesque Yarra river. What a location and what a sight to see our Mustangs parked side by side with the Yarra river in full stream behind us. The lunch menu was very good with some 14 different parma's on offer. We all had a wonderful lunch and worm conversations before finishing up and heading home or to spend more time exploring the area.

Another great Mustang Club outing and a big thank you to our Social Events coordinator Adam Richmond for organizing this day.

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





## WAS THIS AMERICA'S MOST MISUNDERSTOOD SPORTS CAR?

**Article supplied by Travis Folwell via Hemmings Daily.**

Since its early days, most high-performance production versions of Ford's evergreen pony car, the Mustang, have been designed to go fast in a straight line, emitting a glorious V-8 soundtrack in the process. In the early 1980s, however, a group of Ford engineers set out to answer a different question: Could a turbocharged four-cylinder Mustang be turned into a world-class sports car?

Led by Michael Kranefuss, Ford's Special Vehicle Operations (SVO) team combined a turbocharged version of Ford's 2.3-liter four-cylinder with a Borg-Warner T5 transmission, shaving 150 pounds off the weight of a V-8-powered Mustang GT, while improving the car's overall weight distribution in the process. Dampers were procured from Koni, while Goodyear provided sticky Eagle NCT tires, and the Lincoln Versailles Mk VII donated its four-wheel disc brakes. Inside, the shifter was made by Hurst and the car's brake and accelerator pedal were placed closer together, and with less offset, to allow for heel-toe driving. The end result was the 1984 1/2 Mustang SVO, a car that felt quite European in its manners, yet still delivered the kind of acceleration that Mustang buyers expected.

Of the Mustang SVO, Road & Track said, "This may be the best all-around car for the enthusiast driver ever produced by the U.S. industry." Car and Driver called it "...an important vehicle, a harbinger of things to come," while Motor Trend proclaimed it "Bold in concept and intelligent in execution." Perhaps the most glowing praise of all came from AutoWeek, which said, "All we can say after driving both [the BMW 320i and the Mustang SVO] is 'No contest' and 'Congratulations SVO.'"

If that was the good news, here was the bad: The V-8 Mustang GT still offered better straight-line performance, and was initially priced \$6,018 less than the \$15,596 Mustang SVO. That made the turbocharged four-cylinder a tough sell for dealers, and a minimal marketing campaign that failed to raise awareness of the unique and highly capable Mustang didn't help, either. Though prices dropped in the SVO's second year on the market, the die had already been cast, and the Mustang SVO became just an interesting footnote to Mustang history.

Until 2015, that is. Next year, Ford will once again introduce a turbocharged four-cylinder version of the Mustang, and it will be available with the track-centric Performance Package. Output is said to be "in excess of" 305 horsepower, while the front-to-rear weight balance should give the new Mustang a decidedly sporty feel, ideal for those who favor track days over weekends at the drag strip. It will sticker for less than the eight-cylinder Mustang GT, too, eliminating one more obstacle that stood in the way of the SVO's success.



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## MUSTANG MOTORSPORT OPEN DAY

### Article and photos supplied by Craig Dean.

I received a call from Allan Vella, Secretary of the NSW Mustang Owners Club, informing me that a group of Mustang lovers were heading south to visit Ford Australia's head office in Broad Meadows.

Alan asked if Mustang Motorsport would put on a tour of the showroom and production plant for the right hand drive conversions. I said I would be delighted.

The date was set, 30th of August starting at 10am until 2pm. The sun was shining, it was a nice 18 degrees, a perfect day for guests. Approximately 20 Mustangs arrived and filled the front yard and road side.

As the doors were opened for all to see the Mustangs sitting on the showroom floor, everyone was surprised how clinical the facility was and were amazed at the amount of high calibre Mustangs were sitting on the floor. Shelseys, Saleens, even tough F150 Raptors.

John Bailey brought his beautiful GT500 Shelby Super Snake and took the opportunity for Mustang Motorsport to service it for him during his visit. Matthew Dean took care of it for him. Present from MM was Robyn, Albert, Matthew, young Matt Apprentice, and Ranu.

Thank you to the Vic MOCA crew volunteering on short notice to cater for our NSW visitors. Kaye cooked up scones with jam and cream, my favourite. Peter Sheehan brought along the club BBQ trailer with all the food you could eat. Nick, Bruce and Peter cooked while all enjoyed the comradery, Mustang talk and the interesting information I shared of the 24 year history in partnership with Albert Paternoster. The passion of his life racing and the engineering processes involved in all aspects of today's conversion industry. Certainly a successful business providing 100% quality guaranteed.





# PHILLIP ISLAND SIX HOUR REGULARITY 2014

**Article and photos supplied by Sharon Carr.**

This year we ran two teams as follows

**Team Name: Wide Stripes & Loud Pipes Team 38**

Team Manager: Sharon Carr

Drivers: Craig Dean - 2013 Shelby Mustang, Daryl Carr - 2006 Mustang GT, Phil Walters - 1970 Mustang, Tex McCann - 1695 Mustang Coupe.

**Team Name: Mustang Revolution Team 37**

Team Manager: Peter Furmedge

Drivers: Bob Lorch - 1669 Mustang Boss, Len Cattlin - 1969 Mustang Boss, Garry Shipton 'The Cougar' - 1965 Mustang Coupe, Andy Clempson 'Hollywood' - 1969 Mustang Boss, Jonathan Hills - 1967 Mustang Coupe.

Wide Strips & Loud Pipes finished in 31st position outright.

Mustang Revolution finished 18th position outright.

Enjoy the photos and if you are interested in running with us next year please let Bob Lorch or Sharon Carr know prior to March next year.



## PHILLIP ISLAND “NO MAGIC”

**Article and photos supplied by Craig Dean.**

This year the Mustang teams set out to have a fair dinkum crack at taking out the 1st place podium finish for the 2014 Phillip Island 6 hour.

On Friday night the teams got together to discuss their strategies and we were all keen to get on the track Saturday to dial the cars in. It was difficult finding a happy medium to consistent lap times from the wet track and rain, but in the afternoon the sky cleared and the track dried up. It was very hard to be consistent to our chosen nominated times, with a couple of guys in the Mustang Revolution team getting a bit speedy and broke the minimum times set by the organisers, leaving them with penalty laps before the Sunday competition started, dissapointing for their team, so Wide Stripes and Loud Pipes became the A Team and was keen to put in the best effort ever.

Darryl started on the grid for our team and it was a rolling start. He started to do consistent times and on the 9th lap the timing indicated on the board was wrong and he went too fast, giving us a penalty lap.

Darryl was beating himself up over it and I said to put it behind him and move forward. I was the second car out and it took a while to get down to some good consistent times, but our bonus laps were high at this point, then the last lap sign was missed and in board was missed. I came in with one lap too many and this gave us a few more penalty laps, so now I was devastated too.

Tex and Phil shot out and did their laps, and were doing a great job. Unfortunately, they managed to accrue more penalty laps for speeding, and our position in the game was looking grim. Darryl went out again and was circulating well, keeping good time and then his car started to handle terrible as the front tyre had shredded, bringing him in earlier than planned.

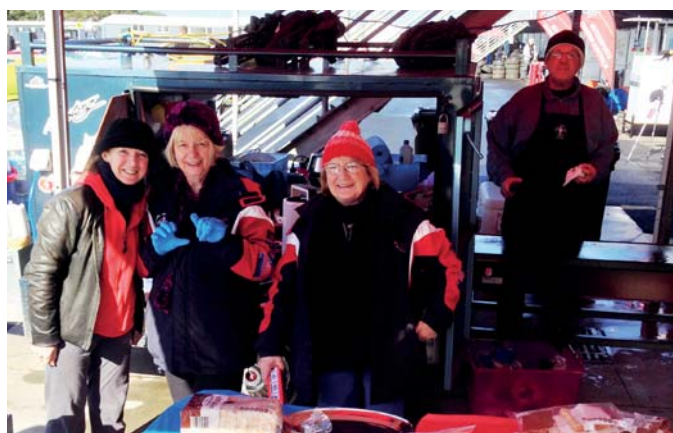
Out I went with the theory to go for as many bonus points as I could. Only problem was there were multiple crashes and yellow flags everywhere. I got first prize with the fastest time of 154.9 seconds - bad bad boy - and a black flag telling me to park and go visit the principles office for a shellacking!

A slap on the wrist and I was able to go again. Phil was out there running around behaving himself and what should happen, his Mustang inherits an engine knock and he had to retire. Text then went out again and we had to finish off the balance laps with two cars. Sharon our team manager quickly worked out the strategy to bring us home without more penalty laps, and the

Shelby and I got to bring home the chequered flag.

Our dreams of a win were long gone by now, while the A Team became the B Team and Mustang Revolution made 17th within the top 20 finish out of 50 teams.

Great effort guys. So it was all over for another year, but despite all our failures we all had a fantastic time. The food supplied by the gang was awesome, thank you to Bruce, Val and everyone else. Once again, Wide Stripes and Loud Pipes won the best presented team for the second year in a row, so all was not lost.



# PHILLIP ISLAND “NO MAGIC”



## BUNDOORA PARK CLAYTON CONCOURS

**Article supplied by Ron Minogue, photos supplied by Lino Avelino.**

It's all to do with the weather. Sunday the 7th of September was one of those perfect Melbourne Spring days and it proved the point. We usually get around 50 Mustangs to this event but on this occasion we had around 90 cars on display, including some we had not seen before.

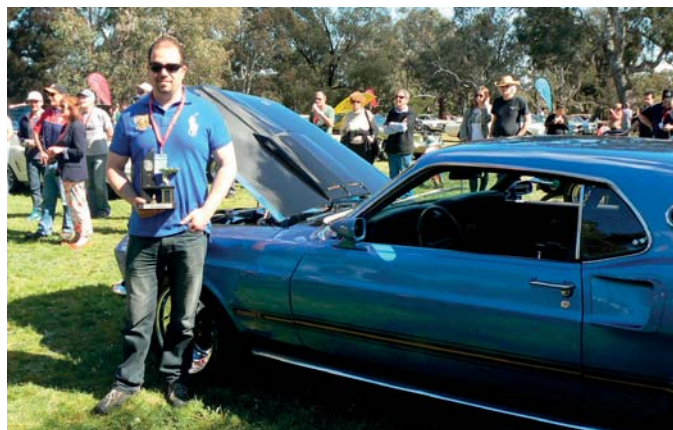


This event originally started, and got its name from, having a concours when you are not really having a concours. Older members will recall a popular advertisement about 20 years ago which promoted a non-alcoholic beverage saying it was the drink you could have when you were not having a drink (without looking like a wus).



The intention was to have an experienced judge inspect one car and explain to members present what he was looking for so that members new to the concours game could get an idea of what the judges were looking for.

This now seems to have morphed into selecting a nicely presented car and awarding the owner a prize for the best presented car on the day. On this particular day the prize was won by Con Kimonides for his beautifully prepared '69 Mach 1.



Our fearless Social Director Adam Richmond addressed the crowd from the top of the Club trailer. I think that it will be safer next time to use the Club's loud hailer.



The Club trailer was kindly towed to the event by our Club Secretary Craig McKenzie. Many thanks Craig. Thanks also to the members who cooked the sausages and hamburgers and cleaned up at the end of the day.





## MUSTANG NATIONALS VIA THE SHELBY AMERICAN

**Article written by Nez Demaj. This article appeared on the SAAC Website and Bulletin.**

It was that time of the year for the annual Mustang Nationals but for the very first time the Shelby Nationals was incorporated together with this major event. Mustangs gathered from all over Australia to commemorate the 50th Anniversary of Mustang at Geelong, Victoria, Australia. The Mecure Motel hosted Mustang and Shelby Nationals members for three days and the nightly dinners were an opportunity for all attendees to renew friendships from last year's Mustang Nationals which was held in Perth [the distance between Perth and Victoria is akin to the distance between Los Angeles and Boston- Ed.] and to meet new members. Easter Sunday was the main day for this event, which was overshadowed by overcast conditions but fortunately the sun shone through and brightened everything up.

I entered the grounds at 7 a.m. and there were already a few Mustangs on display. By 9.30 a.m. there were more than 400 Mustangs of all kinds and years and officially 29 Shelybs—a new Australian record for the most Shelybs displayed in one place in Australia, thanks to a fantastic effort by the Shelby Owners. This record was supported by Australian

state Shelby representatives, including John Luca from Western Australia and Fred Pascale from South Australia. They were on hand to assist with Shelby parking. The Mustang & Shelby Nationals was a major team effort and was a very successful event. Congratulations are due to the Mustang & Shelby Nationals organising committee headed by John Chapman and the Victorian Mustang Club Committee of the Mustang Owners Club of Australia.

Everyone pitched in to make the event a memorable one: Shelby Owners, SAAC State Shelby Reps and the Victorian Mustang Club, M.O.C.A.



# MUSCULAR DYSTROPHY AUSTRALIA (MDA) CAR SHOW

**Article submitted by Grant Stephenson.**


By way of background, I assisted Tony Carolan in promoting the Sandown 6 Hour Relay a few months ago. Given your genuine support for sporting occasions, I thought I'd request your (and your Car Clubs) assistance for a Charity Event / Car Show I'm organising. The Car Show is a Fundraiser for Muscularly Dystrophy Australia (MDA) and ALL 100% of proceeds will be provided to MDA. The MDA Car Show is for all manufacturers, makes and models and will be conducted on Sunday 7th December 2014 at Essendon Fields (aka the old Essendon Airport). All details for the MDA Car Show are provided in the attached Flyer, which I'd sincerely appreciate you including in upcoming Car Club Newsletters or Magazines. Registration for the MDA Car Show is available online at [www.bigboystoys.org.au](http://www.bigboystoys.org.au), near the bottom of the webpage (just above the Sponsors List).

I've held initial discussions with a few Car Clubs about the MDA Car Show and have received an encouraging response. In fact, a few Car Clubs will turn the MDA Car Show into an opportunity to hold a Social "Run", raise a few dollars for MDA and spend a couple of hours admiring an array of cars on display. So please join your fellow Petrol-Heads and show off your cars at the MDA Car Show. A collection of Mustang / Shelby cars would be most welcomed and a feature at the MDA Car Show.

If you require any further information on the MDA Car Show, please call me on my contact details below. Alternatively, I'll give you a call this / next week for any

suggestions you may have on our MDA Car Show.

We sincerely appreciate any and all support you can provide to this worthy cause... while enjoying some spectacular cars on show.



MUSCULAR DYSTROPHY AUSTRALIA

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DECEMBER  
7TH  
- 2014 -**

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FIELDS  
9AM - 5PM**

**CAR  
SHOW  
- & -  
FAMILY  
FUN DAY**

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CUSTOM, HOT  
RODS, MUSCLE,  
EXOTIC, VINTAGE,  
MODERN &  
MUCH MORE!

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## FIFTY YEARS AGO

### Article submitted by Graham Bell via Houston Chronicle.

1. First lady Michelle Obama was born in Chicago on Jan. 17. Happy birthday!
2. The first Mustang rolled off the assembly line in Dearborn, Mich.
3. Lucky Charms hit grocery shelves.
4. Sidney Poitier became the first African-American to win an Oscar for best actor, for "Lilies of the Field."
5. British children's author Roald Dahl published "Charlie and the Chocolate Factory."
6. Joe Frazier won an Olympic gold medal in boxing.
7. Actress Sandra Bullock was born in Arlington, Va.
8. Nelson Mandela was sentenced to life in prison in South Africa. (He was released in 1990.)
9. President Johnson signed the Civil Rights Act into law in July.
10. "Bewitched" premiered on ABC in September.
11. Congress passed the Gulf of Tonkin Resolution, and the U.S. became fully involved in the Vietnam War.
12. The Rolling Stones released their eponymous first album.
13. E-commerce pioneer Jeff Bezos - president, CEO and chairman of Amazon.com - was born in Albuquerque, N.M.
14. In his State of the Union address, President Johnson declared a "war on poverty" that helped pave the way for Medicare and Medicaid.
15. The Beatles arrived in the U.S. and appeared live on "The Ed Sullivan Show" in February. In April, they owned the top five positions on the Billboard Hot 100 list with "Can't Buy Me Love," "Twist and Shout," "She Loves You," "I Want to Hold Your Hand" and "Please Please Me."
16. NASA astronaut Theodore Cordy Freeman was killed in the crash of a T-38 jet on Oct. 31 at Ellington Air Force Base - the first fatality among the American astronaut corps.
17. Diet Pepsi was introduced to the beverage market.
18. Cassius Clay knocked out Sonny Liston to win the world heavyweight title; two days later, Clay changed his name to Muhammad Ali.
19. Comedian Stephen Colbert was born in Washington, D.C.
20. The original G.I. Joe action figure was manufactured by Hasbro Inc.
21. Smoking was determined to be a health hazard by the Advisory Committee to the Surgeon General of the Public Health Service.
22. "Jeopardy!" began on television.
23. Elizabeth Taylor and Richard Burton married for the first time.
24. Shel Silverstein published his classic children's book "The Giving Tree."
25. Chef Bobby Flay was born in New York City.
26. Martin Luther King Jr. won the Nobel Peace Prize.
27. Arby's opened.
28. The film "Dr. Strangelove or: How I Learned to Stop Worrying and Love the Bomb," directed by Stanley Kubrick, was released.
29. "Underdog" appeared for the first time on television.
30. Actor Rob Lowe was born in Charlottesville, Va.
31. Albert DeSalvo, the Boston Strangler, was arrested on a rape charge.
32. New York City hosted the World's Fair.
33. South Africa was barred from the Olympic Games in Tokyo because of its apartheid policies.
34. "Rudolph the Red-Nosed Reindeer," the stop-motion classic, aired on TV for the first time.
35. Retired baseball pro Barry Bonds was born in Riverside, Calif.
36. "Mary Poppins," "My Fair Lady," the James Bond film "Goldfinger" and the Beatles' "A Hard Day's Night" premiered at the movies.
37. "The Dick Van Dyke Show" swept the Emmys in the comedy category for best comedy, best actor (Van Dyke), best actress (Mary Tyler Moore), best director and best writing.
38. An earthquake at a magnitude of 9.2, the largest ever in U.S. history, struck south central Alaska on Good Friday.
39. The Palestinian Liberation Organization was established.
40. James Hoffa was found guilty and sentenced to eight years on jury-tampering charges.
41. The Star of India sapphire was stolen from the American Museum of Natural History in New York.
42. Jack Ruby was convicted of the murder of Lee Harvey Oswald.

## FIFTY YEARS AGO

- 43. The Warren Commission report on the assassination of President John Kennedy concluded that Oswald acted alone.
- 44. The first buffalo wings were made at the Anchor Bar in Buffalo, N.Y.
- 45. Three young civil rights activists - James Chaney, Andrew Goodman and Michael Schwerner - were slain in Mississippi during the Freedom Summer movement to register black voters.
- 46. The Twenty-Fourth Amendment was ratified, which prohibited the federal government or states from making voters pay a poll tax before they voted in a national election.
- 47. "Funny Girl," "Hello, Dolly!" and "Fiddler on the Roof" premiered on Broadway.
- 48. Pop-Tarts debuted on supermarket shelves.
- 49. Politician and author Sarah Palin was born in Sandpoint, Idaho.
- 50. Singer Courtney Love was born in San Francisco.

## WIDER MUSTANG FUN

### Article and photos supplied by Craig Dean.

Scott Bailey is one of our wonderful repeat customers owning the first 2013 Shelby with our perfectly engineered Electronic Steering System.

Our pursuit for perfection in every aspect of the right hand drive conversion process has paid off, ensuring that our companies - Mustang Motorsport and Crossover Car Conversions - have the best product by reputation in the industry.

Scott had sold his Shelby (shame) to invest into his Transformer Filtration Systems P/L business which is now manufacturing the best quality filtration machines made in Australia, and has not looked back since the release of his new machines last month.

Two months after disposing of his Shelby he realised that he could not live without it. A quick search on the net and a phone call to Mustang Motorsport for us to arrange the inspection and pick up of his Deep Impact Blue 2014 Shelby GT500 to bring it home safely, Scott was set on improving what is already a perfect looking Shelby Mustang. Scott decided to have the Carroll Shelby Wide Body option and also decided he needed more power, so we increased the power to a staggering 600 RWHP, estimated at 750 Engine HP (560Kw) coupled up with the 345/35ZR 20" rear wheels.

This improved the take off tractability to make the Shelby a real beast, launching it into the low 10's for the quarter mile. Scott is waiting patiently to receive his new Shelby and I can't wait to see the smile on his face when he hits the road.

Stay tuned for his response in the next issue of the MOCA magazine.





## JUNE 2014 MEETING

### MUSTANG OWNERS CLUB of AUSTRALIA (Vic) Inc. GENERAL MEETING, WEDNESDAY 18th JUNE 2014 THE RICHMOND UNION BOWLING CLUB, RICHMOND

**APOLOGIES** Bruce Roscrow, John Chapman, Ian Blue, Sue & Mick Suttie, Russell Trainor, Frank Borg, Peter & Lyn Stangerlin

Meeting opened at 8.00 pm by the President

#### MINUTES OF PREVIOUS MEETING

The Minutes of the previous meeting held May 21st 2014 were read and confirmed.

Moved: Ken Harrison Seconded: Warwick Dowsley

#### TREASURER'S REPORT \* These figures are subject to audit

Moved: Barry Bolt Seconded: Ken Harrison

TOTAL CASH ASSETS - Balance available to the Club	
Bank statement	19,754.48
Car raffle	63,965.52
Car raffle float	0.00
Term deposits	156,412.76
Merchandise Cash Float	200.00
<b>TOTAL CASH ASSETS</b>	<b>\$240,332.76</b>

#### SECRETARY'S REPORT: Ian Collins

- IN**
- The Wagga Nats are back 9/10Aug 2014
  - Extreme Marquees
  - Classic auto air
  - Mustang WA
  - Pony express NSW
  - Shannons Sydney autumn auction
  - Benalla cruise and shine 26th Oct
  - Just Wines

- The Shannons Club
- Repco VIP Club sale
- Yulefeast Blue Mountains
- Dave Schaub selling boats from the USA
- SA news
- The Flukes Hot Rod car and bike show Sept 6/7
- North West Mustangs USA
- Narrandera shire want us to visit

#### THE CLUB WOULD LIKE TO WELCOME NEW MEMBERS

John Ardis 67 GTA White  
Tony Grinter 65 Coupe Red  
Wayne Wilson 72 coup Black  
Con Kimonides 69 Mach I Blue  
Mark Towler 65 Coup Silver  
Daniel Spiteri 65 F/B White

Keith Storey 66 Conv Blue  
Theo Rovatis 66 F/B White  
Duncan Burns 67 F/B Red  
Roger Grey 67 Coup Black  
Graeme Merrington 69 Cob Jet Silver

**TOTAL MEMBERS: 980**

#### PROSPECTIVE MEMBERS

Paul Gold, Andrea Cavallaro, Phil Carvosso, John Bailey.

**OUT** • Renewal Receipts • Membership

#### BULLETIN: Graham Bell

Need more articles for the next mag. Come on, help out.

#### SOCIAL EVENTS: Adam Richmond

**Past:** The anniversary run got 40 cars, turned out a great day. The Gasolene car show had 30 cars turn up. The stable mates run on the 13th July.

**Coming:** Dromana run for lunch. Just Mustangs nuts and bolts day 28th June.

**The President spoke about retiring from the job. Peter Richardson spoke on behalf of the club.**

**The secretary also spoke and thanked Steve for all his work.**

#### CLUB PERMIT

Craig McKenzie spoke on new laws regarding club plates. We had a visitor from NZ, Bob King, who spoke about the Mustang movement in NZ.

#### MUSTANG RACING: Bruce Rigby

Booked Phillip Island 6hr 1/2 August. Phillip Island sprints. Hidden Valley touring cars. The ANZAC parade saw our club presented with a letter of commendation from RSL. Bruce is retiring from the committee and was thanked by the president for all his work. The President called a temporary close to the meeting at 8:50pm.

#### THE AGM WAS HELD FROM 8.55pm

Minutes of the previous and voting to take place. The secretary asked for nominations for all positions.

## JUNE 2014 MEETING

### PRESIDENT

#### Nomination

#### Vice President

#### Secretary

#### Treasurer

Ian Collins

Nez Demaj

Andre Stoffers

Craig McKenzie

Peter Sheehan

by Peter Sheehan

by Ross Coles

unopposed

unopposed

unopposed

**Seconded**

**Seconded**

Steve Lond

Dave Geddes

### COMMITTEE

Rowdie McIntosh

Tony Borg

Bob Opperman

Joe Borg

Ken Harrison

Adam Richmond

Graham Folwell

by Steve Lond

by Peter Richardson

by Rowdie McIntosh

by Bob Opperman

by Steve Lond

by Steve Lond

by Craig McKenzie

**Seconded**

**Seconded**

**Seconded**

**Seconded**

**Seconded**

**Seconded**

**Seconded**

by Ken Harrison

by Bill Cant

by Nez Demaj

by Dave Batchelor

As there are more nominations than positions a vote will take place next month.

### GENERAL BUSINESS

The secretary spoke about the passing of long time member John Andreatta. 390 manifold for sale - contact Ian Collings.

Four GT hub caps for sale - Nez Demaj. A 63 1/2 Galaxie 500 for sale - Joe Borg.

The secretary spoke on the 50th anniversary car show in Las Vegas.

### STATE CONCOURS

Adam is working on the costs. We are hopeful the Amora will supply rooms at the right price.

**DOOR PRIZE:** Lino Avellino

**MUG OF THE MONTH:** Laine Bull

### THE LUCKY MEMBERS DRAW:

Mal Temple won the members draw but was not present at the meeting so **NEXT MONTH THE JACKPOT IS \$500**

**NEXT MEETING:** Wednesday the 16th July @ 8.00pm. The Richmond Union Bowling Club, Richmond.

**MEETING CLOSED** 9.40pm

## JULY 2014 MEETING

### MUSTANG OWNERS CLUB of AUSTRALIA (Vic) Inc. GENERAL MEETING, WEDNESDAY 16th JULY 2014 THE RICHMOND UNION BOWLING CLUB, RICHMOND

### APOLOGIES

Lino Avellino, Ron Minogue, Dani & Steve Dyvestin, Dave Geddes, Coles, Wayne O'Brien, Sue & Mick Suttie, John Chapman

Meeting opened at 8.40 pm by the President

### MINUTES OF PREVIOUS MEETING

The Minutes of the previous meeting held June 18th 2014 were read and confirmed.

Moved: Joe Borg Seconded: Mac Barrot

### TREASURER'S REPORT \* These figures are subject to audit

Moved: Ron Campbell Seconded: Ken Harrison

TOTAL CASH ASSETS - Balance available to the Club	
Bank statement	31,716.82
Car raffle	64,481.10
Car raffle float	20.00
Term deposits	157,654.63
Merchandise Cash Float	200.00
<b>TOTAL CASH ASSETS</b>	<b>\$254,052.55</b>

### SECRETARY'S REPORT: Ian Collins

- IN**
- Pony Express NSW
  - Just Wines
  - The Shannons Club
  - C2 Kit Computers for sale
  - Blue Mountains Yulefest
  - Premiers Volunteers Awards
  - Motor Classica display 26th Oct
  - Trade Unique Cars
  - NW Mustangs from USA
  - Winton Festival of Speed 9/10th August

- WA Mustang News
- Retro Autos Online
- The Next Trial Strathuven
- Extreme Marques
- Mountain Motorsports Great Tarmav Ralley and Snowy River
- REPCO VIP Club
- Devonport Motor Show 22nd March
- Nissan Car Club Sprints at Sandown. John MOTT



## JULY 2014 MEETING

### THE CLUB WOULD LIKE TO WELCOME NEW MEMBERS

Paul Gold 66 Coupe  
Phil Carvosso 66 Coupe White

Andrew Cauallaro  
John Bailey

68 Conv Red  
66 GT Coupe Red

**TOTAL MEMBERS: 980**

### PROSPECTIVE MEMBERS

Neil Dysoin, Robert Barker, Nick Tsalos, Robert Jackson, Tracey Beveridge, Peter Riddle.

**OUT** • Renewal Receipts • Membership

### BULLETIN: Graham Bell

Need more articles for the next mag.

### SOCIAL EVENTS: Adam Richmond

**Past:** Just Mustangs. Stable.

**Coming:** Warburton Run 27th July. Alex Spiteri Car Show Sunbury. San Remo Mustang Run.

### STATE CONCOURS

Pre Entry dinner \$35.00

### GENERAL BUSINESS

Motion discussion by IB that restriction of attendances of 3 runs restricting cars coming to State Concours for this year. Matter agreed to move to next meeting for member vote.

### MUSTANG RACING

Historic Tour Sandown. Phillip Island 6hr 2nd/3rd August.

**DOOR PRIZE:** Anne Neville

**MUG OF THE MONTH:** Steve Tolhurst

### THE LUCKY MEMBERS DRAW:

Dean Marchant won the members draw but was not present at the meeting so **NEXT MONTH THE JACKPOT IS \$600**

**NEXT MEETING:** Wednesday the 20th August @ 8.00pm. The Richmond Union Bowling Club, Richmond.

**MEETING CLOSED** 9.40pm

## JULY ANNUAL GENERAL 2014 MEETING

### MUSTANG OWNERS CLUB of AUSTRALIA (Vic) Inc. ANNUAL GENERAL MEETING, WEDNESDAY 16th JULY 2014 THE RICHMOND UNION BOWLING CLUB, RICHMOND

### APOLOGIES

Lino Avellino, Ron Minogue, Dani & Steve Dyvestin, Dave Geddes, Coles, Wayne O'Brien, Sue & Mick Suttie, John Chapman

Meeting opened at 9.00 pm by the President

### MINUTES OF PREVIOUS MEETING

The Minutes of the previous meeting held July 2013 were read and confirmed.

Moved: Warwick Dowsley Seconded: Andre Stoffers

### TREASURER'S REPORT \* These figures are subject to audit

Income for the year 2013 - 2014	328,112.00
Expenses for year	294,823.00
<b>PROFIT BEFORE TAX AND DEPRECIATION</b>	<b>\$31,799.00</b>

### ELECTIONS

Presidents position won by Ian Collins over Nez Demaj.

### COMMITTEE FOR 2014/2015

**President** Ian Collins  
**Vice President** Andre Stoffers  
**Treasurer** Peter Sheehan

**Committee** Adam Richmond Bob Opperman  
Rowdie Macintosh Joe Borg  
Ken Harrison Tony Borg

Outgoing talk by ex-president Steve Lond - welcoming new committee.

**AGN MEETING CLOSED** 9.40pm

## AUGUST 2014 MEETING

### MUSTANG OWNERS CLUB of AUSTRALIA (Vic) Inc. GENERAL MEETING, WEDNESDAY 20th AUGUST 2014 THE RICHMOND UNION BOWLING CLUB, RICHMOND

**APOLOGIES** Nez Demaj, Geoff Grace, Dave Geddes, Ken Harrison, Bruce Rigby, John Chapman, Michael McCarthy, Bob Redwood, Sharon McDowell, Tim Russell, Sue & Mick Suttie, Andrew Perrett

Meeting opened at 8.38 pm by the President

#### MINUTES OF PREVIOUS MEETING

The Minutes of the previous meeting held July 16th 2014 were read and confirmed.

Moved: Warwick Dowsley Seconded: Dave Campbell

#### TREASURER'S REPORT \* These figures are subject to audit

Moved: Joe Borg Seconded: Mic Romwell

TOTAL CASH ASSETS - Balance available to the Club	
Bank statement	39,669.39
Car raffle	64,481.10
Term deposits	157,654.63
Merchandise Cash Float	200.00
<b>TOTAL CASH ASSETS</b>	<b>\$262,005.12</b>

#### SECRETARY'S REPORT: Ian Collins

- |   |  |
|---|--|
| <p><b>IN</b></p> <ul style="list-style-type: none"> <li>• Victorian State Council Meeting</li> <li>• REPCO garage sale</li> <li>• Falcon GT Club Newsletter</li> <li>• Geelong Revival &amp; posters 28/30th Nov</li> <li>• Rare Spares</li> <li>• The Western Mag from WA</li> <li>• Junked Restoration at Kyneton</li> <li>• Jindera Pop the Top Festival</li> <li>• Just Wines</li> <li>• Motorclassica</li> <li>• REPCO VIP Club</li> <li>• NW Mustangs USA Newsletter</li> </ul> | <ul style="list-style-type: none"> <li>• Awards &amp; Trophies (Com)</li> <li>• Just Wines</li> <li>• Pony Express NSW</li> <li>• Classic Car Parade Sydney</li> <li>• Awards &amp; Trophies ( )</li> <li>• Euroa Show and Shine 5th Oct</li> <li>• Brown &amp; Co. Trade Mark Registration</li> <li>• Unique Cars</li> <li>• Minutes May State Council Cam</li> <li>• The Concours Car Show at Beaumaris</li> <li>• The Ballarat Festival of Motoring</li> <li>• Harrop Open Day Sat 6th Sept 96 Bell St Preston</li> </ul> |
|---|--|

#### THE CLUB WOULD LIKE TO WELCOME NEW MEMBERS

Neil Dyson	13 Rouchie Grey	Robert Barker	66 Coupe Dark Blue
Robert Barker	66 Coupe Dk Blue	Nick Tsalos	69 Mach1 Yellow
Robert Jackson	66 Coupe Blk	Tracy Beveridge	65 GT Honey Gold
Peter Riddle	67 Conv. Red	Sharon McDowell	65 Coupe Yellow
John Koinakis	67 GT500 Grey (Eleanor)	David Goble	69 S/Roof Green
Andrew Head	09 Shelby White	Ross Gentile	68 Coupe Silver
Ross Brownfield	65 Coupe Red	George Krousoratis	66 F/Back Torcoise
John Dooley	66 Coupe Black		

**TOTAL MEMBERS: 980**

#### PROSPECTIVE MEMBERS

Daniel Bottari, Tony Morphet, Anthony Boncaci, Frank Kastenberger, Russell Johnson

**OUT** • Renewal Receipts • Membership

#### BULLETIN: Graham Bell

Need more articles for the next mag. Come on, help out.

#### MUSTANG RACING: Craig Dean

Phillip Island, report on regularity. 30th August MOCA NSW BBQ visit and Ford visit extended to MOCA Vic members. Mustang brochures, auctioned (8pc) \$100.00 - won by Andre Stoffers.

#### SOCIAL EVENTS: Adam Richmond

**Past:** Stable Mates Run. Warburton Run. 6hr Weekend.

**Coming:** Mustang boot sale - ring Andre for info. 6th Sept, Hampton St Shopping Display 9.30am. Sandown 500 display for weekend. Beaumaris Car Show \$5.00 Rotary 10am to 2pm Sunday. Walhalla Lunch Run. Tasmania Trip 22nd March/ Long and short versions. Attendance at Devenport show \$600p/p. More to come.

#### REPORT ON BUYING IN THE USA

Warning of buying on eBay. Evidence of recent trip and false listings. Good cars "Hard to find and expensive."



## AUGUST 2014 MEETING

**W.Dowsley** Light hearted stories

**I. Collins** Introduction of new committee.  
Shannon's sponsorship of club.

**C. McKenzie** Shelby Mustang Display 13th September,  
Kialla.  
Changes to website on club scheme  
changes.

**Concours** Reminder 15th of October cut off for entries.  
Applications for member of the year available,  
CM to place on website.  
RIP John Andreta.

**MOTION FOR RULE CHANGE** (re-written by the Editor from notes taken at the meeting and supplied by the Secretary)

**Ian Blume** put forward the following motion for a Concours Rule Change.

That the club (MOCA) dispense with the present ruling that a car has to be driven to 3 club sanctioned events a year to qualify for Concours Judging. Change the rule to read that a member is required to attend 3 events in any combination of cars, not necessarily the car to be judged.

Ian believes this could encourage more members to Concours their cars. Concours entries are in decline. The motion was seconded from the floor. A number of points of view were exchanged between members. Ian Collins gave the "For's" and "Against's" a 3 minute opportunity each to give their reasons before the membership voted.

**Steve Lond** moved against the motion to change. Steve said the current system was to make it even for everyone. Cars should be driven to events. National rules can be changed, not State rules. The motion is rubbish and if people fear rejection they should not enter the Concours.

**Adam Richmond** moved against the motion to change. Adam stated there were 31 events run by the club annually and a total of 40 members could choose from to do their required runs. Adam believes that Concours cars should also be driven.

**Andre Stoffers** moved against the motion to change. Andre discussed the possibility of having driven and non driven judging sheets as an option to satisfy members choices, similar to the USA system, but not enough cars enter to split the judging.

**Graham Bell** moved for the motion. Graham spoke of (luckily) owning more than one Mustang. He has a race car for the track, a road car for club runs and a soon to be finished restoration which could become a Concours car. Graham moved that times have changed and the membership has grown older. Members do not wish to spend many hours cleaning and preparing for Concours. Graham stated he had spent 15 years Concoursing and appreciates the effort required. Anything that encourages more member participation can only be a good thing.

The vote was conducted.

For the motion - 30.

Against the motion - 46.

**I. Collins** T Shirts for sale, old stock \$5.00

### BUY, SWAP & SELL

1963 Galaxy for sale. \$23,500.00 - Joe Borg.

**C. McKenzie** Calling for guest speakers for future meetings. Geoff Coleman speaking at next on Cobra Jets.

**DOOR PRIZE:** Ian Blume      **MUG OF THE MONTH:** Ydo Sehaak

### THE LUCKY MEMBERS DRAW:

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

### REMINDERS

Craig Dean's 30th August BBQ with NSW.

Terry Smith was sung happy birthday to (Happy 80th birthday Terry)

**NEXT MEETING:** Wednesday the 17th September @ 8.00pm. The Richmond Union Bowling Club, Richmond.

**MEETING CLOSED** 9.40pm

**Minutes recorded by** C. McKenzie

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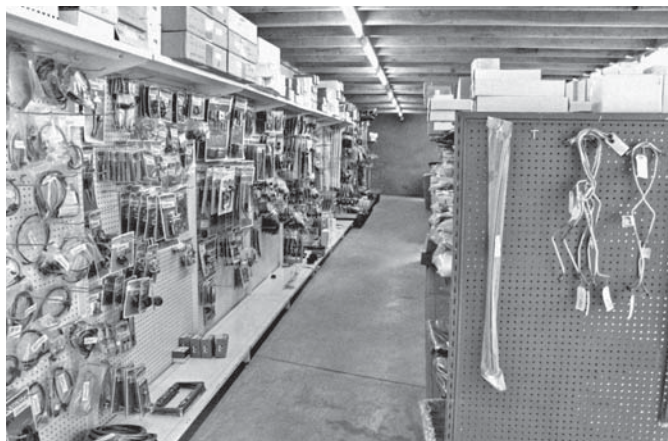
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## M.O.C.A SOCIAL CALENDAR

SEPTEMBER - JANUARY 2015

SEPTEMBER 2014	
<b>Sunday 7th</b>	<b>MOCA Vic Claytons Concours</b> Bundoora Park, Bundoora Melway Ref. 19 F 4. Meet from 10.30 am. Bring the whole family along too, as there will be plenty of things to do & see. Soft drinks and sausage sizzle provided to financial members only. Please advise if you are attending as we do not want anyone to miss out. NO CURRENT MEMBERSHIP CARD – NO FREE FEED. Phone Adam & Narelle 9775 6074 to register your attendance.
<b>Sunday 14th</b>	<b>Beaumaris Car &amp; Bike Show</b> South Concourse, Reserve Rd Beaumaris, Melways Ref 86 D7, MOCA Vic will again be part of static display around the local shopping district which kicks off around 10.00am to 1.30pm approx. There will be trophies awarded on the day for various classes. Entry Cost \$5.00 per vehicle which will be donated to the local Rotary Club. As there are space limitations we are unable turn up on the day. Please call Adam & Narelle 9775 6074 further details and to book your place.
<b>Wednesday 17th</b>	<b>Monthly Club Meeting</b> 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.
<b>Sunday 21st</b>	<b>Luncheon Cruise to Walhalla</b> <b>Meet 9.30am at the BP Service centre, Princess Freeway, Officer.</b> Come along and support the historic gold mining township of Walhalla. You can visit some of the local shops or attractions eg: Old Walhalla Post Office Museum, Mechanics Institute after a hearty lunch at the local Tavern. Phone Adam & Narelle 9775 6074 to book your attendance
OCTOBER 2014	
<b>Sunday 5th</b>	<b>Euroa Community Car Show</b> Seven Creeks Park, Euroa. Cruise up the Hume highway for a fun day & support the Central Victorian community. Gold Coin Entry fee to all display cars and general public. Central cars to meet at the Service Station Mclvor Hwy 8.00am. Melbourne cars to meet Ford Motor Company Headquarters Hume Hwy Campbellfield 8.00am SHARP. Melbourne member's Phone Adam & Narelle 9775 6074.
	<b>The Last of the Chrome Bumpers Car Show</b> Lardner Park, Burnt Store Road Lardner, via Warragul. Just a 45 minute cruise East of Dandenong, for this fantastic country car show. Follow the signs from the Princes Freeway at Warragul. Arrive at the venue from 9.00am. \$5.00 Entry for Display Car and driver. Come after this time and you'll miss out on being part of the club display which has limited space. Contact Adam & Narelle 9775 6074 for further information.
<b>Wednesday 15th</b>	<b>Monthly Club Meeting</b> 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.
<b>Sunday 19th</b>	<b>MOCA Vic 2014 Round Up and State Concours</b> Dandenong Showgrounds, Bennet St Dandenong. Melway Ref 90 A7. This is our club's time to shine. So polish up that steed and get there early for the best spot within the display area. Mustang parts and accessories, Club and Mustang merchandise, Food and drinks will be available on site. Members wishing to enter judged classes see entry forms for details, cut off dates and times.
	<b>MOCA Vic Annual Presentation Dinner</b> Amora Hotel Melbourne. – This is our Night of Nights and the place to be seen. Sit down for a 3 course meal including drinks (beer, wine basics spirits & soft drinks) for only \$35.00 per head. Places are limited so you will need to book your place fast, complete the form in this issue. (Sorry, No children allowed under 12 years of age). For further information Contact Concours Coordinator Adam Richmond .

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.

## M.O.C.A SOCIAL CALENDAR

SEPTEMBER - JANUARY 2015

NOVEMBER 2014	
<b>Saturday 8th &amp; Sunday 9th</b>	<b>Historic Sandown</b> Sandown Raceway, Princes Highway, Springvale. Melway Ref 50 D9. Meet 8.30am sharp at Sandown Park Hotel. We have been invited to put on a static display. The display is limited and you can choose either both days or just one. Phone Adam & Narelle 9775 6074 for further details.
<b>Wednesday 19th</b>	<b>Monthly Club Meeting</b> 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.
<b>Sunday 23rd</b>	<b>The American Breed Car Show</b> The Manhattan Hotel car park, Cnr Heatherdale Rd & Canterbury Rd Ringwood Melway Ref 63 D1. Entry via Heatherdale Rd. All members to meet at the Manhattan, gates open from 8.00am for display cars. Entry is \$5.00 per car to display. Phone Adam & Narelle 9775 6074 to Advice of your attendance
<b>Saturday 29th &amp; Sunday 30th</b>	<b>The Geelong Festival of Speed</b> Located along the picturesque Geelong Waterfront. This event is a unique 2 day event that brings together a unique mix of cars, motorcycles, fashion and motor sport to create one of Australia's Largest car culture events. The club allocated area has limited space and entry times vary depending on the day. Melbourne Cars meet at the BP service station Geelong Road Avalon by the allocated time. Geelong and West/South Coast cars meet at the venue. Call Adam & Narelle 9775 6074 for further information and to book your place.
DECEMBER 2014	
<b>Sunday 7th</b>	<b>XMas Family Cruise and Lunch</b> This cruise will be fun for the whole family and we'll test your observation and general knowledge skills to our mystery luncheon destination. Meet 10.30am at Kingston Heath Reserve – Centre Dandenong Rd Cheltham East, Melway Ref 87 F2. Also the man in the red suite may be coming along with a little something special for financial member's children only. Ages & names needs to be provided to Adam & Narelle by December 3rd. BOOKINGS ARE ESSENTIAL, as we don't want Santa to forget anyone. Phone Adam & Narelle 9775 6074 to book your place. PLEASE NOTE MEMBERS MAY NOT BE PERMITTED TO TURN UP ON THE DAY TO TAKE PART IN THE FESTIVITIES, AS SANTA MIGHT NOT HAVE ANYTHING FOR YOUR KIDS.
<b>Wednesday 10th</b>	<b>Monthly Club Meeting</b> Richmond Union Bowling Club, 2 Gleadell Street, (Off Bridge Road), Richmond at 8.00pm. FOR DECEMBER ONLY, THE MEETING IS ON THE 2ND WEDNESDAY. FREE NIBBLES, BEER WINE & SOFT DRINKS FOR CURRENT CARD CARRYING MEMBERS.
JANUARY 2015	
<b>Sunday 4th</b>	<b>Drysdale Classic Car Show</b> Come along support the local community. Free entry for display vehicles. You will be able check out some Classic Cars, Hot Rods, Muscle cars and Bikes. There will be a live band playing and fun for the kids. Melbourne cars meet 8.30am at the BP Service station Geelong Road Avalon. Geelong and West/South Coast cars meet at the venue 9.00am. Call Adam & Narelle 9775 6074 to advise of your attendance
<b>Wednesday 21st</b>	<b>Monthly Club Meeting</b> 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.
<b>Monday 26th</b>	<b>MOCA Vic Australia Day Claytons Concours</b> Bayswater Park, Cnr Mountain Highway & Bayswater Rds, Bayswater, melway ref 64 F 3. Enter via King St. Kicking off from 10.00 am. This is our traditional Australia Day Mustang Clayton's Concours. Please advise if you are attending so we can cater for everyone. Soft drinks and sausage sizzle provided to financial members only. NO CURRENT MEMBERSHIP LANYARD – NO FREE FEED. Phone Adam & Narelle 9775 6074 to book your place.

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

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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
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