

MUSTANG ROUND-UP SUMMER 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

Email: mocavic@mustang.org.au

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

OFFICE BEARERS

President	Steve Lond	9726 7492
Vice President	Andre Stoffers	9390 4269
Secretary	Ian Collins	9579 0996
Treasurer	Peter Sheehan	5977 8547

COMMITTEE

Bob Opperman	9759 7271
Bruce Rigby	9874 6330
Rowdie McIntosh	5367 7767
Adam Richmond	0423 449 125
Craig McKenzie	0417 561 246
Ken Harrison	9515 7550

NATIONAL DELEGATES

Steve Lond	9726 4792
Andre Stoffers	9390 4269

A.O.M.C. DELEGATES

Graham Folwell	9752 9081
Craig McKenzie	0417 561 246

C.A.M.S DELEGATES & LICENCING

Graham Bell	5968 5883
Bruce Rigby	9874 6330

MOTOR SPORT CO-ORDINATORS

Graham Bell	5968 5883
Bruce Rigby	9874 6330

VICTORIAN STATE SHELBY REPRESENTATIVE

Nez Demaj	nezgta@optusnet.com.au
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EVENTS CO-ORDINATORS

Adam Richmond	0423 449 125
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CLUB PERMIT SCHEME CO-ORDINATOR

Graham Folwell	9752 9081
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CLUB PERMIT SCHEME OFFICERS

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

CENTRAL VICTORIA CO-ORDINATOR

John Chapman	0407 844 379
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CENTRAL VICTORIA EVENTS CO-ORDINATOR

Angela Williams	0438 699 515
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PROPERTY OFFICER

Bruce Rigby	9874 6330
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MERCHANDISE AND APPAREL

Nick & Kaye Duyvestyn	5977 4585
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NEWSLETTER EDITORS

Graham Bell	email: prepress@hornetpress.com.au
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LIFE MEMBERS

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

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

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PRESIDENT'S LETTER

Christmas is nearly upon us again, and what a stellar year for the club it has been.

Our membership is at about 970 members, all events that the club has held have been a success, including the biggest single make car show in the Southern Hemisphere (Dandenong). This just doesn't happen by chance, it is a result of a hard working Committee ably assisted by club members. So, to our Committee and everyone who has helped us through the year, a special thank you from me as President for your support of not just me but for your efforts in helping make our club the envy of many.

A special thanks to Graham Bell (editor) and his staff at Hornet Press. Please help them by sending some articles by email to prepress@hornetpress.com.au. If each member submitted one article, Graham would have enough material for two years.

The 50th Anniversary concourse is to be held at Geelong in April next year, don't leave it too long or you will find it hard to get accommodation and entry to the dinners. There will be only one 50th, so don't delay to avoid disappointment.

I know that John Chapman and his team are working really hard to make this the best event there has ever been as far as Nationals go, I am sure it will be. The raffle car is going ok but could be a lot better. We have covered the cost of the car and have started into the profit side of it. If each member can take the time to contact Bob Opperman at roppy67@bigpond.com.au and ask for just one book of raffle tickets, which is just 10 tickets, surely this is not too much to ask. I know that some members have sold lots of tickets but we need a united effort. 1000 books equals \$50,000. Please help us to sell these tickets.

To all members I would like to wish you and your families a safe and happy Christmas and New Year.

Steve Lond
President

FROM THE EDITOR

Welcome to the Summer 2013 Edition of your Mustang Roundup.

As the weather improves there are more activities to report on, the big one for us of course was the Roundup and State Concours incorporating the Shelby Nationals. What a great day for weather and numbers of Mustangs. Kirsty and I chatted to many people and took plenty of photos. At the meeting only days before the concours I did ask that members take a self photo of themselves with their cars. It would appear only about 10 people 1) went to the concours, 2) took a camera (or camera phone) to the concours, and 3) were listening at the meeting. Thank you for those few who made the effort for the enjoyment of the many. When sending photos, please send a caption to make it more interesting.

It is with sadness we have had to include tributes to recently deceased members Pat Lambie and Tom Brereton (Life Member).

This edition did start off with a huge number of web based articles supplied by Phill Spender, many of them very interesting reading and will appear as space becomes available. Fortunately we have had a run of last minute club and member related articles which is what the Bulletin is all about. Thanks Phill and thank you to all the other contributors including a number of new members.

We are continually looking for new articles and suggestions for ways to improve the Bulletin.

Wishing you all a Safe and Happy Christmas.

Cheers,

Graham (Belly) Bell
Editor / Life Member

Cut off for next Edition - February 28th 2014

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

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



LEMANS ONE HOUR - OR EUROPE IN 6 DAYS INCLUDING FLIGHTS

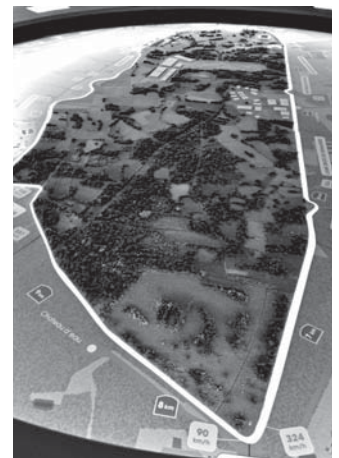
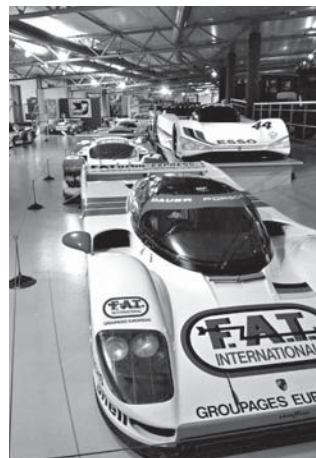
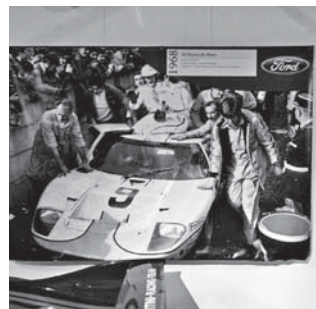
Written by Graham Bell

The printing industry is a tough gig and with very high levels of investment. If you do not keep up with technology you will ultimately go out of business. To this end, I have just travelled to France and back in the space of a few days to purchase a much newer press than we are currently running, in fact this press will replace 3 older machines. The levels of technology and efficiency improvements have come on a long way in 15 years since we last bought a new press. Just to put things in perspective, this press is 15 metres long and 6 metres wide, about 2 metres high and weighs around 50 tonnes. This will require 4 x 40 foot containers to transport from France.

I bought this press through an agent in France acting on behalf of a printing company needing to downsize and sell off some assets (common problem the world over). To my absolute delight I found out that the machine was located in the city of Le Mans.

Melbourne, Bangkok, Paris, then by train to LeMans. From the train straight to the printing factory to inspect and test the machine prior to purchasing. On the way to the factory we travelled over public roads which were clearly used as part of the LeMans circuit with permanent armco and ripple strips on corners. We also passed a museum dedicated to the LeMans race. On completion of the inspection I suggested to the agent I would like to visit the museum, he said we had about 1 hour to spare before catching his train to Paris and connect back south to St Etienne, that is a long journey but we clocked our train on GPS doing 295kph. So he would cover the distance quickly.

The museum was a fantastic experience with a priceless display of past winners, unfortunately it was all a bit of a blur and jet lag was starting to take over. We stayed in LeMans overnight, train to Paris next day, booked into hotel at 2.30pm, on the open top double decker Paris tour bus by 3, in the Louvre by 4, back on the bus, did all the major sights, sat down for dinner around 9, bed. Next day (Thursday) on the train under the channel and into London, train out to Watford Junction to visit my 2 sisters I had not seen for over 13 years. Nostalgic day around all the old haunts from my youth. On the Friday, English pub tea, a few hours sleep, up at 3.30am for a 7.00am flight out of Heathrow via Oslo and Bangkok, landed Melbourne 10.40pm Sunday. I think my sisters enjoyed the whirlwind visit. I did, but I am glad I left Watford (home of the "Hornets" F.C.) and came to Australia over 35 years ago. It was really good to get back home to Melbourne. The machine will arrive the end of January.



SEPTEMBER 2013 MEETING

MUSTANG OWNERS CLUB of AUSTRALIA (Vic) Inc. GENERAL MEETING, WEDNESDAY 18th SEPTEMBER 2013 THE RICHMOND UNION BOWLING CLUB, RICHMOND

APOLOGIES David & Anne Neville, Craig Dean, Neil Beechly, Ange & Roger Williams, John Chapman, Geoff Grace.

Meeting opened at 8.30 pm by the President

MINUTES OF PREVIOUS MEETING

The Minutes of the previous meeting held July 10th 2013 were read and confirmed.

Moved: Joe Borg Seconded: Bob Opperman

TREASURER'S REPORT * These figures are subject to audit

TOTAL CASH ASSETS - Balance available to the Club	221,519.52
Cash book balance	48,813.37
Term deposit	152,515.10
Merchandise cash float	200.00
Petty cash	00.00
Car raffle cash float	80.00
TOTAL CLUB FUNDS	\$179,037.57

Moved: Ron Campbell Seconded: Clint Hooper

SECRETARY'S REPORT: Ian Collins

- IN**
- Sydney Classic car hire
 - Northern Highland travel Murray River run
 - Just rewards south pacific cruise
 - CAMS speed read Sept edition
 - Unique cars magazine
 - Stones of the Yarra Valley
 - Rare spares catalogue
 - Beds for budgets in the Blue Mountains
 - The Repco VIP Club specials
 - Just parts auto
 - The Western mag
 - Grant Campell the next trial is at Three Bridges
 - Blokes funerals
 - Invitation from the Cranksters Rod club to go on a run to Nagambie
 - Shannons Auctions The Melbourne Spring Carnival Auction
 - Newsletter from McDonalds partners

THE CLUB WOULD LIKE TO WELCOME NEW MEMBERS

Jason Bliss	66 Coup Grey	Ramsay Ramadan	65 Red
Tony Lupton	67 Coup Red	Ken Christi	66 F/B White
Marko Satskas	65 Yellow	Ken Blair	66 red
Peter Wade		Nick Cicciotosto	65 Conv Red
Robert Breese	67 Coup/67 Conv Red/67 F/B	Aldo Carfi	
Andrew Tallis	65 Coup Blue	Sam Knight	
MacKenzie Charlton	66 Coup Green	Stephen Hawthorne	72 Mach 1 Blue
Rabie Abdullatif	70 Brown		

TOTAL MEMBERS: 930

PROSPECTIVE MEMBERS

Andrew Dunk, Steve Byrlis, Michael Kelly, Stephen Murray, Marcus Brims, Shane Miller, Tyson Curtis, Ronnie Veljanovski, Ashley Campbell-Bird, Michael Smith, Charles Micallef, Lee Fabris, Althea Allen, Daniel Grunzu, Nicholas Bogar, Mauro Godina, Gino Allas, Stephen Lucas, George Papadopoulos.

- OUT**
- Renewal Receipts
 - Membership

BULLETIN: Graham Bell

Graham thanked all the contributors to the magazine, but needs more for next month.

MUSTANG RACING: Bruce Rigby

Round four of the state series historics. FPV and XR8 sprints at Sandown. Touring car masters at Bathurst 10/13.

SOCIAL EVENTS: Adam Richmond

PAST: Car boot sale at the Stoffers. Adam thanked Andre and Wendy for opening their home. Hampton St Traders car show. Beaumaris traders car show. Bundoora park Claytons Concours, 120 cars turned up.

COMING: Euroa car show, 6th October. The Chrome bumpers car show, 6th October. Geelong revival speed trials and car show, 30th November - 3rd December. All Ford Day, 17th February. Nuts and bolts day at Mustangs of Melbourne, 21st September. All Ford Day, we are the featured mark but you must pre-book, yes to the raffle car.



SEPTEMBER 2013 MEETING

GENERAL BUSINESS

Peter Richardson spoke on the 2014 National Concours, he also asked for OHS helpers. Fire wardens and first aiders within the club to help if possible. Peter also spoke about the holiday that the Richardsons and Londs had just been on, with many amazing stories. The secretary found a magazine on the stands with one of our members cars staring on the front cover. There was a two page spread on this beautiful car inside the magazine. There was a question from the floor on the status of the raffle car. The President told all that so far we had covered the cost of the car and now the rest would go to the club to help the costs involved with putting on the 2014 Anniversary Nationals in Geelong. Ian Johnson spoke of the coming Geelong revival tent. Ian advised he went last year and it was fantastic. The club was invited and would be welcome at the caravan park very near which is owned by a club member. The Gasolene car show was spoke about by Nez who was one of the organisers. This is the first time for this show and it went over extremely well.

STATE CONCOURS

Adam spoke on the status of the 2013 concours and asked members to help set up on the Saturday and help with the running on the Sunday.

ITEMS FOR SALE

Ken Harrison has some Toyota vans for sale. Contact Ken. All in good condition.

Three sets of chrome tips for a 390 for sale. Contact the Secretary.

A radiator for a manual car.

DOOR PRIZE: Ian Bailey **MUG OF THE MONTH:** Ange Cardamone

THE LUCKY MEMBERS DRAW:

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

NEXT MEETING

Wednesday the 16th October @ 8.00pm. The Richmond Union Bowling Club, Richmond.

MEETING CLOSED 9.25pm

OCTOBER 2013 MEETING

MUSTANG OWNERS CLUB of AUSTRALIA (Vic) Inc. GENERAL MEETING, WEDNESDAY 11th SEPTEMBER 2013
THE RICHMOND UNION BOWLING CLUB, RICHMOND

Meeting opened at 8.35 pm by the President

MINUTES OF PREVIOUS MEETING

The Minutes of the previous meeting held September 11th 2013 were read and confirmed.

Moved: Ian Blume Seconded: Terry Smith

TREASURER'S REPORT * These figures are subject to audit

TOTAL CASH ASSETS - Balance available to the Club	226,829.36
Cash book balance	47,868.95
Term deposit	154,033.57
Car raffle account	24,646.84
Merchandise cash float	200.00
Petty cash	00.00
Car raffle cash float	80.00
TOTAL CLUB FUNDS	\$226,829.36

Moved: Andre Stoffers Seconded: Graham Bell

SECRETARY'S REPORT: Ian Collins

- IN**
- Mountain Motor Sports
 - Northern highland travel/Parkes Elvis festival
 - Mustang news Queensland
 - Shannons Spring Auction
 - Rayners Stone fruit orchard
 - The next trial at Narbethong
 - Extreme Marques
 - Flyer from The Isabella & Marcus fund car show
 - Classicmobilia car E news
 - The Western mag
 - Just magazines
 - Verity alcosence meter
 - North West Mustangs from Seattle Washington
 - Grant Campbell next trial at Panton Hill
 - The Smoking Aces Rod and custom show at Williamstown 17 Nov 2013
 - Rare Spares Catalogue
 - Retro Autos magazine
 - Fletch's tours
 - The Cannon Ball run
 - Unique cars magazine
 - CAMS speed read October
 - Every battery
 - Just rewards
 - Just invest property USA



OCTOBER 2013 MEETING

THE CLUB WOULD LIKE TO WELCOME NEW MEMBERS

Andrew Dunk	70 H/T Blue	Steve Brylis	72 Mach 1
Michael Kelly	66 F/B Red 66 GT Coupe 66 F/B Torquoise	Stephen Murray	66 Coupe Red
Marcus Brims	69 Mach 1 Red	Shane Miller	66 Coupe Yellow
Tyson Curtis		Ronnie Veljanovski	65 Coupe Red
Ashley Campbell-Bird	67 GT 500 Black	Michael Smith	
Charles Micallef	66 Embre Glow	Lee Fabris	
Althea Allen	66 Coupe Lime Green	Daniel Grunzu	69 F/B Maroon
Nicholas Bogar	66 Coupe Blue	Maruo Godina	65 Coupe Burgundy
Gino Allas	66 Coupe Blue	Stephen Lucas	68 Coupe Beige
Chris Foster		Sandra Easton	66 Coupe White
Gavin Sloan		Krag McIntosh	72 Mach 1 Silver
George Papadopoulos	66 F/B Red 95 Cobra Silver		

TOTAL MEMBERS: 970

PROSPECTIVE MEMBERS

Andrew Ingleton, John Scully, Tracy Elliot, Mathew Haar, Berg Goran, Damian DiGiacomo, John Shannon, Gregory Ackling, Bruno Galgano, Roger Schelling, Paul Pappas, Beau Bruce.

- OUT** • Renewal Receipts
• Membership

BULLETIN: Graham Bell

Graham thanks everyone for their articles for the last magazine "Looking forward to more."

MUSTANG RACING: Bruce Rigby

8/10 November Historic Sandown. 2 November HSV/FPV sprints at Sandown..

SOCIAL EVENTS: Adam Richmond

The Sandown had 5 cars on display. Nuts and bolts day at Mustang had 30 cars. Euroa car show had 6 cars. Best muscle car was won by a 70 Blue Grabber blue coupe. The last of the Chrome bumpers show had 19 cars. We sold \$1000 worth of tickets. Sandown Historis 9/10/13 we are taking the raffle car. Bendigo Swap on the 16/17 November.

CONCOURS: Adam Richmond

Everything is on target for Sunday. Judges to be there by 8.30am. Volunteers needed 10.30am Saturday morning for set out parking. We have a spot set aside for the raffle car. The lawn has been cut around the area of the show.

NATIONAL CONCOURS: John Chapman

John spoke about the application for the Nationals. Ford have not got enough workers to help out at the proving ground so John suggested we let the interstateers have first go and he will arrange another time for our club members. Accommodation and meals were filling fast, so be quick. We have a cruise organised for the Monday. The new Nationals event clothing is looking great.

GENERAL BUSINESS

Ken Harrison showed off some new club shirts and signs his mate had made. Steve spoke about the Bowling Clubs new projector. We had to supply our own at the last place we held meetings. Craig Dean spoke about racing his car at Mansfield. Ian Collins said he had been contacted by someone wishing to practice driving a RHD manual Mustang. He asked for anyone willing to help. Deadly Silence came across. There was a 4.6 modular engine and auto for sale \$3000. Contact Ian Collins. Needed two black 65/66 fastbacks or coupes for a wedding. The Xmas dinner this year will consist of a full meal, but you will need to book in at least two weeks prior. The next magazine will carry all information and emails will go out to all members.

DOOR PRIZE: Chris Barker **MUG OF THE MONTH:** Ian Blume

THE LUCKY MEMBERS DRAW:

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

NEXT MEETING

Wednesday the 20th November @ 8.00pm. The Richmond Union Bowling Club, Richmond.

MEETING CLOSED 9.35pm



NOVEMBER 2013 MEETING

MUSTANG OWNERS CLUB of AUSTRALIA (Vic) Inc. GENERAL MEETING, WEDNESDAY 20th NOVEMBER 2013 THE RICHMOND UNION BOWLING CLUB, RICHMOND

APOLOGIES Steve & Dani Dyvestyn, David & Heather Skinner, Peter Richardson, Greg Hadfield, Ken Seelenmeyer.

Meeting opened at 8.30 pm by the President

MINUTES OF PREVIOUS MEETING

The Minutes of the previous meeting held October 16th 2013 were read and confirmed.

Moved: Joe Borg Seconded: Ron Campbell

TREASURER'S REPORT * These figures are subject to audit

TOTAL CASH ASSETS - Balance available to the Club	252,448.62
Cash book balance	67,582.91
Term deposit	154,033.57
Car raffle account	30,552.14
Merchandise cash float	200.00
Petty cash	00.00
Car raffle cash float	80.00
TOTAL CLUB FUNDS	\$252,448.62

Moved: Bob Opperman Seconded: CKathy Batchelor

SECRETARY'S REPORT: Ian Collins

- IN**
- Driver dynamics
 - King fisher Pretoria
 - Classic driving tours 2014
 - Rare Spares Catalogue
 - Retro Autos magazine
 - Aspire apartments flyer
 - Northern highland travel
 - Unique cars magazine
 - Hot dogs and Hot rods 28th Nov at the Ford Factory
 - Geelong revival motoring festival
 - Mustangs North West Seattle Washington
 - WAMS introduction to track night
 - Targa High Country updates from Craig
 - Stones of the Yarra Valley Tapas in the stables
- Classic auto air
 - Repco VIP club
 - Shannons Spring Auction
 - David Calleja memorial car show
 - Shannons insurance update
 - Awards and trophies flyer
 - CAMS state council meeting
 - Just Auto's supporting Movember
 - CAMS speed read November
 - Coffee A La Cart
 - Pony Express NSW
 - The Blue Mountains Lithgow tourism
 - Minutes from the AOMC meeting
 - Card from Bev Brereton thanking the club attending and flowers

THE CLUB WOULD LIKE TO WELCOME NEW MEMBERS

John Scully	65 Conv Green/White	Andrew Ingleton	66 Coup Blue
Tracy Elliot	66 Coup White	Mathew Haar	66 Coup Black
Berg Goran	66 Coup White	Damian Di Giacomo	
John Shannon	65 Coup Blue	Gregory Ackling	66 Conv Blue
Bruno Galgano		Roger Schelling	68 Coup Gold
Paul Pappas	67 F/B Yellow	Beau Bruce	66 Coup Red
Stephen Day	68 H/T White	Kevin Rawlings	66 Coup Torquoise

TOTAL MEMBERS: 970

PROSPECTIVE MEMBERS

Andrew Ingleton, Craig Lyons, Brian Galdes, Glen Pucci, Lindon Beal, Grant Haag, Paul Harward, Vince Pexxano, Luke Goddard, Joe Lamberti, Megan Dunbar, Chris Moss.

- OUT**
- Renewal Receipts
 - Membership

BULLETIN: Graham Bell

Due out at the end of the month. Looking for Concours photos. Thank you to Phil Spender who sends lots of links.

MUSTANG RACING: Bruce Rigby

PAST: The V8 supercars had 24 cars at the Island.

COMING: Histories at the Island Magic 30th Jan 2014.



NOVEMBER 2013 MEETING

SOCIAL EVENTS: Adam Richmond

PAST: The Sandown Historics had 17 cars and 6 Shelby cars on display. The club won best display on the Saturday. The raffle car was at Phillip Island.

COMING: Bendigo Swap on the 16/17 November. The American Breed car show. The make a wish foundation car show. The Xmas run 15th December. The Geelong revival.

CONCOURS: Adam Richmond

The Concours was not as good as the year before. 450 cars. The road closure would not have helped and the very windy day plus 5 other car shows were on. Special mention to Joe Borg for helping all day on the parking. Steve & Dani Joyce along with Shellie Joyce. City member of the year awarded to Barry Bolton. Country member of the year awarded to Bruce Campbell. Life member Rowdie McIntosh.

GENERAL BUSINESS

The President thanks all who helped at the Concours. Also those with raffle tickets please send the money and butts. This years Xmas party will be catered for with meals and drinks if you wish. There will be no merchandise stand at the Xmas meeting. Ian Blume spoke on losing his father and thanked all for their messages. Craig Dean spoke of the new class his car ran in and won at the Targa High Country. Craig is looking for a new navigator as Emma Quigley is getting married.

NATIONAL CONCOURS: John Chapman

John said he had been finally given permission to have the National Concours in Geelong. 91 rooms are booked. The proving ground run is on but might not be able to take all cars this time. Interstate visitors to get preference. Our club will be invited to Fords family day at the proving ground next year. There will be laps of the high speed track. There will only be 5 auction items for sale at the Nationals.

DOOR PRIZE: Daniel Stoffers

MUG OF THE MONTH: Peter Moxey

THE LUCKY MEMBERS DRAW:

Joe Borg won the members draw and was present at the meeting, so Joe receives \$600.

NEXT MONTH THE DRAW IS \$100

NEXT MEETING

Wednesday the 11th December @ 8.00pm. The Richmond Union Bowling Club, Richmond.

MEETING CLOSED 9.35pm

**Joe's Tool and Pipe works –
hope yours do too?**

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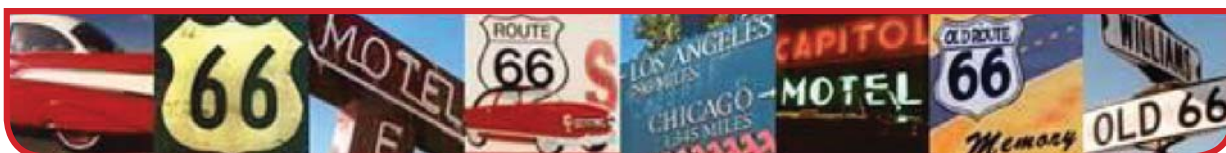




2014 Mustang 50th Anniversary / Route 66 Tour

Charlotte, NC to Las Vegas, NV - April 15 to May 8 - 23 Nights

\$6995 per person twin share



Enjoy the 50th Anniversary of the amazing Ford Mustang, then road trip Historic Route 66 to Las Vegas in a V8 GT Mustang. This is a road trip that will tick several "Bucket List" boxes.

Enjoy the live music in Nashville, visit the "King" in Memphis, and then join the "2014 Spring Route 66 Tour" for a road trip down memory lane. A part of the Spring Tour is the Arizona Route 66 Associations "Fun Run", a three day event that has us rolling down historic Route 66 with over 800 classic cars and hot rods.

The tour ends in fabulous Las Vegas where there are more treats for the Mustang Enthusiast. This is a Tour designed for, and by, a Mustang enthusiast.

Trust me, "Space is very limited" and this tour will fill fast, don't hesitate, contact us now and tour with the best. Quality and Experience is just an email away, join with us as we mark this mile stone for the Ford Mustang.

For more info on Route 66 Tours go to www.route66tours.com.au

Basic Itinerary:

April 15 to 21	Enjoy the 50th Anniversary Celebrations at Charlotte Motor Speedway
April 21 to 23	Nashville & Graceland's in Memphis, on the way to Route 66
April 23 to May 8	Fully Guided Spring Route 66 Tour - Carthage, MO to Las Vegas, NV

Optional Extras in Las Vegas:

- ✓ American Muscle Car Challenge in Las Vegas where each driver gets to drive and experience the Shelby GT500 and two other Muscle Cars to compare with. (The Mustang will kill the other two)
- ✓ NASCAR Experience at Las Vegas Motor Speedway, this is a thrilling race experience where you get to put your hands on the wheel and foot on the peddle of a NASCAR!
- ✓ The Shelby Museum in Las Vegas is where we can all drool over the very first Shelby Cobra ever made, along with several other near priceless Mustangs.

For more details:

Call: 1300 760 806

Email: enquires@route66tours.com.au



VALE

A TRIBUTE TO TOM BRERETON

17/04/1934 - 20/09/2013

**Article written by Frank Hayes,
Photos supplied by Nick and Kaye Duyvestyn.**

Tenacious Tom, the farmer from the bush was a champion bloke. The "champion bloke" is a quote from Tom's Victorian Mustang Club Secretary, thanks Ian. Tom's own quote was always, "I'm just a bushy". I knew Tom as tenacious for 30 years but we lost him on September 20. Fortunately his wife Bev will continue his legacy as cars were her life too.

We started the Mustang Club in 1974 in Victoria but in the early 1980's just after we launched the National Club, Tom & Bev Brereton first appeared at one of our National Shows with their Red 1973 Convertible, complete with a timeless paint finish by another Life Member, Frank Thomson.

That Mustang won them a place on the National podium in 1984 at Shepparton, a podium place which started a successful winning career nationwide and a lifelong affiliation with the many Mustang families and friends across Australia. Among the countless awards at State & National Concours for Original Class, the '73 Convertible took the most prestigious – the Thoroughbred Award in 1997 at the National in WA.

Many couldn't believe that Tenacious Tom from the bush could prepare a show car to its utmost and so regularly win Best of Show. The secret was he had a good woman dedicated to planning and doing all the hard detailing work alongside Tom. And Bev had a solution for every detail on the Mustang but the champion bloke Tom was willing to share it with his competitors! By the way, that wasn't the reason Tom & Bev were honoured with a Life Membership Award in 1999.

Winning became the norm for this team and you might even say they were embarrassed. Not so. They were very humble and simply wanted to share their enjoyment and wanted to give something back to the Mustang families. And so they hosted many country events and helped plan, organize and set them up. They hardly missed any National Concours, taking the Mustang to every capital city, making evermore friends and as true ambassadors, encouraging younger Mustangers wherever they could.

Tom always had plenty of good advice whether it was Mustang oriented or otherwise. I remember Tom saying to me not long before I drove my Mach 1 to the 1997 National in Perth - "Hey, you should fit a new timing chain cos it's done quite a few miles". Best advice I had. Not only that, Tom did the job to make sure it was done. Pity Frank T hadn't done the same as his broke, fortunately in his driveway the morning after the return trip.

Country hospitality was a feature of Tom's life which was enjoyed by so many so often. And Tom was always one for cracking decent jokes and never afraid of dropping practical ones either. Many of you might have been on the sharp end of some of those. Laughter was Tom's best medicine even though he had been well medicated and not expected to survive past the age of 7. Many would not have been aware of Tom's medical problems as he kept a brave face and positive attitude.

Leading up to the funeral service at Lockington, I spoke to many of Tom's friends and interstate members who wanted to be there to celebrate Tom's Mustang life and the level of completeness he brought to our hobby but were unable to make it. Tom would know that, and Bev appreciated their thoughts. But South Australia Club was represented well with Jenny & Jeff Illman who complemented the Mustang contingent from the Victorian Club.

Bev was hoping for a guard of honour of Mustangs as the funeral coach drove out from the service – she wasn't disappointed. And they were lined up at the graveside too including the Red 73 Convertible. We knew Tom would be smiling.

Along with Bev, I'm proud to be in Tom's Life Membership league and thanks to them, we are able to enjoy the fruits and lessons of hard work – in any endeavour. Thanks for the privilege, I'm now a bushy too.

Frank Hayes, Founding Member – Mustang Owners Club of Australia, Victoria Inc.

In talking with Bev a few days after the service, she wished to thank the members of both MOCA Vic and MOCA for the wonderful flower arrangements received at her home.



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MEMBER PROFILE

Udo Schaak

Family
Wife, 3 children aged 37, 34 and 26
Where do you live or where are you from?
My parents and I emigrated to Australia from Germany in 1955 when I was two years old. We first settled in Geelong where my father worked for Ford Motor Company for a short time. We later moved to Clayton where I grew up. I have now lived in Newport for almost 40 years. It's a great place as it is close to the city where I worked for much of my working life and is also close to the bay where I have a small fishing boat moored. Newport and Williamstown also have many bayside and riverside parks which are great for walking the dog as well as many eateries and coffee shops where you can spend a pleasant few hours just enjoying yourself.
Describe your Mustang(s)
I bought my first Mustang in 1999 as I thought it would be a better investment than the life insurance policy I had. It is a 1967 Arcadian Blue hardtop. While it's not in pristine condition, I bought it to drive and enjoy. In the warmer months I try and drive it two or three times a week. It doesn't get driven much in the wetter months as my rear laneway is quite muddy. My Mustang is still a work in progress as I have not yet decided exactly how I would like to have it restored, although I have fitted Superlites all round and upgraded to an Autolite 4 barrel carby.
What was your first Mustang experience or what got you interested in Mustangs?
My first Mustang experience was as a young lad, going to Sandown with my mates and watching the Australian Touring Car Championships between 1968 and 1972. It was there I first watched Pete Geoghegan driving his 1967 Mustang and also Alan Moffat in his Boss 302. Their battles with the likes of Norm Beechey and Bob Jane were simply fantastic. It was at that time I decided that one day I was going to own a Mustang.
What do you do for an occupation?
At present I am semi-retired having worked an ANZ for over 40 years, ending my career in the IT area where I was involved in quality control and risk management.
What are your other hobbies/interests?
I drive wedding cars on weekends and help my wife baby-sit our grand children during the week. I also enjoy fishing for snapper and whiting and pottering around in the garage doing home handyman types of things.
What are your favourite movies and why?
I am a big fan of action movies, with favourites being Bullitt (of course), Ronin and anything by Quentin Tarantino.
What music do you like to listen to and why?
I like listening to blues and rock and roll with my favourite artist being Bob Dylan, Eric Clapton, Derek Trucks and John Hiatt.
What is your choice of cleaning products for your Mustang and why?
Bowdens Own Cleaning Products
What is your favourite place to visit or favourite thing to do with your Mustang?
My favourite Mustang drives are the back road from Korumbarra to Warragul and the Myrniong-Trentham Road. The scenery is great and the curves are even better. Great driving roads.
What is your dream Mustang?
69 SC Jet



CAPT. STANLEY TUCKER AND HIS FORD MUSTANGS, NUMBERS 1 AND 1 MILLION

Article from at.ford.com,
supplied by Phil Spender

By the time the 1965 Ford Mustang officially went on sale on April 17, 1964, it had been rolling off the assembly line at the Rouge factory in Dearborn, Mich., for about five weeks. Thousands of Mustangs had been shipped to dealers throughout North America so they would be available in showrooms on opening day.

However, not all of the cars on display were actually meant to be sold to customers.

Among those was a Wimbledon White convertible with serial number 5F08F100001 that had been delivered to George Parsons Ford at the far eastern end of Canada in St. Johns, Newfoundland. That car, along with about 180 other early examples, was not meant to be sold to customers. These preproduction models were supposed to be used for internal testing and promotional purposes only.

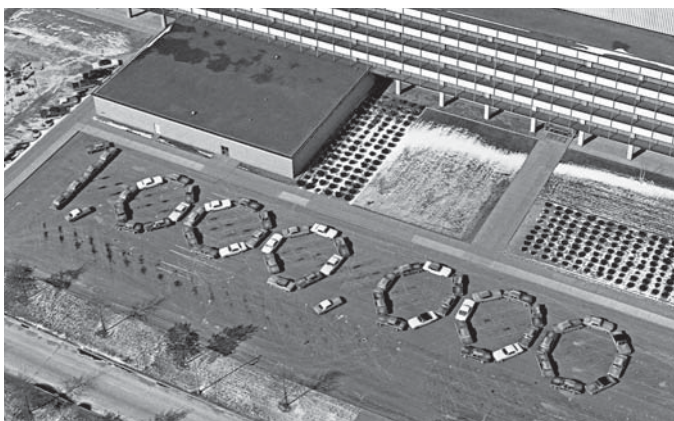
The next day, however, Eastern Provincial Airlines pilot Capt. Stanley Tucker saw the sleek new convertible and knew he just had to have it. Tucker convinced Parsons to sell it to him. As more than 22,000 orders and sales had poured in opening weekend, no one

back at Ford world headquarters in Dearborn at first realized the significance of that particular sale.

Once it became known a couple of weeks later that Mustang number 1 had been inadvertently sold, Ford officials reached out to Tucker to try to buy it back. Tucker was having so much fun with his new car that he initially declined to sell it back to the company. Eventually, Tucker and Ford struck a deal.

On March 2, 1966, less than two years after Mustang production began at the Rouge assembly plant, Tucker brought the first Mustang back to Dearborn and turned in the keys for a brand-new example. For an encore, Tucker got the 1-millionth Mustang produced – another white convertible.

Ford Motor Company later donated Mustang number 1 to the nearby Henry Ford Museum, where it resides to this day.



BUNDOORA PARK MUSTANG DISPLAY

**Written by Nez Demaj,
Photos supplied by Nez Demaj and
Evan Giakoumidis**

Recently on Sunday 8th of September, the Bundoora Park Mustang Display was organised on a sunny and calm day, perfect weather for a gathering of ponies.

As I arrived about 10am to the park, there were 7 Mustangs assembled already which was a good sign to a good day. The BBQ trailer arrived shortly after to complete the setting in the park. After a couple of hours, there were over 70 Mustangs assembled and the Mustang Members were enjoying the food and refreshments which were supplied by the Club.

On display, there was a variety of Mustangs from Coupes, Convertibles, Fastback GT's, Shelby's including a rare 2012 Supersnake 850HP Convertible, Boss 302, Boss351, '71 Sportsroof 429.

Overall, it was a nice day enjoyed by all who attended. Thanks to all the cooks and the organisers for an enjoyable day.



COMMON INTEREST

Written by Frank Rivellese

My name is Frank Rivellese, I'm 44 years old, have a wife and two young girls. Like most of us, my love of cars started from a very early age, hanging out with my brother, his mates, my cousins, his mates, and then later with my mates. Always tinkering, building, modifying and repairing cars. In my case a 1972 HQ Monaro replica.

Help and advice was always at hand. You worked towards your next project, spent a weekend making the upgrade, and cruised around enjoying and showing it off. Then your priorities change, you mature a little, you focus on different things: House, family, holidays, and of course your career, in order to pay for it all. So, the old beast in the garage needs to go, no room, not worth it sitting around etc. But there's this itch, this annoying itch you just have to scratch. You find every reason in the world not to go there, other expenses are more important, other pleasures in life are more in line with what the family will enjoy together. Hell, the feeling of guilt keeps you from making that contact, that phone call with the seller. You don't want to be a tyre kicker, everyone hates them.

I reckon I started my love for Mustangs from when I first laid eyes on one. Those body lines, the compact nature of the design, yet still wore the muscle car badge with ease. The stance, the interiors, it just had the whole package. I met my wife when we were both 17, and I remember saying to her, "I'll have to get one of those one day..." Well, that day has finally come, and mostly because of her. She was the one that talked me into taking that final step and making an offer on a 66 Coupe, again that guilt thing nearly cost me from pulling out. It arrives in 4 days, but whose counting.

That brings me to what compelled me to write this article. Remember the story of the mates, the common purpose, the advice, the help etc. Well, obviously over the years people move on, new circle of friends appear, the primary school circle, the ever evolving work circle etc. Given I'm not in the motor or body trade, you soon find yourself pretty much alone when it comes to that itch thing. So how do you reconnect with your love of cars, and in my case, a Mustang? I never stopped going to car shows, the usual Hot Rod, Muscle Car Expo's, All American, Ford etc. etc. But I wanted more, so a couple of years back, I came to the MOCA Concours, and that's when I started to see my interest in fulfilling my dream commence. I followed with interest the 'going's on' of the club, from a distance anyway. I began reading the countless articles, followed members builds etc. I then took the advice of a member I had met, through my kids Kinder circle, and joined MOCA Vic earlier this year, not knowing when I would finally get one, but I thought it might hook me in a little, and feel like I'm connected,

well sort of, well without a car I felt a little awkward. Well that's when it changed. A couple of members recognised my name when called out and published as a prospective member. I know these guys through work life, I didn't even know one of them had a Mustang. I felt instantly connected and welcome.

So I caught up with Shane Collister over a couple of lunches and he gave me a truck load of advice, and the idea of buying a car started to feel real. We email frequently, sending him links of cars I was looking at. He then encouraged me to attend a monthly meeting. Let's just say I've been to the last three, I don't need encouragement anymore. I've met lots of members, received advice on what I need to do to get the car on club rego etc. After attending the Concours in October, I made further connections, all eager to provide advice and help in any way they can, thanks Frank Fillipa, and congratulations for taking out the Garnet Judd Memorial Award Most Outstanding Mustang. What a paint job!

I just wanted to congratulate the club and more so, let the club know that encouraging prospective Mustang owners to join the club even before buying a car, opens you up to making new friends with a common interest, all willing to help you out, enjoying each other's company, taking interest in your own project and sharing their experiences. I'm proud to be a member, albeit new (newbie), and you should all be very proud of being part of such a strong and healthy club/community.

Looking forward to meeting more of you and getting my car and the girls out to some events, well it's a family thing after all.

Regards,

Frank Rivellese

Update: Frank took ownership of his Mustang since writing this article, pictured below.



BATHURST 2013

Written by Robert Stent

Bathurst, the place where heroes are made and careers cemented. The place where dreams are made and dreams are broken. The place where, not unlike Melbourne, the weather can be bright and sunny one minute, and pouring rain the next. Well this year had it all, and more.

This year was special for me on a personnel level, as it was my 30th visit to Mt Panorama to watch the great race. Every year you think that you have seen it all, but then something new and crazy happens. I have seen a lot on top of the mountain from the early 80's. From cars being driven around the dusty side tracks in various states of roadworthiness (doors missing, bonnets missing, roofs chopped off etc) with as many mates as you could fit in ready for it's inevitable end to be burnt in the infamous bull ring that night. From the famous burning dunny rolls to Mack trucks doing doughnuts. From a free car wash and windscreen shine on your way in (weather you liked it or not), to a free liberal dose of oil layed on the road for your burnout pleasure (mandatory entry fee). To huge multi storey scaffold creations, some of which did not last until race day (perhaps this is why they were banned) to V8 engines sitting on milk crates with a juice container for a petrol tank, sitting in the middle of a camp site with the accelerator stuck wide open until it blows up. V8 powered lawn mowers along with esky trains 10 carriages long, complete with TV's, driving simulators, mirror balls & beer kegs so one does not get dehydrated. But times have changed, and a lot of what used to go on "up the mountain" has now faded into distant memory. The mountain is now a huge family friendly site, with caravans, motor homes and huge marquees. There are lots of women and children happily enjoying what the Mountain has to offer. They even built a children's play ground up there and threw in a free motor race!

The drive up to Bathurst on Tuesday was a very enjoyable one with no dramas; a couple of pit stops to fill and empty what need to be topped up and disposed of. Once on site, the first job to be done, as always, is to mark out our viewing area down at the track. We are usually about 10m back from the fence, but this year we had a great surprise, right there up against the fence with a great view of the track and the big screen, was a vacant plot. I could not get the can of marking paint out fast enough to secure our spot right on the fence. Camp was then set up in mildly windy conditions and the first cold refreshment was consumed. Wednesday is shopping and street parade day. Back at our camp site it was time to relax and absorb the atmosphere.

This year was to be a lot different from the previous

few years as it was now not just a Ford and Holden battle. Nissan and Mercedes had now joined the mix for their chase of mountain glory. The number of Ford cars had now plummeted to 6 entrants for this year's great race. But there can also be great strength in small numbers!

Thursday saw us go for a walk with camera and esky in hand down to Forest Elbow in the morning and then around to Reid and Sullman Parks in the afternoon. Friday it was down to the bottom of the mountain and a tour of the pits and to watch practice from Hell corner and Murrays's corner. Saturday was a warm and windy day served up with liberal doses of motor racing and refreshments'.

Practice had not gone well for both Ford camps. With the number 18 JELD-WEN, Alex Davidson-John McIntyre car heavily damaged after an incident just after the Fujitsu bridge on Thursday, Chaz Mostert also managed to significantly modify the number 17 Green's Tuff Falcon at the same spot on Friday. It was really touch and go with the number 17 car as it was very heavily damaged and it was debatable whether or not it could be repaired. But in true DJR and Bathurst style, the number 17 was reborn over night and out for a few slow laps on Saturday.

Sunday morning saw fine but chilly weather with a strong wind blowing. Breakfast cooked, coffee consumed, esky packed seat secured, it was race day!

The race itself prior to lap 115 was a fairly quite Bathurst as far as Bathurst's go. Only 1 crash, Greg Murphy in the 22 HRT car managed to find the wall bringing out the safety car. But with 45 laps to go, those with an eager eye and ear worked out that the real race inside the race was to be between the number 1 car and the number 5 car. Ford V Holden, Winterbottom V Whincup. They were both on approx. the same strategy with 1 pit stop to go. No other cars were in the race baring safety cars.

At the final car #1's pit stop 888 filled the car with fuel, changed 4 tyres and also did the brake pads! The #5 car in the care of FPR filled up the Falcon, replaced the tyres and sent the car on its way. Now this could be interesting in the braking duels toward the end of the race i thought.

It was now time that "Frosty stood up and became a man" were my comments to anyone who chose to listen. And so it was a great drawn out 25 odd lap drag race to the end, no safety cars, no blocking, no lapped cars getting in the way, just a great old fashioned stoush between Ford & Holden.

Frosty had finally stood up and along with Richo and FPR, had finally won Bathurst. It bought a little tear to my eye; it was either that or the dirt that was in



BATHURST 2013

my eyes as the wind was now blowing that hard that everything was sideways.

A Ford win on the mountain does not come along very often but when it does it is a fantastic feeling, and it makes the drive home the next day ever so sweeter. So if you have not had the chance to come to Bathurst or even if you have attended before start planning your first or next trip to "The Mountain"

Stay Safe,
Rob Stent



2013 FATHER'S DAY CAR SHOW MOE

Written by Russell Quigley

A fine morning for a cruise to Old Gippstown Moe for the annual Father's Day Car Show, a show I had never been to, Not for the lack of trying (weather a big factor), and only a 40 minute run from Tynong.

On getting to the gates of the show unknowing a \$20 entrance fee awaited me for the Mustang and two adults, but only one in the car didn't count to them. (\$20 please). Parking outside the grounds on a nice grassed area didn't worry me because I wasn't certain if you could get out of the Museum Grounds when I wanted to leave.

The show was good with about 100 -150 cars that I could see in and around the old buildings from a different age and time. A few stalls selling model cars, memorabilia and towels with pictures of cars on them, noticing that the picture of the '67 Mustang had the year '66 under it, oops! There was a big crowd for such a small amount of cars but it was still a good day all in all.

A pity I did not take some raffle tickets with me, I would have sold the lot.



THE AMERICAN BREED CAR SHOW

Written by Lino Avellino

6:00am take a look outside very cloudy & rain, back to bed. 7.30am take another look, clouds and rain, bugger, who cares, get dressed and on my way. Well a very ordinary start to the morning weather wise and I wondering what sort of turn up it would be, but Melbournians love their classic American cars and the variety that show up was awesome. The Manhattan Hotel was the venue and there were not many cars when I arrived at 8.30am but a slow flow of cars were appearing. Adam was already there setting up the club Mustang Car raffle stand (with the raffle Mustang) and a good number of MOCA members attended the day and helped man the ticket stand. With rain drizzling earlier on, come 10am there were patches of sun and a clearing in the rain, at this stage the back car park was empty, but over the next hour the classics came in their droves. The smell of octane was rich and rumbles exiting the exhaust systems was music to our ears.

By lunch time there was a great contingent of classics stretching into the back car park and crowds were enjoying the day with camera's flashing and yarns a spinning plenty.

I am always excited about going to these mixed manufacture days as you always are able to see some car that you have never seen before and able to capture a vision of what it might have been like in those days where unique spectacular designs were very apparent to distinguish one manufacture from another.

Although a little damp it was another great Classic Car show and full points for the organisers "60's American Muscle Car Club".

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



VICTORIAN STATE CONCOURS TROPHY WINNERS

ORIGINAL CLASS

Gold Award

Adam Richmond 1966 Ivy Green GT Coupe

Kevin Musgrave Award for Concours Excellence

Adam Richmond 1966 Ivy Green GT Coupe

Silver Award

Mark Pace 1969 Silver Jade Fastback
Carl & Ben Heron 1966 White Coupe

SHOW 'N' SHINE CLASS

Garnet Judd Memorial Award Most Outstanding Mustang

Frank Fillipa 1965 Red Convertible

Most Outstanding Shelby

Ian Oates 1968 Red Fastback

Best Restomod

Jim Mamos 1965 Red Fastback

Best Restored

Stephen Tolhurst 1966 Grey Fastback

Best Convertible

John Christou 1965 Red Convertible

Best Fastback/Sportsroof

Phillip Crack 1966 Black Fastback

Best Hardtop

Edward Busuttil 1966 Red Coupe

Best Engine Bay

Paul Giordano 1967 Grey Fastback

Best Body & Paint

Barry Campbell 1967 Grey Fastback

Best Interior

Peter Bouts 1967 Grey Fastback

Best Mustang 1979 - 2004

Mick Romeril 2002 Red Coupe

Best Post 2005 Mustang

Kirsty Bell 2008 Orange Coupe

Best Late Model Shelby Mustang

Nick Bilyj 2012 Red Coupe Supersnake

Mustangs of Melbourne Encouragement Award

Dave Neville 1969 Red Fastback

President's Award

Graham Land 1966 Gold Coupe

Secretary's Award

Darren Page 1970 Red Fastback

Treasurer's Award

Vlado Loncaric 1966 Yellow Fastback

Ladies Choice Award

John Griffiths 1965 Silver/Blue Coupe

Concours Director's Award

Theo Goutziotis 1965 Blue Fastback

Head Judge's Award

Garry Anderson 1970 Gold Fastback

SHELBY NATIONALS CONCOURS TROPHY WINNERS

ORIGINAL CLASS

Gold Award

Nez Demaj 1967 Shelby GT500 Fastback Black
Fred Pascale 1968 Shelby GT500KR Fastback Blue
Rob Garnsworthy 1966 Shelby GT350 Fastback Red

Bronze Award

Craig Dean 1968 Shelby GT500 Blue Fastback

Graham Bell Perpetual Award for Concours Excellence

Fred Pascale 1968 Shelby GT500KR Fastback Blue



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MUSTANG & SHELBY NATIONALS

SUNDAY 20TH APRIL 2014

DEAKIN UNIVERSITY CAR PARK,
GHERINGHAP ST, GEELONG

Gates open 10.00am Entry: Adults \$5 kids under 16 FREE

All Mustangs welcome and have to be on display by
9.30am and can't be moved until 3.00pm

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EVENT OF THE CENTURY!!**

WIN A 1966 MUSTANG GT COUPE

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2013 AUSTRALIAN SHELBY NATIONALS

Article and photos supplied by Nez Demaj.

It was that time of the year again for the 2013 Australian Shelby Nationals incorporated with the Victorian Mustang Round-Up in Melbourne. Driving into the venue after an hour's drive in the Shelby basking in sunshine was a good sign to a great day of Mustang and Shelby heaven. After a slight detail to the Shelby to prepare it for concours judging, it was time to welcome all the the Shelby owners and their beautiful vehicles and before i knew it, there were 6 Shelbys before 8am.

As the day continued, I was greeted by John Luca, Fred Pascale and Darryll Ashby who are the State Shelby Representatives who had travelled from all over Australia to be part of this major Shelby show and assist me with the Shelby display which i appreciated.

By 10am, there were 17 Shelbys on display which varied from 1966 to 2012 Supersnakes which was great to see in one place.

At midday, we were all asked to start our engines to mark our support towards this fantastic show. Overall 500+ Mustangs and 25 Shelbys were on display by 2pm which was a great effort by all especially by the Shelby owners. A successful day enjoyed by a Mustang and Shelby enthusiasts. Thanks must go to the Victorian Mustang Committee, Adam Richmond (Concours Director), Shelby Owners, M.O.C.A. S.A.A.C. for their support, looking foward to next easter for the Shelby and Mustang Nationals in Geelong, see you there....



2013 VICTORIAN STATE CONCOURS AND SHELBY NATIONALS MEMBER PHOTOS



Mac Barrot



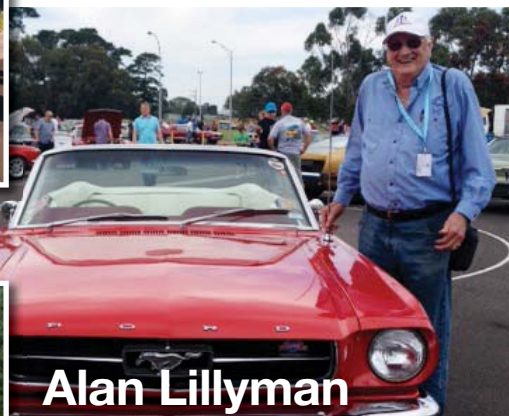
John Chapman



Mick Sittie



Adam Richmond



Alan Lillyman



Frank Thomson



David Batchelor



JUDGING - NO CONCOURS WITHOUT THESE VOLUNTEERS

Concours photos courtesy of Lino Avellino and Kirsty Bell



SHOW 'N' SHINE ENTRANTS

TAKE NOTE:

TO GAIN MAXIMUM POINTS PLEASE ENSURE OF THE FOLLOWING FOR PRESENTATION TO THE JUDGES:

- Boot & Bonnet are open
- All windows are rolled up
- Convertibles - Tops Up
- All non-essential items ie bags, hampers, rubbish etc are not left in the vehicle or in the boot.

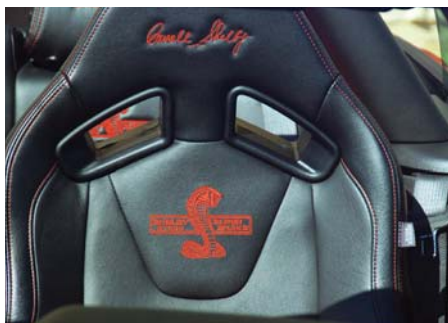
Failure to follow the above note on presentation, and this section of your car won't be judged. You will automatically lose points.



SOME OF THE PEOPLE WHO MAKE THIS ALL HAPPEN



OUT IN THE Paddock



OUT IN THE Paddock



SOME OF OUR WINNERS

Congratulations to all of our entrants and all of our winners.



WHY THIS DAY OF ALL DAYS?

Article written by Barry Bolton

I had washed and cleaned the car and was heading out of the driveway at 7.15am on Sunday 20th of October but had noticed a pool of oil where the car was. It was red and pooled under where the power steering pump lives. So, sadly and with thoughts of 'why this day of all days' I put the Mustang away and came out in the every day driver. At least it had the Mustang emblem. The Mustang would have been number 59 on the day.

I had only fitted new hoses and pipes less than 3000 miles earlier, so I took it back to the repairer's premises only to find that he had retired and a new owner was in his place. They took it on board anyway, and put it on the hoist to find out it was a loose pipe fitting. Nipped it up, checked all the others, filled it with oil, checked OK and away I went.

While it was a good result it didn't cancel the disappointment of the previous day.



AWARDS NIGHT DINNER

CONGRATULATIONS!

Gold Award - Original Class

Kevin Musgrave Award for Concours
Excellence awarded to
Adam Richmond





AWARDS NIGHT DINNER

Congratulations go to Rowdie McIntosh on a very well deserved life membership. The big bloke was speechless, the microphone was a prop.



SANDOWN HISTORICS

Article and photos supplied by Tony Lupton.

A strong field of Mustangs competed at Historic Sandown 2013, held over the weekend of 9 and 10 November. The wide range of historic racing categories and the versatility of the Mustang saw the cars represented in regularity runs, group A heritage touring cars, group O sports and group Nb and Nc production touring classes.

The classes in historic racing are roughly based on the age of the car. The lengthy lineage of the Mustangs mean they qualify for over a quarter of all historic categories. Included in the line up were 1964-66 coupes, a 67 Trans Am, Boss 302s, Shelby GT350 and 350Rs and 1984-85 models.

Off the track there were opportunities to feast the eyes on wonderful displays from many Victorian car clubs. Amongst an assortment of Chevys, XU-1's, Cooper S Minis and Ferraris, the Mustang Owners Club display was a big drawcard and the marquee and raffle car attracted strong interest from race fans.

There's no doubt that historic racing is alive and well and the Mustang continues to appeal as it has for nearly have a century.



CLUB DISPLAY

Photos supplied by Adam Richmond.



SANDOWN HISTORICS



Article and photos supplied by Nez Demaj.

Recently, I was asked by one of the organisers at the recent Sandown Historics to compile a list of Shelby's for a display at the event. So, on the Saturday on the 9th. of November, there were 2 Shelby's on display and on Sunday, there were 7 Shelby's. It was a very cold day with some light showers during the day which didn't affect the overall display. The Mustang raffle car was on display which attracted quite a bit of attention from the public especially the racing legend, Norm Beechy who also autographed the air cleaner of the raffle car and posed for photos with the Mustang members. On Saturday, the Victorian Mustang Club won the best car display which was great effort by all the Mustang members and by Adam Richmond for his organisation of the Mustang Display. Overall, it was an enjoyable day for all, especially the Shelby and Mustang owners. Special thanks to Richard from the Sandown Historics for the invitation for the Shelby Display and also to all the Shelby owners for their support, looking forward to next year's event.



2015 MUSTANG REVEAL

Article and photos from freep.com

Ford Mustang enthusiasts around the world got their first look at the all new 2015 model and early reaction was positive.

"I was going to throw my wallet on the stage," said Bill Cook, a Ford employee who owns two Mustangs already and lined up to attend the unveiling in Dearborn. Other events were held in New York, Los Angeles, Barcelona, Sydney and Shanghai.

Among the throng was Gail Wise who unwittingly bought the very first Mustang on April 15, 1964 - two days before the sports car was slated to go on sale. She was in a dealership shopping for a convertible. The sales staff showed her the new Mustang still covered up in the back and she bought it. Her husband put an addition on their garage to house it.

Ford executives fanned out across the globe for the multicity reveal instead of introducing the car at an auto show.

The automaker has other plans for next month's North American International Auto Show.

"In Detroit next year we've got a lot of news and we want to make sure we're spreading the news out," said Moray Callum, head of Ford design for the Americas.

Some thought the automaker would wait until the car's 50th anniversary on April 17. But Ford officials worried that there would be leaks of the car's details if the automaker waited that long.

The new Mustang will go on sale next fall in the U.S. with a convertible available a few months later. Mark Fields, Ford chief operating officer, said the car would be exported to Europe, Asia and other markets in 2015. He would not provide sales projections or estimate the percentage of international sales.

Chief Creative Officer J Mays noted the car has generated 50 years of pent-up demand in markets where it has not been available.

Pricing has not been announced, but it could start under \$25,000. Callum said part of the mandate was to keep the car in an affordable range for the average person.

Consumers can choose from an entry-level V6, a premium 4-cylinder EcoBoost engine or the performance V8. And the 2015 Mustang has a new suspension and independent rear axle.

All Mustangs will be built and shipped from Ford's Flat Rock assembly plant, which is preparing to build prototypes of the Mustang fastback in January.

The new car started development back in 2009 when the auto industry was in distress and lacked resources. Callum said Ford did not cut back on the Mustang program or delay its development.

Chief engineer Dave Pericak is pleased with the result.

"There is nothing left wanting. It is at the top of its game," he said. "I think we are going to surprise and delight the world."

Jim Hall of 2953 Analytics said the Mustang should have about two years of being the newest sports car before it is challenged by all-new versions of the Chevrolet Camaro and Dodge Challenger.



Griffs

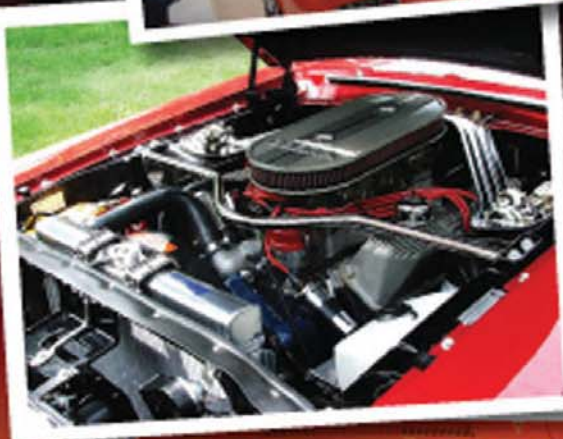
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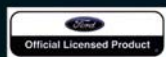
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More details available...

Contact Gary Jeffery - 0434 676 507



TARGA HIGH COUNTRY 2013

Written by Craig Dean

On Thursday before the event started the old Targa Saleen Mustang and I were meeting up with Emma in Mansfield to check out the course for the weekend's Targa High Country, our first Targa Championship round. Following is Targa Wrest Point in February and Targa Tasmania in April next year. We were greeted by a gorgeous sunrise.

The Shelby is ready to rumble in the 'Modern Muscle Car' class, up against the likes of the Corvette Z06 and ZR1. Emma and I are ready to defend our victory in Targa High country last year when we debuted the Shelby. As always, a big thank you to the crew at Mustang Motorsport for not only preparing the car, but also taking care of business while I am away.

Friday morning was a lazy day catching up on some sleep and also a bit of work that was neglected yesterday. Technology! Wonderful thing! Emma finalised the rally notes and is ready to go.

The drivers' briefing was at 1pm, so Emma and I finished our recce for Marimba and Mt Buller Stages with a bit of lunch in between. We volunteered and took Paul for a joyride around town and then we had the prologue through the streets of Mansfield. Could you imagine driving through the main street of Mansfield at 153 kph!! Paul and I had a wet run, slipping and sliding, and a nice dry run with Emma, who sat back and enjoyed the ride without reading the notes!! 1 minute 50 seconds.

I could hear the commentary in the background while signing posters so as Graham knows I will always take the opportunity for a plug, so I decided to give away a prize to the person who could tell me the rear wheel horsepower of the Shelby Mustang. A young lover of Mustangs came up with the engine horsepower so we gave her a hat - 662hp at the flywheel. After several others tried guessing... 621... 618 (close)... 619.5 (.5 where did that come from?). Finally 619 was the winner - well done everyone for having a go!

The competition is heating up with the new class our Mustang has been placed in - Modern Muscle Cars. Neill Ford has traded in the old Z06 Corvette for a new supercharged ZR1, so I'm thinking we will have to up the ante and keep our eye on him. Also Toby in the HSV Maloo Ute is hinting and keen to take the top position on the podium again after winning Targa Adelaide.

The controlling factor for Targa High Country is tyre wear. We have four tyres to use, plus one additional if we get a flat. This can be used without penalty if needed, so stay tuned for the action to come.

In the Lead after Day 1!

Targa High Country Leg 1

Driving up the mountain on Friday night was so dangerous. The fog was so thick you could not see four feet in front of the Mustang, so you had to follow the faint yellow lines on the side of the road. I nearly had a heart attack when a line went across the road. We made

it safely despite the wildlife also attacking us from both sides.

Morning came soon enough. Looking outside there was slight fog, snow, sleet, hail, wind and it was very cold!! Emma and I headed off around 9:45 down the mountain for the first run of the day, Mirimbah. The road was a little slippery as we settled into our respective driver and navigator roles. We fuelled up at BP, and then headed out to the stages towards Whitfield.

Barwite, the next stage, was damp and slippery for the first 3kms of the stage. Within the first kilometre a vehicle had run off and rolled on its roof - all were OK. Our average speed was 139km/h on this one. All the stages before lunch are more downhill than up, so they are hard on brakes. It also gave the Shelby a feel of being loose in the rear, but we managed to take the lead in our competition before lunch.

Ranu met us in Whitfield to refuel and we made a couple of minor adjustments. The stopover was great, as we have never had two hours before. There was plenty of time to socialise, and there was more flies than people. Emma was talking with excitement and decided to accidentally eat one. It was a hilarious couple of minutes as she tried to remove it from her throat!

Back on our return run to Mt Buller after lunch, the first stage was King Valley. A nice gentleman gave us a Mustang air freshener - another of our unknown Mustang fans - thank you! We took off with a wheelspin to please the crowd and the Mustang was just pumping along with driver and navigator. It was a fast, smooth, awesome run to the end of the stage with dry conditions. It feels fantastic when it all clicks.

The Rally Safe computer decided to have some convolutions, telling us information that was not correct like hazard ahead. At the end of the stage the time given on the computer in the car was the same as our time on the Terra Trip but different to the time reported at headquarters - there was 15 seconds discrepancy!!! slower??? We will come back to that.

Powers Lookout is one of my favourites of Targa High Country. It starts out fast with all uphill then tightens in the middle and finishes fast. It was raining half way through and a little slippery in parts, but we got through. Some didn't though. Our friend Toby in the HSV Maloo ute, who was coming second, fell off the road. :(Sorry Guys. This put the Corvettes of Daniel and Natalie Ford in second and Neill Ford with Colin Maher in third place.

Bridge Creek was mostly dry road and we had a great run. We took on 20 litres of fuel at BP Mansfield, then the final run home up the Mount Buller stage. This stage is great for horsepower cars. The start is fast, reaching 240km/h plus, and then tightens with some challenging, slippery, tricky corners. To our surprise we caught up to a Subaru WRX 4WD, and passed them on the wet part of the stage approximately 5km from the end. From then on the grip was close to zero. The Shelby Mustang struggled to get the power to the ground. We were sitting on the edge of our seats the whole way to the end, but we made it home safely and the feeling of



TARGA HIGH COUNTRY 2013

achievement is rewarding.

The Rally Safe GPS monitoring device is certainly a great idea for timing and emergency intervention. It will save lives when time is crucial. After much discussion with the Rally Safe guys, Emma managed to convince them our unit was dodgy and they have replaced it with another for Day 2 of Targa High Country. We will see how it goes!

Craig and Emma take Modern Muscle Cars victory! Targa High Country Leg 2

Mr Frost turned up overnight and there was 3mm of ice over the Shelby this morning. The sky was clear blue with no clouds, looking to be a great day. Last night Rally Safe placed another time computer in the Mustang and set it ready for Day 2.

I got up early to see Ranu off on his way to the lunch stop in Eildon, this is where we will need more fuel. At race speed the mustang drinks 38ltrs per 100ks. Our report time is 8:59am with a start time of 9:20. Today we start with a 56 second lead on Daniel and Natalie Ford in the ZO6 Corvette. Down the hill we go and the Shelby is going great - a dry, fast run to the bottom and on the way to the BP to fuel. The Rally Safe computer decided not to work again, telling us we are still on Stage 9 and, when we stop, it shows the accident screen - so it's really haywire now!

We got to Jamieson stage and went looking for the Rally Safe rep and the screen went 100% blank then showing "looking for a reset signal". Without the rally safe computer working and not knowing if race control has our accurate time results, Emma was keeping a handle on our times reporting consistently to the CRO's (Competitor Relations Officer) in trying to resolve the timing issues.

In all the commotion of jumping back in the car, buckling up and being counted down to start I forgot to disengage the Traction Stability Control settings to Race Mode. This was not good. Last year we went through this stage the same way and the Mustang did not like it. Stability Control on street mode does not cut it when you want to go fast. It overheats the brakes and tyres all at the same time and holds the Mustang back from full acceleration and the brakes were getting so hot they didn't want to stop the Shelby at all.

The next stage was Big River. Traction Stability Control off!! This stage has a very fast section, 600 metre long straight, then a slight corner and 500 metres, fast left, 400 metres, 9 right. It is so fast you reach speeds of 250kph - stay tuned for the video footage coming soon!

After this stage the timer still failed to function and the Targa timing site didn't have our times up to check our positioning in the competition, so Emma and I stayed focused to put in the safest, fastest effort to maintain our lead. After Big River we got a splash of fuel from Ranu. The stage before lunch - Devils River - is one I like and the Mustang was humming along nicely. We got to the end safely and then the Rally Safe guy took us aside

and replaced the computer again - let's see this time?! We stopped by the river for lunch in Eildon, Ranu bled the brakes and checked the Mustang overall, and we were ready to go for the final four stages.

After the last Rally Safe computer was fitted and programmed it worked without fault. Team Mustang had over a minute lead on the others so each stage Emma and I set up to get through reasonably quickly, conserving tyres and having a safety margin to ensure completion of each stage with the podium now in sight.

On the last stage - Mount Buller - up the hill, we laid a large amount of rubber for the crowd at the start and pushed the Mustang all the way. Emma's note calling was perfect and the Shelby responded to every road, an enjoyable moment. We went over the finish line sideways (as you should!) and it was over. 1st place for the the Targa High Country 2013 in the Modern Muscle Cars competition.

Thanks Emma for keeping the timing all together and your professional navigating that accurately kept us safe and gave us the competitive edge. Ranu, thank you for coming along and servicing the Shelby and refuelling. Thank you to all our sponsors for supporting us and allowing us to promote your brands alongside ours.

Thank you to the guys and girls in our competition for being there to make it a great race. The cars you drive add excitement to the competition, and your friendship is invaluable. And Toby, stay around, get a special new competition car don't fall into the trap!! GTR's fall off the road too!!



GAIL WISE, THE WOMAN BELIEVED TO BE THE FIRST PRODUCTION MUSTANG OWNER

**Article from at.ford.com,
supplied by Phil Spender**

In 1964, Gail Brown was 22 years old and just starting out in the world. The elementary school teacher, then living with her parents and getting to work with her mother's '57 Ford Fairlane 500 convertible, yearned for a car of her own. It was the mid-1960s and car culture was in full swing. Whatever car Gail ended up with, it had to be cool, and it had to be a convertible.

The first-time buyer went with her parents to Johnson Ford in Chicago, the dealer the Browns had been doing business with for years.

After touring the showroom floor, Gail confessed to the salesman: Nothing was speaking to her. With a sly grin, he said, "I've got something in the back that's really new." In a storeroom, still under a cover, sat a brand-new 1965 Ford Mustang Convertible in Skylight Blue, loaded with a 260-cubic-inch V8 engine and Rally Pac instrumentation.

"That's me," said Gail. "That's what I want!"

She traded in a friend's rough '58 Chevy for \$400 and borrowed some money from her parents to cover the rest. All in, the total was \$3,419. This kind of story played out hundreds of thousands of times after the start of Ford Mustang sales on April 17, 1964. What makes Gail Brown unique is that she bought her Mustang on April 15, two days before the car was set to go on sale, by chance becoming the first known retail buyer of what would go on to become an American icon.

Today, Gail recalls with a great deal of fondness those early days of Mustang ownership: "There was a middle school attached to our elementary, and the boys fawned over the Mustang.

"I was the coolest teacher in the school that year," she said. "Our custodian told me if he had a nickel for every time those boys stared at my Mustang, he could retire."

"From the first days it went on sale in 1964, Mustang has appealed to a broad range of customers, including

both women and men of all ages, thanks to its blend of style, performance and affordability," said Melanie Banker, Ford Mustang marketing manager. "Those attributes remain a part of the Mustang formula to this day."

Gail had to adjust to this new reality of everyone staring at her and the car. "I felt like a movie star everywhere I went for the first few months," said Gail. "I remember everyone waving and flagging me down and giving me high-fives."

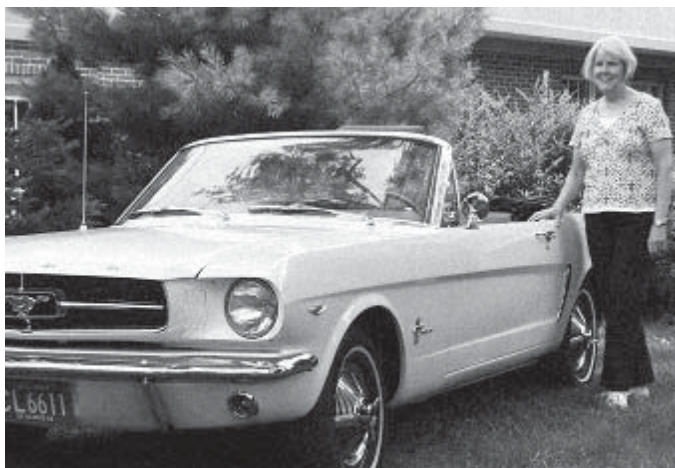
In 1966, Gail married longtime sweetheart Tom Wise while he was home on leave from the Navy – and no, she didn't snag him with the Mustang. The following year, the two settled down in a Chicago suburb and started a family. The Mustang endured dutifully, and by '74 it became Tom's daily driver. But it was starting to show its age.

Fifteen years of Chicago winters and everything four kids could throw at it eventually started to catch up with the car, and by '79 the fenders were rusting, the floors were giving way, small mechanical gremlins were popping up. During a particularly vicious winter storm the Mustang had been parked in the street, and when Tom went to head out for work he found the battery had been stolen, no doubt because the thief's had died.

The car was pushed into the drive, then into the garage. A corroded throttle linkage led to difficulty starting; as these small things started to add up, the Mustang got pushed to the side. Life can get in the way, and raising four kids takes up a lot of time. The car spent the next 27 years in the garage.

At times, Gail wanted to be rid of the car, it was taking up valuable space, after all. But Tom always dreamed of restoring the Mustang to her former glory, so it was allowed to slumber under piles of junk. It waited through the '80s and '90s, and when the last of the children had flown the coop and Tom retired, he began scheming on restoration again. In 2007, he set the plan into motion.

Three years later, with the body excised of cancerous rust and repainted, a new top and all of the mechanicals



Gail Wise with her freshly restored 1965 Ford Mustang Convertible



Gail Wise's 1965 Ford Mustang Convertible in summer 1964.



GAIL WISE, THE WOMAN BELIEVED TO BE THE FIRST PRODUCTION MUSTANG OWNER

repaired, the Wise family Mustang was back on the road.

"I'm a car guy, but not one of those restomod types. This car is bone stock, exactly as it came from the factory," says Tom.

The funny thing is that even though Gail bought it, she doesn't really drive the Mustang anymore. "Tom put so much work into it that I'd be scared to scratch it. I'm happy to sit in the passenger's seat these days," Gail says.

And they do drive it, treating the historic Mustang just like a regular car. Since completing the restoration, the

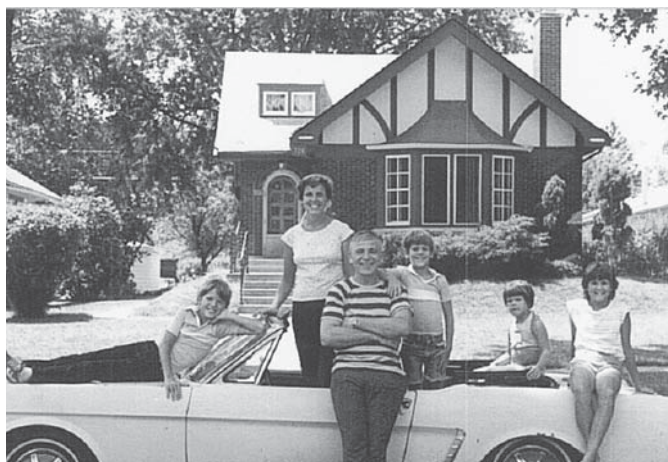
Wises have entered plenty of car shows and toured nearby cities, amazing everyone with the story and all the documents to back it up.

Now, their children have children, and as one would imagine the car is very popular in the family. "The grandkids love it, everybody loves it," says Gail. "We all go for rides around town, but of course we don't go too far with them in tow since it doesn't have seat belts, but it's great fun."

Tom mentions in passing that one of his youngest granddaughters is already enamored with the Mustang, asking, "Grandpa, can I have this car when I'm 16?"



The Wise family visits Indianapolis Motor Speedway with their restored 1965 Ford Mustang Convertible.



The Wise family and their 1965 Ford Mustang Convertible in the 1970s.



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A LOOK BACK: 1969 FORD MUSTANG BOSS 302

**Article from at.ford.com,
supplied by Phil Spender**

While it might be nice to have a market segment all to yourself, that can easily lead to complacency. Competition, on the other hand, pushes everyone to keep getting better. Nowhere is this truer than in the realm of performance cars like Ford Mustang.

When Mustang debuted in April 1964, there was nothing else like it on the market, and more than 1 million customers snapped one up in the first two years. This overnight success did not go unnoticed by other automakers, and competitors soon arrived to up the ante; Ford took up the challenge.

In early 1968, Semon E. "Bunkie" Knudsen was named president of Ford Motor Company and Larry Shinoda joined the design staff. Knudsen was a strong believer that performance could help sell more cars, and soon after his arrival Shinoda and chief engineer Howard Freers were assigned to create an even higher performance Mustang. The new model would be inspired by the cars that won the first two Trans-Am championships in 1966 and 1967.

In his 1979 book "Mustang!," author Gary Witzenburg quotes Freers as saying they were instructed to build "absolutely the best-handling street car available on the American market!" Chassis engineer Matt Donner set to work developing a heavy-duty suspension setup

to take advantage of Goodyear's highest performance street tire of the time, the F60 Polyglas.

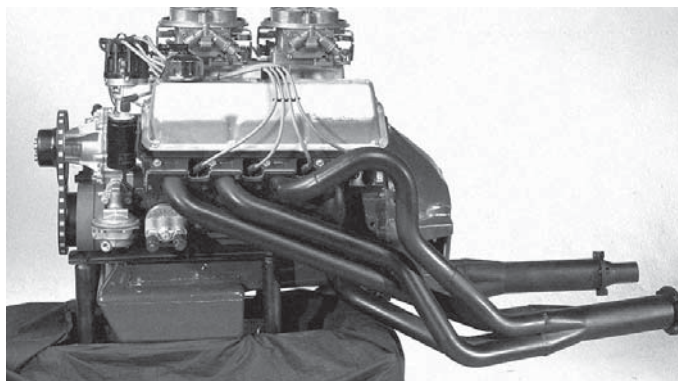
The result would come to be known as the Boss 302.

During development testing, the extra loading transmitted to the chassis by these tires led to front suspension damage on the prototype. The chassis reinforcements that resolved the issue were ultimately added to all Mustangs, thus improving the breed.

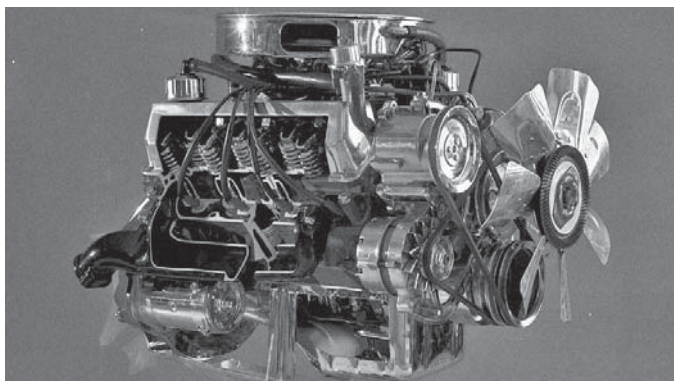
A high-performance version of the 302-cubic-inch small-block V8 provided the necessary motivation to take advantage of the upgraded chassis. The new wedge chamber cylinder heads on the 302 featured canted valves for improved airflow, helping it to generate 290 horsepower and 290 lb.-ft. of torque.

Meanwhile in the design studio, Shinoda crafted a unique look for this special Mustang. The air scoops on top of the rear fenders of other 1969 Mustangs were eliminated, and C-shaped stripes with the name Boss 302 were added to the front fenders. The hood and trunklid were painted flat black, and a functional spoiler to reduce lift was added below the front bumper.

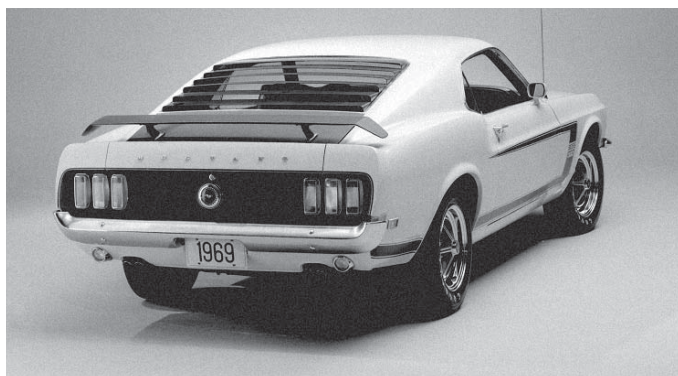
The 1969½ Mustang Boss 302 debuted in March 1969, just short of five years after the original Mustang. Race-prepared versions of the Boss 302 generated an estimated 450 horsepower with dual four-barrel carburetors, and just missed out on the 1969 Trans-Am championship before winning again in 1970.



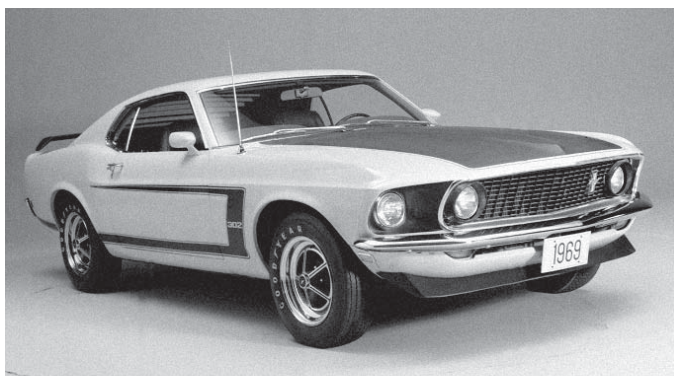
The high-performance 302-cubic-inch V8 used in the 1969 Ford Mustang Boss 302.



The high-performance 302-cubic-inch V8 used in the 1969 Ford Mustang Boss 302.



1969 Ford Mustang Boss 302 prototype.



1969 Ford Mustang Boss 302 prototype.



A LOOK BACK: 1969 FORD MUSTANG BOSS 302



1969 Ford Mustang Boss 302 prototype.



1969 Ford Mustang Boss 302.



Designer Larry Shinoda in the design studio courtyard with the 1969 Ford Mustang Boss 302.

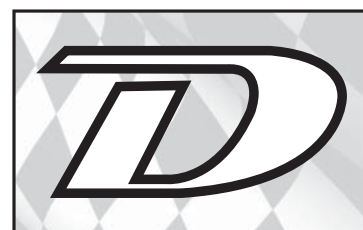


Parnelli Jones driving the Ford Mustang Boss 302 in the 1970 Trans Am championship.

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FORD AUSTRALIA OPENS YOU YANGS PROVING GROUND TO MOCA

In what is to be considered a coup for MOCA Vic, Ford Australia has agreed to open their top secret test facility at the You Yangs to participants in next year's 50th Anniversary Mustang & Shelby Nationals on Saturday 19th April 2014.

The visit will be part of the celebrations marking the 50th Anniversary of the iconic pony car which we all love.

Ford Australia staff will conduct tours of the development facilities, your club will provide a free BBQ lunch, tea, coffee & soft drinks and you will have the opportunity to drive your Mustang, in convoy, around the banked oval test track (strictly limited to 80kmh).

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To be a part of this special day you must meet ALL of the requirements below. NO EXCEPTIONS: Complete the below 50th Anniversary Mustang Nationals You Yangs Expression of Interest Form.

- You must be a financial MOCA member.
- You must be a registered 50th Anniversary Participant with correct lanyard and credentials.
- You must either be staying at Mercure Geelong OR attending the dinners OR both.
- You must be in a Ford Mustang.

Entry will be strictly limited to 50th Anniversary MOCA Nationals registered participants arriving in Ford Mustangs only. Friends, extended family and others will not be admitted.

If you do not have a Nationals official registration lanyard and credentials you will be refused entry.

No children under 15 years of age will be admitted.

PLEASE NOTE: 1 Lanyard, 1 entry only.



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Name/s	State	MOCA Membership No.
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VALE

A TRIBUTE TO PAT LAMBIE

Article written by Steve Lond

Pat passed away on the 1/07/2013 after a long and debilitating lung disease (not associated with smoking).

Pat and her husband Jim joined the club in the late 80s, as attested by their membership number of 204.

I am not certain when it was that I joined the club but it was around 1990. It did not take me long to meet Jim and Pat Lambie.

Pat soon became a very active member of the club, helping in any way she could. She and Jim were regulars at national concours events and when the event was held in Victoria was active in the organising the club stall and spending many hours helping the other wives selling the club merchandise.

Pat had a craft shop very close to a Police Station that I was working at. I used to pop in and see Pat for tea and biscuits on a regular basis, it was great and I'm sure she enjoyed my visits as much as I did.

For State Concours days Pat would spend countless hours making the table decorations and helping Jim organise the nights events.

Pat was not a car person but she was a people person and got a lot of pleasure doing whatever was required to make the club a happy and fun place to be.

Pat was a lovely, classy lady, and Angela and myself will miss her.

For those new members that didn't know Pat, she was married to Jim Lambie who is a life member. Jim was



our treasurer for a long time.

Pat is survived by her husband, 4 daughters, 6 grandchildren and 2 great grandchildren, and will be sadly missed by all who knew her.

Steve & Angela Lond.





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MEMBER PROFILE

Geoff Griffiths

Written by Geoff Griffiths

Around 1999 'Unique Cars' Magazine ran a full page ad for the Mustang Concours. They had a red '66 convertible in the ad, and it was that, that caught my eye, (as it was supposed to). As I read on, I discovered the concourse was in Caulfield. I was expecting it to be interstate or somewhere I was unable to attend. It was held two days before my birthday so I considered it a birthday present.

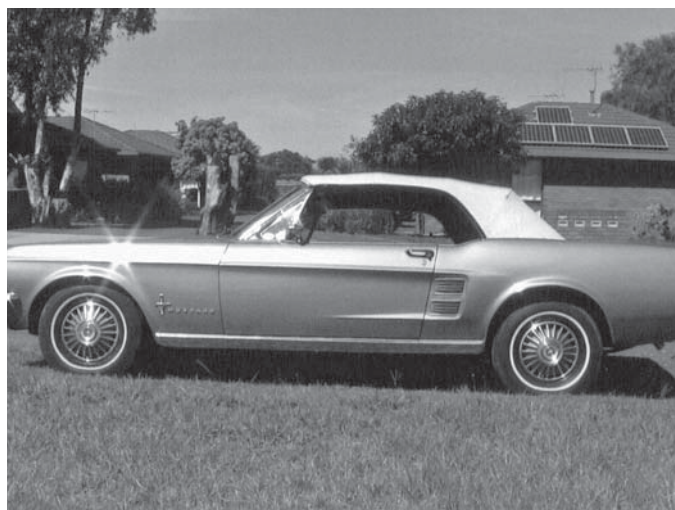
As I was walking around the cars, admiring them and studying the various differences between the models, having sold all the assets of my sadly recently departed father, it occurred to me that I could purchase a Mustang. Not only would I invest my money, I would enjoy it at the same time.

So I started looking at the Mustangs in a vastly different way. I started taking photos of potential buys.

My dream car is a 1967 convertible, but I couldn't afford that, so I looked at coupes and found the one I have now.

A couple years ago now, I tried my hand at importing a '67 convertible, went about it all wrong, and got burned. BUT, I learned a lot from that.

I want to get to a lot more events with the club, but it's not always easy on your own. I often wonder how some of our members have more than one Mustang, or cars for that matter. Just in better positions I guess. I have over the years had a lot of good times with the club. Got to a lot of places normally out of bounds for the public. I wish to take this opportunity to thank the committee for all the hard work and good times they have put in and given us all.



MEMBER PROFILE

Geoff Griffiths

Family
Live Alone
Where do you live or where are you from?
Live in Melton South, born and bred here in Melbourne. I have considered moving to Queensland but have too many friends and acquaintances here, so don't know.
Describe your Mustang(s)
She is a dear sweet thing. Born in USA in 1967. Frost Turquoise (still is), take her anywhere, nothing is a problem. Just purrrrs along till I stop her. Never complains.
What was your first Mustang experience or what got you interested in Mustangs?
Have loved cars, particularly American, since I can remember. Movies got me interested in Mustangs, I didn't think I would ever own one though.
What do you do for an occupation?
Early morning bus run. Care for mother (full time job)
What are your other hobbies/interests?
Love Rock n Roll dancing. Singing, Friday night is karaoke night. Watching movies. Assembling model cars, ships, planes
What are you favourite movies and why?
Airport is a favourite movie, has everything - comedy, drama, suspense. I like a lot of movies, have a substantial library.
What music do you like to listen to and why?
Love 50's Rock n Roll music, but also like ballads. Mainly old stuff, not into the new so called music. Love the big band sound.
Have you travelled? Where and why?
Have been to Fiji when married, but since been on four cruises. 2 Rock n Roll and two Elvis cruises to Noumea Isle of Pines.
What is your choice of cleaning products for your Mustang and why?
Tried several brands, all much of a muchness to me.
What is your favourite place to visit or favourite thing to do with your Mustang?
Favourite thing to do is drive it. Best place, around Ocean Road to Lorne or to Coolangatta for Rock n Roll festivals.
What is your dream Mustang?
1967 Ford Mustang Convertible. No preferred colour, so watch out all of you convertible owners. Love John Chapmans but he won't swap.

Have you checked out your head and pistons recently?



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





MUSTANG OWNERS CLUB OF AUSTRALIA (VIC) INC. MEMBERSHIP RENEWAL 2013/14



Surname | | 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 2013)
- ☐ 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 or renewal.

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

Signed | | Date | |

Date Received

Membership Approved / Declined



50TH ANNIVERSARY MUSTANG NATIONALS 2014 REGISTRATION FORM



18th - 21st April 2014
Geelong, Victoria

Entrant's Details

Name: _____ No: Adults _____ No: Children _____
Partner's Name: _____ Children's Name: _____
Address: _____ State: _____ Post Code: _____
Email: _____ Phone: _____ Mobile: _____

Accommodation Details:

M.O.C.A. Vic offers accommodation & dinners at Mercure Geelong, Gheringhap Street, Geelong.
All rooms are \$139.00 per night OR \$169.00 per night including full buffet breakfast for TWO.
Breakfast if not booked with room - \$20.00 per person.

Mercure will NOT accept bookings directly. You must book through M.O.C.A Vic using this form.

*** Please note that it is a THREE night minimum stay at Mercure over the Easter weekend ***

*** Please nominate the room type/s you require ***

Room Type	Thurs 17th	Fri 18th	Sat 19th	Sun 20th	Mon 21st	Total
Twin Single (Queen & Single)	\$	\$	\$	\$	\$	\$
Twin (Queen & Queen)	\$	\$	\$	\$	\$	\$
Queen Suite (Queen)	\$	\$	\$	\$	\$	\$
Family (Queen & 2 Singles)	\$	\$	\$	\$	\$	\$
Accommodation Total						\$

Dinner Details

* NOTE * All drinks will be at bar prices

Day		Per Person	Number	Total
Friday Evening	Welcome Dinner	\$45.00		\$
Saturday Evening	Psychedelic 60's/Dance & Auction Dinner	\$65.00		\$
Sunday Evening	Gala Presentation Dinner	\$56.00		\$
Dinners Total				\$

Vehicle Class Entry

Judging Fees

Thoroughbred** \$60.00 / Original** \$50.00 / Display Judged \$35.00 / Show 'n Shine Only - No Charge

** Before choosing Thoroughbred, Original or Modified Concours Classes.

Please download and read the Concours guidelines from www.mustang.org.au

* All Concours/Modified entries must be received by 20th February 2014 *

* All Display Class Judged entries must be received by 20th March 2014 *

Car Details	Year	Body Style	Colour	Reg. No.	Judging Class	Judging Fee
Car 1						\$
Car 2						\$
Car 3						\$
Car 4						\$
Judging Total						\$
Accommodation Total						\$
Dinners Total						\$
GRAND TOTAL						\$

Full payment of accommodation and dinners is required to confirm your booking.

All monies will be due 20th February 2014.

Bookings will be accepted on a "first in, best dressed" basis.

Please make all cheques/money orders payable to:
"Mustang Owners Club of Australia, Victoria Inc."

I enclose my cheque / money order for

OR Please debit my VISA MasterCard

Card no. _____ Expiry Date _____ / _____

Name of Cardholder _____

Signature of Cardholder _____

Please send completed form and payment to:
LORRAINE RICHARDSON, 17 DAVIES STREET, BITTERN VIC 3918



HANDY INFORMATION FOR 50TH ANNIVERSARY NATIONALS ATTENDEES



Geelong is Victoria's second largest city, located on Corio Bay, and within a short drive from popular beach front communities on the Bellarine Peninsula as well as being the gateway to the famous Great Ocean Road, which begins just south of Geelong at Torquay.

The city itself boasts a large commercial centre which extends down to the foreshore, offering visitors the chance to explore popular beach front attractions such as Eastern Beach with its swimming enclosure, the Steampacket Gardens, the dining options available on Cunningham Pier, and several coastal walks, dotted with collections of bollards depicting historic characters. Elegant architecture, colourful gardens and parks, and the backdrop of Corio Bay are all symbolic of what locals refer to as the "City By The Bay."

Locations of interest for visitors include the National Wool Museum, the old Geelong Gaol, the Botanic Gardens at Eastern Park, and a number of other museums, galleries and historical buildings.

The Barwon River meanders through Geelong and its surrounding suburbs, fronted by a number of attractive parks and the scenic Buckley Falls in Fyansford. On its journey to the coast, the river flows through the wetlands of Lake Connewarre before entering Bass Strait at the twin towns of Barwon Heads and Ocean Grove.

FUNCTIONS

All evening functions will be held at the Mercure Geelong Function Centre. Lanyards are required at all times. Friday evening for the Welcome BBQ please wear your club shirt for the meet and greet. Saturday evening features a psychedelic 60's theme so come wearing your most outrageous, colourful 60's gear and rock the night away with M.O.C.A. Vic's own showband, "Mr Meaner". Raffles, games and auctions will feature. Sunday Presentation Dinner, dress to impress in your best semi formal gear.

ORGANISED ACTIVITIES

Saturday we have organized a once in a lifetime chance to visit the Ford Australia proving ground at the You Yangs. You will be permitted to drive your Mustang on the banked oval & road circuit. (Speed limited).

A tour of all the facilities has been approved by Ford and a BBQ lunch will be free of charge.

Monday we have organised a cruise along the Great

Ocean Road with lunch at Apollo Bay. Lunch can be enjoyed at a local Hotel or another eatery if you choose. Cost of lunch is not included.

MUSTANG AND SHELBY CONCOURS JUDGING

The Concours judging will be conducted on Saturday morning. Location to be confirmed at a later date.

All Concours entrants will be required to have their vehicles on display on the Sunday.

MUSTANG AND SHELBY NATIONALS DISPLAY

The 50th anniversary show will be held at the Deakin University car park, Gheringhap Street Geelong approx. 900 metres from Mercure at the beach front end of Gheringhap Street. Trade stands are available.

MUSTANG PARKING

There is limited parking available at Mercure, so we have secured an entire floor of a large multi level car park in Geelong CBD 200 metres from Mercure. This lock up facility is under cover and completely secure with no access available to the public over the Easter period. A security guard will be on duty from 6.00pm until 6.00am Friday to Sunday nights. Car washing facilities to be advised.

ALTERNATIVE ACCOMMODATION

Riverglen Holiday Park is owned and operated by an M.O.C.A. Vic member. Park cabins, caravan and camping sites are available. The park is 3.5 kms from Mercure Geelong. For inquiries Ph: (03) 5243 5505.

M.O.C.A. VIC CONTACT

Please direct all Nationals enquiries to:

2014 Mustang Nationals Secretary, Lorraine Richardson
(03) 5983 8575 peteandloz7@bigpond.com



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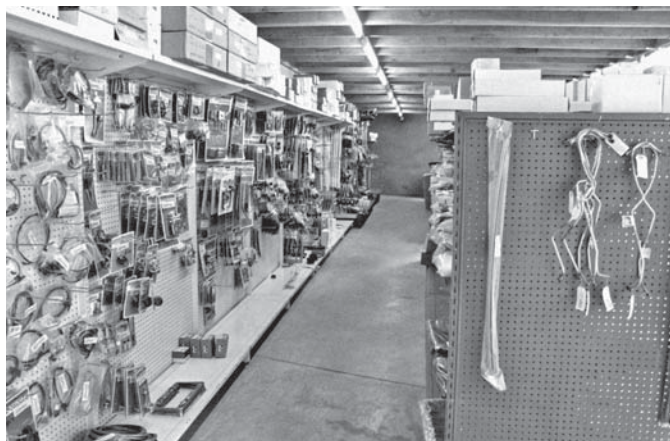
9.30-12pm Mon/Sun
1.30-5.30pm Wed/Fri/Sat or by appt.



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Email: russell@justmustangs.com.au



M.O.C.A SOCIAL CALENDAR

DECEMBER 2013 - APRIL 2014

DECEMBER 2013	
Sunday 8th	Make a Wish Car Show and Family Day Essendon Airport melways ref map 16 B8 This is the inaugural event which will raise much needed funds for the Hume branch of the foundation. There will be plenty of stuff for the kids to do and plenty other stuff the adults so bring along the whole family for great a day out. There is a \$15.00 entry fee and gates open from 8am for display cars. Phone Adam & Narelle 9775 6074 to Advice of your attendance.
Wednesday 11th	Monthly Club Meeting & Christmas Break Up Richmond Union Bowling Club, 2 Gleadell Street, (Off Bridge Road), Richmond at 8.00pm. FOR DECEMBER ONLY, THE MEETING IS ON THE 2ND WEDNESDAY OF THE MONTH This year you will need to register your attendance to receive sit down meal for current members. Please email Ian Collins at moca_vic@yahoo.com.au NO CURRENT MEMBERSHIP CARD or BOOKING – NO FREE STUFF.
Sunday 15th	XMas Family Cruise and Lunch 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 at Bundoora Square shopping centre, Cnr Plenty and Settlement Road, Bundoora, melway ref map 9 B10 at 10.30am. 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 9th. BOOKINGS ARE ESSENTIAL, as we don't want Santa to forget anyone. Phone Adam & Narelle 9775 6074 to book your place. PLEASE NOTE MEMBERS WILL NOT BE PERMITTED TO TURN UP ON THE DAY TO TAKE PART IN THE FESTIVITIES, AS SANTA MIGHT NOT HAVE ANYTHING FOR YOUR KIDS.
JANUARY 2014	
Sunday 5th	Drysdale Classic Car Show Drysdale Recreation reserve Melways ref 456 G11 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.
Wednesday 15th	Monthly Club Meeting Richmond Union Bowling Club, 2 Gleadell Street, (Off Bridge Road), Richmond at 8.00pm. Don't forget you have to be in attendance for your chance to win one of the following: LUCKY MEMBERS JACKPOT DRAW, MUG OF THE MONTH, DOOR PRIZE, and MOCA RAFFLE.
Sunday 26th	M.O.C.A Vic. Australia Day Claytons Concours 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
	Bendigo Community Australia Day Celebrations Lake Weeroona, Bendigo. Catch up with our central as they celebrate Australia Day are the beautiful Lake Weeroona. Meet at the lake from 9.00am enjoy the festivities including local product stall holders and view various cars on display. Please call Angela Williams on 0438 699 515 to obtain the exact location of our club display and further information on this traditional day.
FEBRUARY 2014	
Sunday 9th	Annual Picnic at Hanging Rock Meet 8am at BP Service Station, Calder Hwy, Keilor, melway ref 354 J3, for the cruise up to the ROCK. This event keeps on getting bigger and bigger each year so do yourself a favour and come along to one of the biggest car shows in Australia. Phone Adam & Narelle 9775 6074 to advice of your attendance as we wouldn't want to leave anybody behind.

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

FEBRUARY 2014	
Sunday 16th	<p>All Ford Day Deakin University, Waurn Ponds, Geelong. Melbourne cars meet 8.00am at the BP service station Geelong Road Avalon. Geelong and West/South Coast cars meet at the venue 8.30am. This year we are the feature Marque of the Show and as result we have limited club display area. Entry for the club display area must be completed online to guarantee your place and Pre-Registering closes the 1st February. There is plenty to see for the whole family and come along & support one of the local charity groups. You will be able to see one of the biggest FORD displays in Australia with over 1000 Fords in place. You can either to pay \$22.00 for Pre-Registration before 1st February (refer to www.allfordday.org) or \$28.00 on the day which covers the driver & passengers. Entries into judging close 9.30am SHARP on the day. Once the cars are on display there are unable to be moved until 2:30pm. Phone Adam & Narelle to book your place as space is extremely limited within the Club area.</p> <p>21st All American Car Show & Swap Meet Gembrook Sports Ground, Belgrave-Gembrook Rd, Gembrook. Melway ref 189 D8. The Hills will be alive with the sounds of purring classic motors!! Gates open 8am for display cars. Entry is \$5.00 per Adult & kids under 16 free with all proceeds going to a local charity. Phone Adam & Narelle 9775 6074 for further information & to book your place.</p>
Wednesday 19th	<p>Monthly Club Meeting Richmond Union Bowling Club, 2 Gleadell Street, (Off Bridge Road), Richmond at 8.00pm. Don't forget you have to be in attendance for your chance to win one of the following: LUCKY MEMBERS JACKPOT DRAW, MUG OF THE MONTH, DOOR PRIZE, and MOCA RAFFLE.</p>
MARCH 2014	
Sunday 2nd	<p>Luncheon Cruise to Korumburra Meet 10.00am at the Bunnings car park, Cranbourne cnr of Thompson rd & South Gippsland Highway. From there we'll cruise road down the road to historic Korumburra for lunch. After lunch you can check out the local shops, parks & gardens or visit Coal Creek where you can take a step back in time and see how things were done. Phone Adam & Narelle 9775 6074 to book your place.</p>
Saturday 8th & Sunday 9th	<p>Phillip Island Historic Classic Races Phillip Island Racing Circuit, Phillip Island. This is the largest historic racing event in Australia with around 400 competitors from here and overseas attending this event. We will be having a Club display with limited places available for each day. Further information please call Adam & Narelle 9775 6074</p>
Wednesday 19th	<p>Monthly Club Meeting Richmond Union Bowling Club, 2 Gleadell Street, (Off Bridge Road), Richmond at 8.00pm. Don't forget you have to be in attendance for your chance to win one of the following: LUCKY MEMBERS JACKPOT DRAW, MUG OF THE MONTH, DOOR PRIZE, and MOCA RAFFLE.</p>
Sunday 23rd	<p>Cruise to the Old Aeroplane Company - Tyab 73 Mornington Tyabb Rd Tyabb. Meet at the Airport at 10.30am were our cars will be placed on display while we check out the Old War Birds from years gone including a P-51 Mustang and others in the restoration process. They may even be an opportunity to a special photo with one of these classic planes. The club trailer in attendance, sausage sizzle and soft drinks supplied, so please let us know if you are coming by Wednesday 19th to help with catering. No lanyard, no feed! Further information please call Adam & Narelle 9775 6074.</p>
APRIL 2014	
Sunday 6th	<p>The AMOC Present the American Motoring Car Show Flemington Racecourse, Flemington, Enter via Epsom Rd. Come along and see some beautiful American muscle cars as well as plenty of Mustangs. This year we are aiming for the Best Presented Club display, so put on your club gear & polish up that steed. You can also enter your vehicle for judging at an additional cost. Gates open for display cars at 9.00 am and entry is \$15.00 for displays cars. Call Adam & Narelle to register your attendance as the allocated Club area is limited.</p>

April 18th 21st – 50th Anniversary Mustang Nationals and Celebrations. Geelong, Victoria
Refer to National Concours Registration & Booking form for further information.

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



CLUB MERCHANDISE



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

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PLEASE MAKE ALL CHEQUES PAYABLE TO: "MUSTANG OWNERS CLUB AUST. (VIC) INC."



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