

mustang

October to December 2015 **ROUNDUP**



MUSTANG OWNERS CLUB OF AUSTRALIA, VIC. INC.



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MUSTANG ROUND-UP SUMMER 2015

MUSTANG OWNERS CLUB OF AUSTRALIA VIC. INC.

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PRESIDENT'S LETTER

Dear Members,

The Concours has come and gone and I for one was very proud of the outcome. The team involved that got this event running is your committee, they have slaved over this for 12 months and to get this great outcome, each and everyone had a task and all carried out in military precision, I'm very proud of all of them. Adam Richmond as Concours Director did a wonderful job overseeing the day. Rowdie McIntosh who designed the layout and made it all work, fabulous job. Ken Harrison for his commentary and setting up of the audio. Bob Opperman for the raffle and Andre Stoffers judging, Craig McKenzie, Tony Borg, Joe Borg and Barry Bolton for all the input and general help. You guys are amazing. There were so many others that helped out on the set up day and on the roundup day, I thank you all.

I must mention Ian Blume, head judge, fabulous. To all that helped, thank you again.

To Craig Dean and Mustang Motorsport the clubs greatest supporter for putting on a fabulous display including the fabulous new mustang, thanks to Elvira for the loan on the day.

A big thankyou to Rob Waitrowski whom helped in finding the airport and advise along the way.

What a great club when you ask for help to set up on the Saturday and 30 people turn up, to me this what the club is all about. Give and receive, enjoy the company of your fellow members. Thank you to all that helped on the day.

The club had a large presence at All American Day with 100 plus cars in attendance, the largest of all the club displays. Although best display continues to allude us. Mind you its a lot easier to dress up 20 cars and win than 100. Next year I plan to win best display so watch this space.

The new Mustang is getting closer to our shores so excitement is building. Craig Dean always ahead of the pack has converted one and has it on the road already. And by the way is already racing one and has a 1st and 3rd place. The membership is growing and as we approach 1000 members it is incredible to think that all those years ago when Frank Thompson put an advert in the paper to get interested people to start a club that we would be at the 1000 mark. Frank is our number 1 member and still a regular at the club, loved by all who know him. When I joined in 1982 I was the 57th member back then. Of the originals Frank Hayes, Warwick Dowsley are till going and great members all respected by all.

Last week we put on a display at the Building Industry ACE expo. Also the Ford Motor Company has a great day which it puts on support of juvenile diabetes, we have members attending, unfortunately every time I want to go work gets in the way. I went to the AGM of the newly formed Automotive Historians Australia. This is a wonderful group of dedicated people working towards keeping the history of cars on Australia for all generations to come, with our own Tony Lupton as secretary I'm sure this group will go from strength to

strength. The other Sunday I went to the RACV drop your tops show at the Manhattan hotel. I was quite amazed to see that a good portion would have needed an angle grinder to make their car into a convertible. There seems to me to be a growing number of car shows that are diluting the good shows and some promoters asking \$25 per car to enter in the name of charity. I would love to see how much reaches the charity.

At Easter next year the Mustang owners club of Queensland is holding their National concours at the Gold Coast. Anyone that ventured to Adelaide this year for the Nationals would realise just how much fun and what a great show the clubs put on. It's not cheap and requires support from members Australia wide. The Queensland club has put a fantastic reasonably priced package together, it's in this magazine. We managed 32 members from Vic to the Adelaide concours although we would have liked more cars to have turned up. I know the present climate with how busy we all are does not help but the SA club has a large group going and they are driving and travelling a lot further than us. If anyone is interested in driving up let the club know and we will get a group going. I will be there and so will quite a few of the committee so please come along. Make it your holiday you wont regret it.

Keep on Mustanging,

Ian Collins



FROM THE EDITOR

Welcome to this Summer edition of your Mustang Roundup.

Not a lot of input from our local members, but a huge thanks to those few that have contributed. The selfies at Concours were not a huge success either, but then, even I had to be reminded, thanks Adam. Looking at mine might be the reason others did not bother. Surely I don't look that old.

Our new friends in Tassie have certainly come on board though, welcome.

Hey everybody, food for thought, if we don't have enough articles, there will be more advertisers than articles, then the advertisers will pull out because no one will read the bulletin due to lack of articles. Without the advertisers, your bulletin will probably revert to a black and white photocopy rag from the 70's. Not something I want to put my name against.

My best wishes to all members and their families for a safe and happy Christmas. I look forward to a huge influx of articles in the new year.



Bathurst 2015

I was lucky enough to score another trip to Bathurst this year. A group of us have been going for about 20 years. It started when myself, Rob Sinclair and fellow member Darryl Carr bought a 'Ride of a Lifetime' ticket at a charity auction. I think we paid \$2200 for the ticket 3 ways and you had to make your own way to Bathurst. Rob organised a friend who is a pilot to fly us all up in a 6 seat single prop plane. Our ride was in the Commodore SS pace car, our driver was Craig Lowndes, what a memorable experience. Our group had grown to 8 and the plane is now a 10 seater with twin props. We rent a private house set on 13 acres just outside Bathurst and we buy corporate tickets to the event. This gives us access to all areas, food and drinks all day, roof top pit lane viewing on Friday

and rooftop viewing on top of the hotel at the Chase Saturday and Sunday.

This year Craig and Alby from Mustang Motorsport were at Bathurst with the new Mustang on display. Craig offered me the opportunity to drive the Mustang up to Bathurst, but I had already made other arrangements to fly up. So they had to get Chas Mostert and Cam Waters to drive it up. Through their relationship with Ford and the launch of the new Mustang, Craig and Alby had an invite into the Ford Pepsi Max team pits (Frosty and Chas), they also managed an invite for myself and Darryl to join them. This was about an hour from the end of the Sunday race. Unfortunately due to the horrific accident in Friday's practice, Chas was not racing, but we got to see and hear Frosty come in for tyres and fuel and experience the team atmosphere and also the end of the race.

On the last lap, the pit crew started dismantling all their gear and bringing it inside the garages. It all seemed a bit rushed, even before the race had finished. When the race did finish, there was a wall of fans invading pit lane looking for anything they could souvenir. The crew ran inside the garages and closed the doors behind them and still kept running. Another great Bathurst experience. We all wish Chas a speedy recovery and look forward to seeing him back next year waving the Ford flag, maybe eventually in a Mustang, if the rumours are true.



My Concours Experience 2015

Congratulations to the Concours team and the committee for a very successful and well run event, even the number of Concours entrants had double from last year. Certainly the good weather and the new venue at Moorabbin airport brought out the crowds.

I entered my freshly restored 1966 Shelby GT350 into

1966 SHELBY GT350 RESTORATION

this years Concours to both support the club and also to get the judges to find the faults that I/we had missed in the final assembly.



I bought this car 16 years ago. Bob Lorich had phoned me and said there was a Shelby for sale in Dandenong. It was very rough and needed a total restoration, but the main ingredients were there. The original motor sat in the engine bay, the original diff and auto gearbox were there. The car had been very poorly converted back in 1967 when it arrived in Aus. Someone had



tried to put a Targa roof into it, the original red paint had been blown over with some white paint. All in all a very sad state to see a Shelby in and I certainly was not looking for a project car. But, after a couple of visits and false starts checking the Ford and Shelby numbers out, we finally determined the car was genuine and a fair price was offered and accepted. Keith Reynolds and I had to put the diff back under the car before we could move it, we eventually managed to winch this sad carcass onto Keith's trailer and take it home.



Fortunately I was able to engage the help of Gavin Lean to do all of the body repairs required, which were extensive and included converting the car back to left hand drive. Once I had the car back home I decided we would do the painting and assembly in my workshop. Frank Thomson was just the man to help me. Frank had painted my 1966 Wimbledon White Concours winning coup back in the 80's along with many other club Concours Mustangs. That time going forward is a bit of a blur. We had the GFC, money got tight, business got tough and Frank and I were not getting any younger. The project stalled for a number of years although the car was painted and I had all the parts (or so I thought) to complete the resto.

Ian Blume (The Mustange Marque) and I have been friends for over 30 years. I asked Ian if he would complete the restoration for me, at that time Ian said he was booked out for about a year. I said that is fine, I have waited this long, what is another year. Time passed, finally Ian was able to take my project.



1966 SHELBY GT350 RESTORATION

I will condense the next 2 1/2 years by saying that a number of challenges arose and were overcome. The reassembly that Ian thought he had taken on became a tear it down and start again operation.



All's well that ends well. I finally got the Shelby back on Monday 19th of October and was entered into the Concour on the 25th. Fortunately I have a hoist in my garage and many years of Concour experience. The next 6 nights kept me very busy including a long day on the Saturday.

Sunday morning I realised that I had to drive a car I had never driven before, that had been apart for 25 years, last registered in 1980. Ian had trailed the Shelby down from Castlemaine to my garage so the car had seen very little driving except for a roadworthy.

Apart from a poor idle which caused the car to stall at every set of lights, I made it to the Concour and back and picked up a Gold trophy for my trouble.

A special thanks to Ian for his friendship, knowledge and workmanship, for sourcing all the parts I thought I had, which I either didn't have or were wrong/not suitable. Also thanks to Bill Cant and Peter Weir who helped Ian get my car back to me in time for the Concour.



I did get to win the Graham Bell Perpetual Trophy for Shelby Concour Excellence. That was not hard because I was the only Shelby entered, the others were all at Motorclassica I believe? I entered to support my club, the Mustang Owners Club, not to win a trophy.

Cheers,
Graham Bell



Cut off for next Edition - March 18th 2016

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

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

SANDOWN HISTORICS SHELBY DISPLAY

Article and photos supplied by Nez Demaj.

After a successful Shelby Display last year, we were invited once again to this year's event which was bathed in sunshine. To commemorate the 50th Anniversary of Shelby, this year's Shelby display received a prime position in front of the main grandstand on the concours area. We, assembled the Shelbys in the specific area, early in the day and then we enjoyed a great day of classic car racing and also the classic car displays. Past racing car legends such as Bob Jane and Fred Gibson were on hand for autographs. Overall, it was another magical day at the race track enjoying the sights and sounds of the race cars and the classic car displays. Thanks to Richard from Sandown for the invitation, Mustang Motorsport and the Shelby Owners who displayed their vehicles, looking forward to next year's event.



SUMNER / PRICE BENDIGO WEDDING

Article and photos supplied by John Chapman.

On Sunday 1st November 2015 we gathered at the R.S.L, Bendigo for the wedding of two of our members Andrew Sumner and Debbie Pierce.

It was a beautiful Central Vic day, the Bride arrived in Chappo's convertible with the Bridesmaid arriving in Andy's coupe driven by Roger Williams at the Bendigo R.S.L gardens for the ceremony, where Deb, who normally could only walk a few metres walked about 50 metres down the path to her waiting partner holding the arm of her brother. This amazing feat bought tears to the eyes of all in attendance and received rapturous applause.

Andy And Deb held the wedding reception at the Bendigo R.S.L, which was a fantastic evening enjoyed by all.

Sadly, Deb did run out of energy and Andy ably assisted by Ange Williams left the reception early and returned to their home.

In typical Andy and Deb fashion, before leaving, urged all in attendance to stay on, drink up dance and enjoy, which we did, but it was tinged with a little bit of sadness.

On behalf of the Central Vic members who attended the wedding, I would like to thank Andy and Deb for the privilege of inviting us to be with them on their very special day.



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RIP JOHN VAN DER HEIDE

Article supplied by Rod Johnstone.

Sadly, earlier this week (November 9, 2015), the owner of this car for many years passed away after battling with a long term illness. John Van Der Heide worked at Repco Kmart and was a keen instigator in having car shows on the premises, as is where this photo was taken recently at the pre fathers day promotion that some selected members were invited to display their cars. John was still enthusiastic and had recently joined MOCA. He was laid to rest yesterday, RIP John. (photo credit Simone Van Asch)



MUSTANG PRICING

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FRIDAY DECEMBER 11 2015 CARSGUIDE

NEWS

MUSTANG PRICING

Sticker shocker

FORD Mustang fans will need to pay more for their hero car in Australia — and they only have themselves to blame.

The price of the new Mustang V8 has risen by \$2500 after the first year's allocation — 4000 cars — sold out before arriving in showrooms or anyone had taken a test drive.

Ford says it will honour the original price on orders placed before the end of November.

But if you order a Mustang today, you will not only pay up to \$2500 more for it, you will wait until 2017 for delivery.

The Mustang range now starts from \$45,990 to \$66,490 plus on-road costs, an increase of \$1000 on the four-cylinder models and \$2500 on the V8s.

Ford Australia CEO Graeme Whickman says: "Nobody is getting gouged or anything like that, we've protected anyone who placed an order by the end of November."

He says strong customer demand and currency pressure contributed to the price rises.

"It's a mixture of all manner of business conditions, so yes there's currency (pressure) but at the same time we have to



On a roll: Initial shipment arrives in Melbourne

understand what the demand is. We have to make a return. We monitor (pricing) on all vehicles on a monthly basis. Demand and supply are always factors, that's the nature of pricing."

He regards the fall of the

dollar against the greenback as "a bit of a challenge ... we have to recoup costs".

Meanwhile, red V8 automatic coupes are the top choice with Australia's Mustang faithful. The first three roll-on,

roll-off carriers have unloaded their precious cargo on local docks, with another two expected before the New Year.

The Mustang has been a sellout success in the US and even Britain. In the first half of

the year, the global registrations tally was 76,124 — a 56 per cent increase over 2014.

Ford confirms the obvious colour preference with customers but the shock news is that the automatic gearbox is

more popular than the old-school six-speed manual.

Says Ford's Neil McDonald: "(Nearly) 90 per cent want the V8 and it's similar with the Fastback over the Convertible."

Ford won't confirm this but it kept the early arrival quiet to maximise its publicity and stave off another rush on showrooms.

"The owners are a very mixed bunch," McDonald says, "from long-time Mustang fans to people who are moving out of a Falcon XR8 or a Ford Performance Vehicles (model). There are customers who have ordered 'his and hers' Mustangs."

Joshua Dowling and Paul Gover



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ROUND UP REPORT

Article and photos supplied by Robert Wiatrowski.

I thought I would put pen to paper partly to share my experiences at the 2015 Mustang Round Up and partly to appease editor Graham (Bell) so as not to arouse his wrath and scold me for not doing so.

My involvement in the show actually started long ago. February last year in fact. Being a member of the Australian Aircraft Restoration Group (AARG) which are a group of passionate volunteers who run the National Aviation museum at Moorabbin airport (the museum next door to our show this year), a major car show was run with the Melbourne Old School Cruisers car club last February on the grounds we had our Round Up on. It was naturally a great success and from there the seed was planted to see if there was any opportunity to bring our annual Round Up over to this great new venue.

It had become clear to many of us that we had outgrown the old Dandenong showgrounds venue and needed new digs to accommodate the ever expanding number of cars and associated facilities that would be needed to go along with it. It wasn't simply a matter of choosing a larger venue but it had to have several features that could accommodate and support our ever expanding event. Things like enough toilets, good access roads, children's playground, and a good outlook were important. But Moorabbin airport also had a DFO so how good was that for gender equity and balance.

Previous shows such as the Melbourne Old School Cruisers event already highlighted how effectively the airport and museum venue worked together so we even had the luxury of using those events as successful trial runs to ensure the event could cater to our needs. The land next to the museum now hosts regular car shows and a healthy calendar of events attests to the popularity of the venue.

Committee members from both the AARG and MOCV met last September to determine the suitability of the venue for our Round Up together with the finer details and the rest as they say is history.

So after a busy weekend polishing the steed and detailing it on the Saturday (actually this process had started many weekends before) and cursing the Motorclassica organiser's for holding their show on the same weekend, my car was ready for the Round Up on Sunday.

Late night Saturday and early Sunday morning wakeup call equals lethargic family but we stumbled out the door and the hardest decision from there was whether to drive down the scenic Beach road by the bay route or take the more direct but bland Nepean Highway run. Heard on the Tannoy that there was a bayside bicycle event being organised on the same day by the bay and I did not favour passing bushflies. Swarms of bike riders are akin to bushflies in my books and about as annoying at times as well. May sound politically incorrect in saying that, but in saying that, there is not enough political incorrectness in this day and age left anymore in our nanny State. I don't think political incorrectness ever left us, it's just that we got some minority ex uni, alfalfa and walnut eating, gum boot wearing, leftie bubble wrappers that want to impose their spoilt little ideals on the real world. Bring back the Three Stooges, The Black & White Minstrel Show, Looney Tunes and that paragon of political

incorrectness, The Benny Hill Show. Queue slapstick music with Benny Hill fast forwarded chasing buxom beauties around obstacle courses.

Anyway, arrived at the venue and being torn between my two loves, Mustangs and aircraft, I decided to park my car in the aircraft museum grounds. That lasted all but three minutes as judges waved their hands furiously that I needed to park in

the area allotted to the Show n'Shine class. After that piece of political incorrectness on my part – again, I drove over to the Show n'Shine area. Much as I grumbled at the inconvenience and muttered under my breath something about our nanny State again, I had to acknowledge that the rules are the rules in this case.

Damn, the cars looked good overall. Obviously, everyone had put in a lot of effort to win prized trophies and made me think I should have polished that last spot on my aerial after all. Had a walk around, soaked up the buzz and the cars and all was good in the world. This was a car show with a pulse, what with the aircraft and helicopters flying around and visiting the aviation museum next door added to the many activities this great venue had to offer (all right, I'm a little biased then).

My son seemed to settle in the forward fuselage section of the 737 on the museum grounds and no amount of coaxing seemed to dislodge him from the cockpit area of the fuselage. Not even the inducement of seeing more stunning ponies. I started to question the wisdom of letting a young lad loose in the aviation



ROUND UP REPORT

museum as the Mustangs, and even worse mine, were being upstaged by vintage machinery of a different flavour. Well, after a tense physiological standoff, I threatened to leave him in the cockpit of the 737 to go and look at more 'Stangs. What an incredibly stupid strategy, smart parents know that you can't win against a determinately stubborn child (takes after his old man I reckon) and I left him in the cockpit while I went to look at the cars. Deal was I would come back in 20 minutes and we would look at more cars then.

20 minutes later, came back and he was as transfixed with all the controls and buttons, dials and assorted doo dads as I had left him. It's not a good idea to leave a child in something with more than 5 buttons and 1 lever. Anyway, after threatening to read the riot act, he finally decided to come out without putting up any resistance. It was either he did that voluntarily or I would throw in the tear gas canisters and use water cannon from armoured police vehicles.

We finally had our 10 minute bonding session together looking at the cars but he wanted to go back to the aviation museum. Another physiological standoff later, he was back in the 737 cockpit and we again agreed to another 20 minute rotation. In that time by mid-afternoon, I made my way to the judging awards area and waited around to see who the lucky winners were and what cars they owned. After thanking and awarding the volunteers for their great effort in making the show a great success, Ian Collins gave out his Presidents award. Well blow me down, Ian awarded it to my '73 Mach which was its first show and I did

not think it was quite ready for this privilege. But there you go. Ian, being a gentleman of immense taste and wisdom awarded my 'Stang the accolade and it was good to see a 'Stang awarded the prize that didn't end its manufacture by 1970. I think we both have a soft spot for the big '71 to '73 'Stangs, they don't come much tougher looking (again, I'm biased).

After all is said and done, a big thanks must go out to the MOCV committee, all the helpers, the AARG (aircraft museum members) and all members of both organisations for making this happen. Great show, great venue and great atmosphere. See you all there next year – and spread the word. But keep your kids away from the spell of the aircraft museum.



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2015 ROUND UP

Article supplied by Lino Avellino.

At the 2015 Roundup and what an event to be at, surrounded by 410 Mustangs and it does not get better than this.

Here I am with my pride and joy a 1966 coupe in Wimbledon White and blue interior. I have had it for 8 years and I always look forward to the weekend so as I can go out for a cruise. These Mustangs are so iconic, I would be stopped at the traffic lights and people are winding there windows down to say awesome car and ask what year is it?



2015 AUSTRALIAN SHELBY NATIONALS

Article and photos supplied by Nez Demaj.

It was that time of the year for the annual Australian Shelby Nationals which is incorporated with the Victorian Mustang Round-up in Melbourne on Sunday 25th October which was on the same weekend as the annual Motorclassica Concours D'elegance "Shelby Display". So, together with the Australian State Shelby Representatives we were organising, representing and promoting the Australian Shelby Movement at two major car events which was a great opportunity. At this event, the Victorian Mustang Round-up/Shelby Nationals, there were 12 Shelys from 1966 to 2013 and 500 plus Mustangs on display. It was a fantastic day surrounded by Shelys and Mustangs for all to enjoy on the day. Thanks to the Australian State Shelby Representatives, John Luca (W.A.) Fred Pascale (S.A.) Darryll Ashby (Qld) Brian Mc.Allister (N.S.W.) for their assistance, Shelby Owners who presented their vehicles, S.A.A.C. - Australian Mustang Club, Victorian Mustang Club and Craig and Robin Dean from Mustang Motorsport for their support.



TROPHY WINNERS

VICTORIAN STATE CONCOURS TROPHY WINNERS

Original Class - Showroom

Gold Award

Peter & Sue James - 1965 Twilight Turquoise GT Fastback

Original Class - Driven

Gold Award

Bill Cant - 1966 Sauterne Gold GT Fastback

- 1965 Ragoon Red GT Convertible

Robert Stent - 2002 True Blue Convertible

Silver Award

Daniel Stoffers - 1969 Acapulco Blue Boss 302 Fastback

Enrico Trentini - 1965 Red Fastback

John Harrington - 1970 Yellow Boss 302 Fastback

Bronze Award

Garry Anderson - 1970 Gold Boss 302 Fastback

Modified Class - Driven

Gold Award

Dorothy Cremona - 1967 Gun Metal Grey Fastback

Kevin Musgrave Award for Concours Excellence

Peter & Sue James - 1965 Twilight Turquoise GT Fastback



SHELBY NATIONALS CONCOURS TROPHY WINNERS

Original Class

Gold Award & Graham Bell Perpetual Award for Concours Excellence

Graham Bell - 1966 Shelby GT350 Fastback Red

VICTORIAN STATE CONCOURS TROPHY WINNERS

Show 'n' Shine Class

Garnet Judd Memorial Award Most Outstanding Mustang

Tony Morphet - 69 Fastback Silver

Best Restomod - Emmanuel Darmanin

Best Convertible - Phil Jones

Best Fastback/Sportsroof - Tony Morphet 69 Fastback Silver

Runner-up Best Fastback/Sportsroof - Darren Page 70 Fastback Red

Best Hardtop - Colin Falso 66 Coupe Vintage Burgundy

Runner-Up Best Hardtop - Graham Land 66 Coupe Sauterne Gold

Best Mustang 1979-2004 - Mick Rommeril 02 Coupe Red

Best Late Model Shelby Mustang - Nick Bilyj '12 Red Coupe - S/Snake

Steve Lond memorial Encouragement Award - Vlado Lonaric 66 Fastback Yellow

Mustang Round Up Director's Award - Daniel Rametta 65 Coupe Vintage Burgundy

President's Award - Robert Wiatrowski 73 Sportsroof Red



MUSTANG ROUND UP & STATE CONCOURS

Photos supplied by Evan Giakoumidis.



MUSTANG ROUND UP & STATE CONCOURS

Article and photos supplied by Adam Richmond.

After 10 years the big decision was made to move the Mustang Round Up and State Concours to a new location. That location was the grassed area in front of the Australian Aviation Museum at Moorabbin Airport. After a lot hard work over the past 12 months the final touches had been completed for the big day at our venue.

Upon arriving we were greeted with wonderful blue skies and a lot excitement. The first cars and trade stall holders started to appear around 7:00am. They were greeted by the many Parking Marshall's who would position their vehicle in just the right spot. This year we again had plenty of volunteer's on hand to help out throughout the day. They were busily setting up the new judging area, club merchandise stand, sitting area near the food stands and all the little things that make our event one of the largest Mustang car shows in Australia. This year's event saw our display area grow in size but the area was full by 11am.

Judging of the Concours and Show 'n' Shine vehicles kicked off around 9.30am and there were plenty of last minute touch ups being completed. This year we had 10 vehicles entered into Showroom & Driven Concours judged classes which is the highest number of vehicles we received in many a year. Once again all the Show 'n' Shine vehicles were placed on display in the one display area which made the job a lot easier to find them all. As in previous years the standard of Show 'n' Shine vehicles continues to grow in the quality that is being presented. Many of these vehicles could easily take the next step into Concours judging which would continue to grow this area of the Mustang movement.

With the day drawing to a close the Show 'n' Shine entrants began to eagerly await the announcement of all the trophy winners. Congratulations to Tony Morphett in his Silver 1969 Fastback being awarded the Garnet Judd Memorial Award Most Outstanding Mustang. This vehicle will be elevated to Concours judging next year after taking out the top show award. Congratulations and I sincerely hope Tony will take the next step.

With the show all packed up for another year and the displayed area cleared, it was time to quickly head home to prepare for the Concours dinner which was being held at Aroma Hotel in Richmond.

There were a few light refreshments before the dinner guests began to receive their meals and catch up on the day's activities. All the guests were greeted by our President Ian Collins. Just before the main meals were being taken away the All Concours entrants including Shelby Nationals started to become very nervous. They all wondered had they cleaned, detailed and polished their vehicles completely before the judging had been finalised. After much excitement the Concours awards winners were announced. Big congratulations and well done to everyone who entered their vehicle, as there were plenty of smiles in the room after the announcements.

Overall, this year's event at our new venue went extremely well with only a few minor bumps in the road which we'll fix for next year. Our event can't go as smoothly as it did if it wasn't for all the hard work of our volunteers who helped out on the day and for that we must say a BIG THANK YOU to each and everyone of you for all of your efforts.



MUSTANG ROUND UP & STATE CONCOURS



Tony Borg



Dani, Steve & Sebastian Duyvestyn



Tony Lupton



Lino Avellino



Robert ERzetic

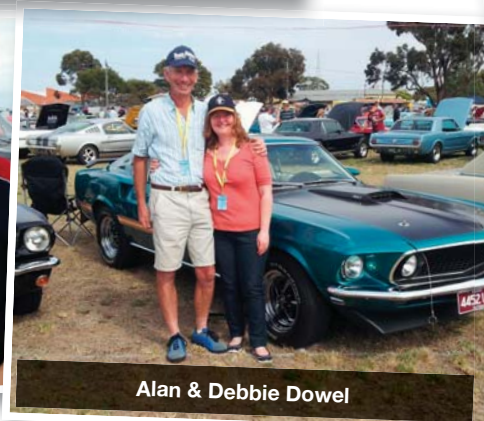


Alan & Jacqui Collett



Sebastian Duyvestyn

MUSTANG ROUND UP & STATE CONCOURS



MOTORCLASSICA AUCTION - TOP PRICE FOR SHELBY

Article supplied by Graham Bell via Theodore Bruce Auctions.

A 1966 Shelby GT350 Chassis: SFM6S1513

The story of the Shelby Mustangs and the chicken farmer from Texas, Carroll Shelby is one of the best known in automotive history. When the Mustang was released in April 1964 it was a smash hit but despite Ford's best endeavours it did not really have a performance image in the newly emerging muscle car market. Ford's attempt to position the car as a "sports car", head to head with the Corvette, came unglued when they were rebuffed by the Sports Car Club of America so they turned to Carroll Shelby and his contacts. To be a "sports car" it had to be a two seater, the engine or the suspension could be modified but not both - they were the rules and the foundation for the 1965 Shelby GT 350 and one of motoring's great legends. Of the 1965 production, there were 36 "R" cars, hugely and instantaneously successful on the track. All the 1965-66 cars started life in Ford's San Jose plant and arrived at Shelby's plant, semi complete - 562 cars completed in 1965 and 2378 cars in 1966, including 999 Hertz "rent a racer" cars.

The name "GT 350" has nothing to do with engine size or power. As Carroll told the story, after endless meetings, he asked Phil Remington what he thought the distance was between the production shop and the race shop. "About 350 feet" replied Remington, to which Shelby responded "that's what we will call it"... "If it is a good car the name won't matter. And, if it is a bad car, the name won't save it"!

The 1965 cars with Detroit lockers, side exhausts, modified A arms, fibreglass hood, Fairlane Wagon rear brakes, 306 hp, Borg Warner 4 speeds, 9" diff, track bars, were thinly disguised racers that came in one colour "Wimbledon White". For 1966, the cars were a little more civilised, more than one colour, automatic available, side exhaust gone, Detroit locker now an option as were those famous stripes, under-ride track bars, even a fold down rear seat. A Paxton supercharger was on the option list. A little heavier, but the same basic body and dimensions.

Out of San Jose, every Mustang destined for Shelby, came with a Ford Vin number on the inner front fender. Once they arrived at Shelby's factory they received a second serial number which was pop riveted over the Ford Vin. The Shelby American Automobile Club, [SAAC] the custodians of these cars, will never disclose the Ford Vin but they will confirm whether the Shelby serial number and the Ford Vin you provide, match their factory records - the ultimate protection from fakes and imitations. SAAC jealously protects the marque and run arguably, one of the best Clubs and Car registries in the world with extraordinary detail available on almost every car produced.

The current owner purchased this car in Hanover,

Pennsylvania in 2010 from Conover Racing and Restorations, well known and highly regarded Shelby experts. Originally sold by Courtesy Motors of Littleton Colorado for \$3,695 in June 1966, the car is listed in the Register of the Shelby American Automobile Club [SAAC] and its authenticity has been verified by the 1965/66 SAAC Registrar, Howard C. Pardee of 4 Betty St, Waterford, CT 06385

GT350 SERIAL NUMBER VERIFICATION

GT350 Serial Number: SFM6S1513

Name : XXXXXXXXXXXXX

Date of Request : November 22, 2010

"Regarding the serial numbers you provided: the Ford serial number corresponds with the GT350 serial number I have on file - which came directly from factory records...."

[SAAC will not tell you what the Ford chassis number is that matches up with the Shelby number, you have to tell them! It is one of the most tightly controlled Registers of classic cars in the world and is critical to the preservation of the marque's value]

Conover Racing and Restorations carried out a full rotisserie restoration of the car which was completed in early 2011. Before the car left the USA it was shown at the SAAC Nationals - there can be no tougher judgment, as to authenticity and quality of a classic Shelby.

Shelby American Automobile Club [SAAC] USA
National Concours, Virginia International Raceway May 31 2011: SAAC-36 CONCOURS 2011 VIR

Non-NOS Cars

Il Gold 66 Shelby 66 GT350 Red 6S 1513
XXXXXXXXXXXX, Rob South Yarra AU

The car was then exported to Australia under Import Approval 119908/3

At the Australian Nationals, not only did the car again win Gold, it also scooped the pool for Concours Excellence.

Mustang Club of Australia National Concours October 2011:

National Gold Award

XXXXXXXXXXXX - 1966 Shelby GT350 Fastback Red
GRAHAM BELL PERPETUAL AWARD FOR
CONCOURS EXCELLENCE

XXXXXXXXXXXX - 1966 Shelby GT350 Fastback Red

Not shown for another two years and after a repaint to rectify some minor blemishes, it again went Gold in 2013:

Mustang Club of Australia National Concours October 2013 National Gold Awards

XXXXXXXXXXXX 1966 Shelby GT-350 - Candy

MOTORCLASSICA AUCTION - TOP PRICE FOR SHELBY

Apple Red

Whether you want a “show car” or simply the confidence that the car you are buying is one of the very best in the World, the Concours history of this car provides that confidence.

Since 2013, the car has not been shown but it has been maintained in Concours condition and presents beautifully with recent detailing of the engine bay and the retrofit of the correct date coded “best available” [Scott Fuller] exhaust system as now required by SAAC. All the “little things” you only see in a Concours car - the unpainted dipstick tube, the yellow coil, the Autolite battery, the paint marks on the springs and driveshaft, the correct etching on all windows, the oil filler cap with the correct Ford logo... Even the “mistakes” are Concours correct - a little black overspray on the correct red oxide floor pan, firewall sound deadening is correctly “rough”, as is the top of the firewall where the Export bar fits - great attention to detail.

The only thing that is “knowingly” not “Concours Correct” is the installation of a dual Master Cylinder, purely for safety after the owner had a failure in a brake line in another classic Shelby, while crossing North America! The original “Concours Correct” single Master Cylinder goes with the car.

However Shelybs were all made to be driven and this car drives superbly, the 289 is the original matching number engine, rebuilt in 2011 to run on unleaded fuel. It pulls strongly in any gear, shifts, steers and stops on the correct chrome Magnum wheels and “Blue Streak” Goodyear tyres.





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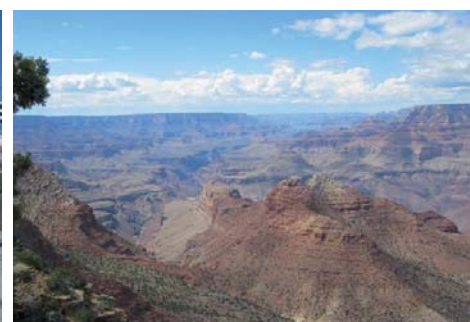
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ISLAND MAGIC SILVER ANNIVERSARY

Article and photos supplied by Graham Bell.

This event falls very close to my birthday each year so I try to make it my celebration by having a weekend at Phillip Island and getting out on the race track. This is a huge event hosting a wide variety of categories, something for everyone. Hornet Press is also a sponsor of the Historic Touring Cars event and has been for many years. We sponsor the Graham Slater memorial trophies which go to overall first, second and third placegetters. Graham was a Mustang, neighbour, good friend and long time racer who passed away 4 years ago.

I entered my 65 Fastback into the Sport Sedan category, totally the wrong class for my car. Being an early fastback it is not eligible to run in the Historic category as there is no history of fastbacks having run in Australian Touring car races until 1967.

I arrived bright and early on Saturday morning to do my documentation, scrutineering and drivers briefings. We were due out on the track at 10:00am for our 20 minute practice and qualifying session. I had recently updated my gearbox to a 5 speed Tremec and this was the first time I had driven with the new setup. After about 6 laps the session was red flagged due to an incident.

Race 1: This was an 8 lap race, there were 35 cars entered which is a big field. I started 30 on the grid. Red start lights on. Red start lights off and away we go. The BBW M3 in front of me had stalled on the start, oh shit, where to go. I missed him by millimetres, almost a 3 point turn to get around him. That put me way back so I was pretty much on my own until lap 6 when the front runners (same lap times as V8 Supercars) started swarming past me and they show no mercy, just keep your elbows in and hold the race line. As I mentioned earlier, a 50 year old Mustang is clearly outclassed, but it was still fun.

Race 2: This was a 5 lap race. My grid position was 29. Red start lights off and away we go. I saw a gap between cars ahead of me and dived down the middle gaining about 5 spots before turn 1. This is exciting, I am actually racing other cars this time. In the blink of an eye we were at turn 4 Honda corner and there were cars spearing off and yellow caution flags being waved frantically. Due to it being a short race and the time required to clear the broken cars, we spent the race under yellow flags until the end.

Race 3: The big one, 10 laps. Due to my exuberant start in the previous race I found myself in position 20 on the grid. Great effort Belly. But behind me were a lot of the really fast guys who stuffed up in the previous race. They were all very keen to get back to the front as this was their final race for the season and their championship positions were at stake. Position 20 was on the left side of the track next to the wall, the car behind me was a slower car, then the big bangers. Red start lights went out, I hugged to the left along the

wall and just kept my foot into it into turn 1. It was like a swarm of angry 'hornets.' We got a clean start and I got to race with a few of the slower cars. Lap 6, here they come. A bit of defensive racing and before you know it, the race was over. As I had been lapped I only got to race 9 out of the 10 laps.

My car ran faultlessly all weekend and I brought it home in one piece. Fellow club members Gary Shipton and Darryl Carr came down on the Sunday to support my efforts. Nothing more to do than put fuel in, clean the windscreen and check the tyre pressures. I started in a field of 35 cars and ended up 25th outright, with 2 cars behind me and the rest were DNF's. Not too bad for a 65 year old driver in a 50 year old Mustang. Great fun, you should try it sometime!

Cheers,

Belly





MOCA QUEENSLAND PROUDLY PRESENTS
2016 MUSTANG NATIONALS
GOLD COAST, QUEENSLAND
25 – 28 MARCH
REGISTRATION FORM



Surname: Christian name: State Membership No:.....
 Full Name of Partner: Child/ Children's Name:
 Address:..... State: Post Code:.....
 Phone:..... Mobile:..... Email:

ACCOMMODATION: WATERMARK HOTEL AND SPA, GOLD COAST

Bookings are direct with the Watermark - Booking details on information sheet

Functions	Theme			Cost/person	No. Attending	Total \$
Friday Night	Meet and Greet Dinner @ Watermark Hotel & Spa Club Shirt Night			\$56		
Saturday Night	Dinner & Auction @ Watermark Hotel & Spa Hawaiian Night Theme			\$62		
Sunday Night	Presentation Dinner @ Watermark Hotel & Spa Semi-Formal			\$67		
Monday	Details of the Monday Run will be advised					

Car Details	*Class	Year	Body Style	Colour	Reg. No.	Total \$
Car 1						
Car 2						
Car 3						

Entry to Display Judged and Concours Classes is only open to Financial Members of the Mustang Owners Club Australia
 *Mustang Class Entry: Thoroughbred-\$60 Original-\$50 Modified-\$50 Display Judged-\$35 Show-n-Shine-\$10

FORM AND DEPOSIT (\$50) or full payment IS REQUIRED BY 31ST DEC 2015

FULL PAYMENT REQUIRED BY 31ST JANUARY 2016

Pay by Cheque, Credit Card or EFT

Post or e-mail cheque or payment details with registration form to:

R & S Whitney. OR rswitney@bigpond.com
8 Hope Street,
Ormiston.
Qld 4160

Cheques made payable to: Mustang Owners Club of Australia (Qld.) Inc

Credit Card Details.....Name on card Type of card VISA / MASTERCARD

Credit Card Number_____ Expiry Date ____/____

Signature of Cardholder_____

EFT DETAILS: Bank of Queensland BSB: 124 001 Account No: 2014 8617 Reference (Surname/Initials) 2016 NATS

GRAND TOTAL	\$
LESS DEPOSIT	\$50.00
BALANCE PAYABLE	\$

2016 MUSTANG NATIONALS GOLD COAST QUEENSLAND REGISTRATION SUPPLEMENT

ACCOMMODATION

Watermark Hotel and Spa 3032 Surfers Paradise Boulevard Surfers Paradise Qld 4217

To book your accommodation for the 2016 Mustang Nationals you can either book direct via the Watermark website or by phoning the reservations helpline. There is also a special Promo Code you need to quote.

MOCA Qld has negotiated a great deal with the Watermark for these amazing room rates.

Single Room\$170 with **one** full buffet breakfast included

Double/Twin Room.....\$190 with **two** full buffet breakfasts included

Superior Room.....\$250 with **two** full buffet breakfasts included

Secure free parking area has been negotiated for Mustangs if you book using the promo code.

You need to book via this **website** www.watermarkhotelgoldcoast.com.au

Quote this **promo code**..... **MOCA** to ensure you get the great room rates and secure free parking.

Reservations helpline number is**07 55 888 333** **be sure to quote the promo code.**

If you need further information regarding accommodation you can contact the following:

Carmen Rogers 07 3824 0476 Sandra Whitney 0433 665 003

FUNCTIONS – All function nights are held at the Watermark Hotel

Friday night is a “Meet and Greet” BBQwear your Club shirt. \$56

Saturday night is Auction night and the theme for the night is Hawaiian. Put on your lei or Hawaiian shirt. Tonight’s menu is a buffet with a tropical theme. Dress up is optional. \$62

Sunday night is Presentation Night and a three course dinner will be served. Semi-Formal is the dress code for dinner. \$67.00

MERCHANDISE

Merchandise will be on sale at registration, and also at the Mustang Concours. When Nationals clothing has been finalised it will be on the Concours web page.

SECURITY/CAR PARKING/TRAILERS

Security will be on site in the Watermark Hotel carpark Friday, Saturday and Sunday nights from 6pm till 6am. Secure Mustang parking at the Watermark can only be guaranteed if you use the promo code when booking. LIMITED trailer parking off site available over the weekend, please advise Martin Schmidt samm58@bigpond.com

MUSTANG SHOW AND CONCOURS

The Concours will be held on Sunday at Broadwater Parklands, which is approx. a 10 minute drive from the Watermark Hotel or a 5 minute walk from the Southport tram stop. Food vans and merchandise stands will be at the grounds on the day. Saturday judging will take place at Sunshine Ford, Nerang Road Southport. More details in the information booklet.

GENERAL INFORMATION

The Watermark Hotel is situated in the heart of one of Australia’s favourite holiday destinations, Surfers Paradise. Facilities include pool, day spa, bars, restaurants one of which will serve you your full buffet breakfast; cost is included in your room tariff. Shopping Malls, Cafes, the tallest building at the Coast the Q1 Tower, and the Beach are all a short stroll away. Catch the tram which stops at the front of the Watermark, it travels from Pacific Fair Broadbeach, which is near the Casino, and continues, all the way to Southport and beyond. A tram map will be included in your goodies bag. If you extend your stay there are the Theme Parks to visit, golf courses and adventure activities available. Information for the Saturday and Monday runs will be advised when finalised.

GENERAL ENQUIRIES

Sandra Whitney

07 32861073 or rswhitney@bigpond.com

Carmen Rogers

07 38240476 or poools4you@bigpond.com



**MOCA QUEENSLAND PROUDLY PRESENTS
2016 MUSTANG NATIONALS
GOLD COAST, QUEENSLAND
25 – 28 MARCH**



Pre – Ordering of the 2016 Mustang Nationals Shirts is now available, and all Entrants are encouraged to do so without delay.

Orders can be placed direct with Sandra Whitney – email: rswhitney@bigpond.com

Designs are the same for Men and Women

Button through Dress Shirt is priced at - \$55.00

Pole Shirt is Priced at - \$50.00



TASSIE MEMBERS CRUISE TO BEAUTY POINT

Article supplied by Rod Johnstone, photos supplied by Simon Van Asch.

This was our first Saturday cruise on a cool winters day and was well attended. We assembled at National Auto Museum in Launceston, picking up more cars at Tamar Wetlands and Exeter Hotel. Lunch at Beauty Point Hotel was very nice.

After lunch an inspection of Becketts Museum at Exeter, we won't advertise details here, as MOCA visitors in Feb 2016 will be going there, followed by a visit to Chas Kelly's museum.

C27FE yellow hardtop is Simon Van Asch's lovely vehicle. Simon is our photographer and hard working club contributor. He does beautiful photoshop work too and many of our members have purchased some of his specialised work.

C87NV is the superb daily driver of Carl and Anne Philpott alongside C89MH, daily driver of Dianne Lockhart. USA67 is Tim and Christine Wright, new car and members to our club.

E21JQ is the convertible of Brian and Nicole Polden and son Jacob from Capbelltown Tas. This car was sourced very close to Capbelltown NSW. They are more new members and son Jacob loves drawing Mustangs and is a 'gun' motorcross rider who has many competition wins.

SI2903 is new members Harold and Beverley Burgess, they are well known to interstate members. SI5544 is Cheryl Walsh, one of our many female owners.

SI8944 is the 400 cid Mach 1 79 Mustang fastback of Larry and Julie Tubb. Another addition to Larry's Mustang fleet. SI6500, interesting combination of 2 tone brown, owned by Paul Hinds and his partner Margaret.

A great turnout, lovely meal, wonderful private museum display, cool but sunny day around 15 degrees, 35 people for lunch, more Saturday runs to come.



1964 1/2 CONVERTIBLE RESTORATION

Article supplied by Brian James.

When we were in Nashville TN a few months ago, we ran across Paul, a local Mustang fanatic, who is in the process of restoring a 1964 1/2 Mustang Convertible #100280.

Paul invited my buddy and I to come and take a look at his project. It is quite unique on a number of fronts, and Paul was happy to point out some interesting facts about these really early Mustangs.

I am sure some of our more informed Mustang nuts probably already know this “anal” stuff, but for the uninformed, like myself, I hope you find it interesting.

Paul is a walking encyclopedia on early Mustangs and all things K code.

Paul's car is VIN 5F08F100280

Sequential numbering began at 100001

Cars numbered less than #180 were pre-production.

This car has March ID stamp. Pre-production began on 10th March 1964. This represented 180 cars up to 15th March. Production started on 16th March 1964.

So Paul's car is stamped in the rear 1/4 trunk area with 2 - 17 - W3

2nd production day (17th March)

2 = 2nd production day

17 = Day of month

W = ?

3 = 3rd shift



Pre-production and initial production cars from 10th up until 18th March had a number of changes from cars produced after the 18th March.

The car in the photo was produced on 2nd day of production, ie, 17th March.

Some of the changes include:

- Door lock button hole was smaller than subsequent cars. Apparently it was realized during pre-production that the lock button was rubbing on the side of the hole. (pic)
- Auto cars - Flywheel was part of converter assembly
- Metal dashboard fairing under padded dash was screwed to frame on early cars. Later cars, (after March 18), were welded
- Early 260 V8 Distributor had oil hole (pic)
- Inner guards at rear on convertible cars during this period were “bashed” to form relief for convertible top when retracted. Subsequent cars had the relief shape pressed

during construction.

- The battery vents on Paul's car are different to most Mustangs of the time, but I am not sure if this was a change that was incorporated with the others after pre-production. (pic)

Also noticeable on the radiator support panel are the original chalked markings. If you look carefully you can make out “C5xx” and “76A” (pic)

Not sure how Paul plans to preserve these markings, but it would really be something to be able to keep them.

Another of the lesser seen items is the alternator cowl which was originally fitted to these early cars.



There were more anomalies on these early cars, and I am sure we have only scratched the surface with the ones mentioned here. Paul kept on firing the information at us, certainly faster than I could jot it down or remember it. He is good man to know to settle any argument.

Disclaimer

I have done my best to relay the information I was given as reliably and accurately as possible. I am not the authority, just the messenger, so if any of this info is proved to be incorrect I apologise.

Paul also has a couple of K code engines for sale. These were for sale at the time I was there, but I don't know if they are still available.

1 x '67 K code block

Replacement block
+.030 Jan - Feb
C50EA casting
NO fuel pump
NO carb
NO harmonic balancer
Aftermarket Dizzy
Aftermarket Intake
Manifold
US\$5,500

1 x '64 K code



1964 1/2 CONVERTIBLE RESTORATION

block

Date 64 -65 car
Convertible motor
NO carby
NO fuel pump
US\$10,000

Assorted K code parts

Dual Manifold + Cobra Rocker covers (photo) US\$2,000
'65 Fuel Pump - Reconditioned K code pump US\$1,100
'68 Four speed box broken tabs, no tail shaft US\$550



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TASSIE MEMBERS TRIP TO ROSS

Article supplied by Rod Johnstone, photos supplied by Simon Van Asch.

Cars met at Village Green at Longford at 9am on a cool winters day. 20+ cars travelled to Ross, where we contributed to an assortment of all makes and models. Mustangs coming from Swansea, Bicheno, Hobart and Launceston. Nearby, Ian Cumming at Ross had his Jaguar / Mustang museum open, including some Shelby's. His Mustang count now approaches 10. MOCA (Vic) members who toured in Feb 2015 saw some of these and we plan a visit there for the visiting members in Feb 2016.

SI8943 is Derek and Barbara Quinn's newly restored 1969 428 Mach 1 Mustang 'R' code, one of only 200. SGT350 is Graham and Debbie Smedleys 1965 Shelby replica, immaculate as always. SI5867 is Patrick Wings pebble beige colour 67 Mustang hart top (rare colour). SI8613 is Andrew Youd's newly restored 1969 Mach 1 fastback, immaculate. C89NH is Wayne and Dianne Lockhart's blue fastback, which is driven daily by Dianne. SI7030 is Brett Hogan's light green fastback, Brett and his daughter Josie are new members.

Thanks to Simon Van Asch, who travelled to Ross early for photos and assisted with car parking for our group.



TASSIE MEMBERS SMEDS SHED

Article supplied by Rod Johnstone, photos supplied by Simon Van Asch.

We planned to attend the annual St Marys Car Show but weather was too changeable and ended up wet. Our alternate plan was morning tea at members Graham and Debby Smedley's property and lunch with video display at Queens Head Hotel at nearby Perth.

Graham, the comedian, placed a rocking horse sign at his property entrance reading "Room for a Pony" as per the "Keeping Up Appearances" TV series. Mrs Bucket did not attend, however Arthur Dunger sent his apologies. Many people drove their road cars and not Mustangs.

SI5670 is the 1970 hardtop of Carl Wagner and turned many heads on the day. USA66 is Dave Saunders 66 hardtop daily driver. This was his late wife's car and "grandma's car" will be passed on to his children. Dave and his family have been the inspiration and guidance behind the invigorated Mustang Club in Tasmania. Thanks from us all Dave.

Some great shots from our photographer once again from Simon Van Asch, his passion shows, we owe Simon a big thank you.

A good get together, thank to our hosts Graham and Debbie Smedley. Some photos depict Graham's workshop where he operates from as a competent mechanic.



FOR SALE

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

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rac45@hotmail.net.au





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NEW MUSTANG ARRIVAL

**Article and photos supplied by Bob Lorch.
Written By Philip King & Published in The
Australian Newspaper (WED DEC 2nd).**

The long wait for Mustang fans is about to end, with the first shipment of cars docking in Melbourne early today.

But the shipment of more than 170 made-in-the-US Mustangs will go only so far in filling a backlog of 3000 orders piled up since the car was revealed two years ago.

The Michigan factory began right-hand-drive production in September, making the Mustang a world car for the first time since its mid-1960s debut.

Australian enthusiasts were some of the most eager to put down deposits and for many it will be just the newest car in a garage of classics 'Stangs.

Building consultant Bob Lorch, 60, placed his order 14 months ago. He has been an enthusiast for more than 40 years.

"Ever since I saw Allan Moffat race in 1969-70 at Sandown I've been caught up with Mustangs," he said. "I've been accumulating them ever since."

He pursued his dream by buying and restoring a classic 15 years ago and since he has bought and sold about a dozen.

One of his earliest purchases, an orange 1970 Boss 302 Fastback, remains his favourite.

His collection also includes a 1969 replica of Moffat's No 9 Coca-Cola race-car and a 1969 convertible.

As members of the Mustang owners club, Bob and wife Anne regularly drive the cars in classic races and rallies.

When Bob realised the next generation would reach Australia, it didn't take long to decide. "Anne needed a new car and I thought it would be perfect."

They decided on a top-of-the-range black automatic convertible, with a 303kW 5.0-litre V8, which starts at \$63,990.

Fastback coupe V8s with manual transmission cost \$54,990 while a turbocharged 2.3-litre four-cylinder starts the line-up at \$44,990.

The new Mustang is already a hit in left-hand-drive markets, with 76,124 bought over the first half of 2015, making it the most popular sports car on the planet.

Local Ford boss Graeme Whickman said he believed it would be as welcome here as it was in the US.

"We are so excited to launch Mustang in Australia and see how people respond to its iconic, magical looks and performance," he said. "Just like in America, we are seeing great early demand for the V8 GT models."

Bob and Anne's V8 GT is in the first batch, but they will need a little more patience after ordering through a fellow enthusiast who has a Ford dealership in South Australia.

Bob looks forward to collecting the car and driving home to Melbourne.

"There's nothing like jumping in a modern car... and it's still got the same mystique about it."

It will be his first taste of the new generation, but he already believes it's a bargain next to classics.

"To convert a later model Mustang to right-hand-drive is \$35,000, plus you've got to buy the car in America," he said. "The new one is great value for money."



TRIP TO USA

Article and photos supplied by Brian James.

Late August, Avril and I headed off to the USA to visit family and friends in Nashville, Tennessee.

Nashville is a great place to visit, but this time we wanted to venture further South on a road trip to.... well. we weren't quite sure, but the intention was to take back roads whenever we could. That should guarantee something different.

As we are a motoring group, I won't bore you with the whole trip, I'll just bore you with the car stuff.

Firstly though, some car stuff from Nashville.

However, I must confess to a partial venture to the dark side. I hired a Chrysler 300 for our time in Nashville and the trip South. Nicely appointed, very comfortable and with all the bells and whistles, but I think they forgot to install the "Handling Option"!

Maple Motors

When I first visited Nashville many years ago, I stumbled across Maple Motors, which I had become familiar with online. With the howdies, hugs and kisses complete, it's never long before I head off to Maple Motors, just down the road from the relo's... very convenient.

Maple Motors only sell classics. Not your numbers correct, super rare, Concours jiggers, but more your good, clean, reliable, classics to be driven as they are, or earmarked for future restoration.

These are good cars, and some are quite collectable, SS Chevells, Chev Bubbletops and of course a variety of Mustangs.

They sell a lot of cars to Aus, and I can understand why. The cars are quite cheap and not without flaw, but they have been in business for a long time and offer good value, check them out at "maplemotors.com". (this is not a paid plug).

Friday Cruise

Friday night is Cruise Night at Hendersonville, a suburb of Nashville, where my buddy Chester, yes Chester, lives. Chet is a good ole Southern boy. A great guy with a heart of gold and a couple of nice toys. Chet's two loves in his life are Country music and his cars. Oh, yeah, there's his wife Pat as well!



Chet has a great looking 48 Studebaker Pickup M-6 and a pristine 1926 T Model. The pickup runs a Chev 350 and the T runs the original 4 cyl flathead.

We're taking both cars to the Cruise, but I only discover I'm driving the Studey as we head off. Never driven the Studey before, drooled over it from time to time, but never the pleasure of a drive.

The Pickup ran well and was a little challenging to drive, but nothing compared to what was coming up with the Model T. More about that later.

The Pickup was fun to drive, with just some little jobs to be done to make it a real nice driver. It's a headturner that's for sure. Something a little different. I have already put Chet on notice for first option when he sells, which actually could be in the wind. He wants to sell, his wife wants to keep it. Gotta love a woman like Pat.

Saturday Show

Chet and I got another leave pass on Saturday and went to a small local car show run by the Life Church as a fundraiser in their church grounds. Not many cars, but certainly some quality on display.



A lovely 63 Corvette was on display, originally owned by John Gotti, the Mafia mobster and boss of the Gambino family. Nicely restored after a torrid life, numerous dimples in the driver side windscreen pillar trim have been left unrepaired and are supposedly the result of a shotgun attack on Gotti. He survived. Whoever carried out the attack certainly didn't make old age.

The show also had quite a few fund raising blind auction items on offer.

We are all aware of the intense love of guns by the Yanks, so the auction item that got my attention was a gift certificate for a gun carrying permit to the value of \$50, right next to the Restaurant vouchers, Dancing lessons and Homemade cakes. Keep in mind this was a church fund raising function. Only in the South!

Southern Roadtrip

Avril and I left Nashville on 31st Aug on our Southern roadtrip. We would return in a week for more time with our folks in Music City.

We took a detour off the main Interstate in search of some Southern sights.

TRIP TO USA

Classic Graveyard

It didn't take long to find a virtual ghost town called Petersburg. Interesting to see a once thriving town now decimated by the Interstate bypass.

Just out of Petersburg we came across this old car graveyard.

Now I know how resourceful many of our members are, but... these babies have gone to God. Nice little collection though. Didn't make any offers, a man's gotta know his limitations!! Although the Mustang might be recoverable... maybe.



Alabama Galaxies

Next day we were cruisin the back roads of Alabama.

Caught a glimpse of some 64 Galaxies beside an isolated quaint homestead.

The Chrysler can really pull up OK, especially when there is something to stop for.

A quick U-turn got us back there quick smart. Avril was imploring me not to drive onto the property. We had heard all the stories about how protective these Southerners can be, and their "shoot first...ask questions later" philosophy. But undaunted I pulled up at the front of the house....on their property!. Avril was freaking out at this stage.

I walked toward the verandah, but not up the steps, I'm not stupid! My main, and only, defence was to keep chanting, "hello, anyone home"

I could hear Avril, still firmly planted in the car, frantically begging me to return to the car and let's go. Then I hear from Avril, "there's someone at the window".



It must be OK, she didn't say anything about a gun.

A woman appears on the verandah, (no gun, phew). I blurt out that if it was OK, could I have a quick look at the Galaxie's.

"They're not for sale" she bellows a couple of times. This gives me some confidence in that others before me have probably received the same response and lived.

Not one to quit easily, I calmly ask if it is OK "just to take a look".

In her deepest Southern drawl she explains it's OK with her... but if HE comes home and sees us there, "he'll be as mad as hell".

Shit! I instantly have this image of the owner arriving in his pickup draped in a Confederate flag, reaching for the shotgun before the truck has stopped and casually emptying a couple of cartridges into the "intruder" trying to steal his cars.

I settled for a couple of full zoom shots and skedaddled out of there, much to Avril's delight.

Talladega

Tues 1st Sept

Further down the road we picked up the I-20E Interstate.

A quick stop at Walmart revealed some interesting stock items including these assortment of Compound Bows, just the thing for Junior's Christmas stocking. Paper targets are also on sale, just in case the neighbours and their pets decide to stay indoors!



As the Talladega Superspeedway is only about 10 miles off the Interstate, it would be plum rude not to pay a visit.

What luck, just in time for the track tour. Can't take your own car unfortunately. With 33deg banking not many basic road cars could stay up there anyway, but I'm sure many would try. We had to settle for the bus. It was all at the low level, but awesome to look up at the banking, all 33 deg of it. Intimidating to say the least.

Some interesting Nascar history in the Hall of Fame was well worth the visit including a Richard Petty Dodge and Dale Earnhardt tribute.

TRIP TO USA

Atlanta - Georgia

Summit Racing

Made it to Atlanta that evening to stay with friends for a couple of days.

With the girls planning a shopping trip next day, I decided to venture down the I-75 to Summit Racing at McDonough on the other side of Atlanta to pick up an Instrument cluster for the Rod project.



A drive down the I-75 in Atlanta is definitely “running the gauntlet”.

Narrow lanes, a 65mph “speed limit”, kamikaze lane changes and tailgating trucks are the ingredients. Anything under 75mph and you will get run over and feel like a mobile chicane. 80 mph is the norm, including trucks. Even my Nashville mate Chester reckons the Atlanta traffic is to be avoided. Anyway, as long as no-one is getting booked, 80mph it is.

It was worth it though, Summit Racing is really something. Many of our members would have bought some racing products from Summit at some stage. There's not much they don't have, and what a place to go shopping. The Don Garlitts Top Fuel dragster hangs from the roof, and there are an assortment of Nascars mounted to the walls like pieces of art... which of course, they are. There is even a magnificent customised 428 Mustang on display in the front window.

What a fantastic toy shop, all it needs is showers and accommodation and you could go missing for days.



With my Instrument cluster, T-shirts and other essentials tucked under my arm, I returned to the car to again run the gauntlet back to the North side of Atlanta, where I will need a drink or two to steady the nerves after surviving the I-75 round trip.

A great day though.

Darlington Raceway Southern 500 Sprint Cup - South Carolina

No car stuff to mention during the couple of days after leaving Atlanta. We spent the Friday night in Savannah on the East coast of Georgia, which is a beautiful place.

A couple of months earlier I had secured prime tickets for the Bojangles Southern 500 Nascar Sprint Cup at Darlington Raceway, also known as the “Lady in Black”. It was to be the car highlight of the trip South.

We left Savannah on Saturday morning for Darlington. A swap meet and car show in Florence, a couple of miles from the raceway, kicked things off in the afternoon. Those Southern vendors sure go the hard sell. A large retro car fridge featuring some Nascar heroes is going for a song, but any explanation about transportation home, physical size and excess baggage falls on deaf ears.



It's Saturday afternoon, but the Raceway is pumpin'. The Xfinity support round is being run and the merchandising paddock outside the track is thriving. There are many huge sales tents, but one large common purchasing check-out marquee. This check out has a snaking queue line and around 30 registers. There are spotters at the front of the queue to direct customers to the next available checkout chick who raises a flag when ready for next buyer, amazing.

The entire Raceway is surrounded by communities of huge RV's, Motorhomes and caravans as far as the eye can see. It's massive.

These temporary areas have streets just like a suburb, only this suburb completely surrounds the raceway complex.

Being the Labor Day long weekend, the Sprint Cup race is scheduled for Sunday evening around 7pm.

Sunday morning I plan to grab a six pack of beer from the local convenience store to enjoy after the race, back at the hotel. Having selected my six pack of choice I make my way to the checkout. The only words I can make out from the softly spoken checkout chick is, “... can't ... sell... you... alcohol...”

Hey, maybe I'm underage in these neck of the woods! “Pardon?”

TRIP TO USA

"Sorry Sir, I can't sell you alcohol, It's Sunday."

Say, what!!! How far do I have go to find a store that will sell me beer... today?

"North Carolina... about 60 miles" she calmly replies.

Just how bad do I want a beer after the race... Not that bad.

Looks like the after race celebration will be a little dry.

Racetime, Sunday afternoon. The Raceway is packed.

An added attraction to this year's event is the Throwback Paint schemes. The cars will carry special representative paint schemes from seasons 1970 -1974.

Throwback cuisine was also on offer, including fried green tomatoes. They tasted more like throwup cuisine to me.

Pre-race formalities out of the way, the race starts shortly after 7pm.

Turns out to be the longest race of the series so far, because of the large number of cautions resulting from regular wall contact. Towards the end of the race, I reckon about 80% of the field had evidence of wall contact down the side of their cars. These guys play for keeps. The race will not finish till almost midnight.

With a seat at the start/finish line, I am fully equipped with my radio pack to monitor all the drivers' / crew chat and my long range binoculars. I was set for the long haul.

Avril's enthusiasm however, is reduced considerably as it becomes a very long event.

Never seen such an enthusiastic and totally involved crowd. They love their stockcars, and certainly know how to put on a show. It was a great experience.

After the event we were to meet at a predetermined spot for our ride back to the hotel on the shuttle bus. Traffic was chaotic. The bus wasn't able to get to the pickup point. After waiting some time we caught sight of the bus in the crowd. It was "floor" room only with 2 bus loads crammed into one.

So, sitting on the floor of the bus in the dark we had a great chat with a couple of guys from Kentucky, who were just two dark shapes in this environment, but they



were singing the praises of Marcus Ambrose and relating how much he was missed on the stockcar scene.

It was 1.30am before got back to the hotel. Too damn late for the beer I didn't have anyway. Bloody Bible belt!!!

Charlotte - North Carolina

Monday morning, Labor Day holiday.

A late start after a late finish for all at the hotel with breakfast extended. Obviously no hangovers though.

We headed North toward Charlotte, North Carolina.

A slight detour to Charlotte Motor Speedway was in order. This Speedway has an exciting presence as you approach. Huge flagpoles and the walk of honour with hand and foot prints of racing superstars, including Junior Johnston and "King Petty" of course, all add to the excitement of this place. We were very lucky to be kindly treated to an impromptu mini tour including the grandstand for a look over the raceway. Only(!) 24 deg banking on this track. It was yet another impressive venue, almost exclusively hosting Nascar events.

Being a public holiday, it's very quiet in Charlotte.

A coffee in the lovely main street of Charlotte sounds good....if only they had a coffee shop.

In the USA it's Starbucks or nothing.

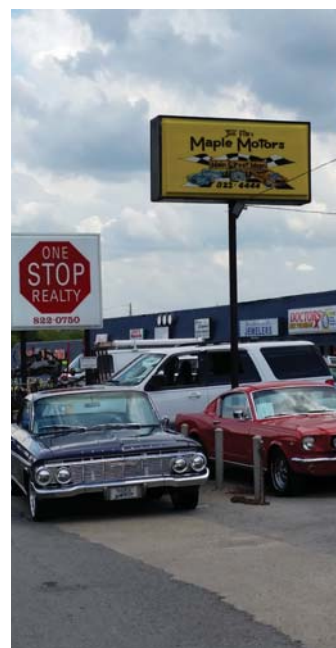
There were 2 cops and a State policeman in the main street. I was wearing my Mustang Muscle Car T-shirt. As we walked past them, I heard a faint, "what kinda car ya got"?

Twenty minutes later...

It was great. We were like proud parents showing each other pics of our kids. The senior cop had a beautiful Cobra and told me the story of its life. Naturally I happened to have some pics of my "kids" to exchange.

Once again, as so often happened on this trip, we were asked about the gun culture in Australia. The senior cop gasped in disbelief at our gun controls and although he was eager to visit Australia, he vowed he could never live there without his guns. He was right into hunting and target shooting and had a wide variety of weapons

This is a guy who must see gun violence most days and risks being shot every time he pulls someone over, yet he is accepting that the bad guys have the same 2nd Amendment rights,(to bear arms), as himself, regardless of the danger. On the mass shootings at schools and universities across America, including the Sandy Hook disaster, his only comment was, "bad things happen".



MUSTANG

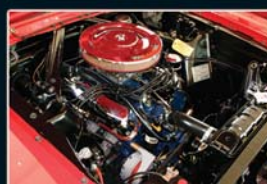
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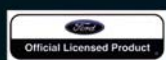


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He even went so far as to declare that authorities would have to shoot him first if any constitutional law was introduced to take his guns.

Ya just gotta love the yanks and their passion for guns.

It was great fun talking to these guys, and they were able to direct us to a coffee shop as well.

After coffee we headed back toward Nashville and went through a small place called Shelby.

Don't know that too many of the residents were aware of Carroll Shelby or his contribution to our passion, but a pretty cool name for a place to call home if you are into it.

Stayed overnight at Asheville, still in N.C. just over the border from Tennessee. No car stuff, but a pretty cool place with a Hippie feel to it.

Nashville - Tennessee

Back in Nashville for 5 days before we fly to New York for a road trip through New England.

Be very remiss of me not to check in on Maple Motors, we've been away for a week.

Never know what might have arrived on the lot while we were away.

No significant new muscle up for grabs, but I did quiz the Fite boys, who run the show, on availability of the harder to find Shelby and K code parts. They put me in contact with Mark Stacey at Stacey's Concours Restoration. Mark was keen to help, but has similar difficulties in locating any specialist part for his resto's. He recommended I call



Paul, a private guy in Nashville, right into early Mustangs and particularly K code bits.

After we chatted on the phone for awhile, Paul asked if we would be interested in seeing his current resto project, a 64 1/2 Convertible #000280!! Would we ever. When Chet and I arrived, Paul had some parts already laid out for us to look at and the deluge of information began flowing. This guy was a walking talking encyclopedia on all things K code. I could not jot down the info fast enough. He just kept on bringing stuff out, manifolds, heads, blocks, radiators, etc, etc. and he had the part number info for every part.

There is a separate article on his 64 1/2, and some pre-production info.

After our time with Paul, I was plum tuckered and felt like

a siesta. Not far enough South for a siesta, settle for a nap!

Antique Archaeology - TN

Just had to visit Antique Archaeology in Downtown Nashville, home of the TV show American Pickers with Mike, Frank and Danielle. This is actually the second shop, the main one we see on TV is in Iowa.

None of the stars were there, but an interesting place to visit nonetheless. As Mike is right into motorbikes, there is no shortage of two wheel antiques including an Indian Motorbike and a twin engine land speed record bike. There is even a Peruvian mummy. A lot is not for sale, just display, but... everything has a price if you want it bad enough.

The shop is on the site of Marathon Motor Works where the Marathon Automobile was built between 1907 - 1914

The factory is preserved and now features an assortment of boutique outlets including Antique Archaeology, wine bar, clothing and others.

It still has the original timber floor throughout, what was then, the large manufacturing factory. A lot of the original machinery used at that time is now on display around the complex. Large lathes that produced crankshafts, cams, etc, and huge presses. No automated mass producing CNC machines then, everything was hand made.

Barn Find - Nashville

Chester had been asking me since I first arrived in Nashville to check out a Model A Coupe for sale close to home. I am into the Model A's and have imported quite a few over the years, so I didn't need too much encouragement.

We arrived at a very modest house in Hendersonville in Chet's beautiful Model T.

The owner, Al, is an older gentleman, and we were directed around the side of the house to the Model A. The Model A was out in the open, but close by in a garage with the door open, was a partially exposed car that had become a storage shelf for some crap.

The Model A was rubbish, but what was that in the garage? A quick check with Al that we can have a look at it, and he joins us.

It's a '66 Falcon Two Door. Sweet.

Pretty much the same as our 67,68 XR-XT Falcon. You



TRIP TO USA

may remember, they were advertised as the Mustang bred Falcon.

Al proceeds to tell us that the car was originally a 6, and Al have carried out a full V8 conversion on it including engine, g/box, diff and 5 stud hubs. The then owner couldn't pay, so signed the car over to Al.

Al doesn't want it and wants to sell. Say no more.

I didn't want to buy anything on this trip, but when you stumble on something like this, well...

Chet and I are tidying up a few details, and the car should be on the water soon.

See me if interested in purchasing on arrival. There is increasing interest in these Fords as something a little different in a two door coupe, with a Mustang connection.

Model T Driving Lesson

Time for a Model T driving lesson from Chet on the way home after our "barn find"

Now, most of us revheads reckon if it's got 4 wheels and an engine we can drive it. Well, you may need to think again when it comes to a model T.

Everything you have learned till now about driving, forget it. In a Model T do a master clear.

I watched and listened to Chet driving the T and realised there may be a challenge here.

OK. The Model T has 3 pedals, none of which is the accelerator. The left pedal is the clutch which has a midway neutral position. The centre pedal is reverse. The right pedal is the brake, not to be confused with the centre pedal in any modern day car, as it has no connection to actually stopping any time soon.

The lever to the left of the drivers leg is the multifunction emergency brake. Hard back it applies rear brake and selects neutral. Midway it's neutral only. Fully forward it's high drive.

Are you still with me?

The throttle is the lever on the RHS of the steering column. Spark advance is the lever on the LHS.



So, engine running, parking brake off, engine above idle, transmission in neutral and push in central pedal for reverse. Reduce hand throttle and step on brake to stop... maybe.

To drive forward, increase throttle and push in the left pedal, (clutch), to the floor.

To stop, reduce throttle and move left clutch pedal to neutral, (mid range), then apply brake, (right pedal), and in a little while you will stop. Got it, piece of cake.

There is a fair bit to think about which can be distracting from actually watching what is going on around you.

Apparently the major mistake for novices occurs when pulling up in your garage. The natural action as you get close to the wall is to throttle back and depress the clutch to the floor. Unfortunately neutral is midway, so you have just destroyed the garage wall.

Red Boiling Springs Car Show and Swap Meet - TN

A couple of days before leaving Nashville, we checked out a car show and swap meet about 1 hour away at Red Boiling Springs. It was pretty much like any of our events. Probably a wider variety of cars on display, including some little known vehicles we may never have heard off, like this 1952-53 Kaiser Manhattan built in the USA by the Kaiser-Frazer Corporation.

Oh yeah, one other thing that's a little different. One guy selling stuff had a table laid out with collectable oil cans, signs and a winch. Right between them all was a 12 g shotgun!

And don't worry, there's boxes of ammo and camouflage greens as well. For 250 bucks you could go on your own little shootin' spree without leaving the show.

Downtown Nashville

Downtown Nashville on Saturday night was rockin'. (as it does any night for that matter)

Bar after bar after bar providing live music from young hopefuls hoping to make their way in Country music and ultimately be invited to Music Row a few streets away to become the next Keith Urban or Taylor Swift.

Buskers-a-plenty on Main St hoping to impress.

Hens nights are popular in town, with the bride-to-be decked out in wedding veil ,cowboy hat and boots. Fantastic.

Sunday was spent with family before flying out to New York.

The trip South sure was an eye-opener. We had a fantastic time and had some very interesting experiences.

Somehow Mars no longer seems so far away.



REPCO FATHER'S DAY CAR SHOW

Article supplied by Rod Johnstone, photos supplied by Simon Van Asch.

Repco Launceston had their annual pre father's day car show and we were asked to attend.

E81LJ is another of David Saunders Mustangs, this 1984 4V GTHO is the last of carburettor cars before fuel injection. Dave has more than one Mustang, the first one he purchased in 1980, this one is number 6.

SI6560 is a pristine 67 hardtop owned by Tim Tubb, this car is for sale at around \$60,000 (0418 554 958).

C89MH, our regular member's daily driver of Dianne Lockhart. SI2961 is the light blue hardtop of Doug and Sandra Fraser, who joined MOCA on the day. SI6525 is another of Larry and Julie Tubbs fleet and can be purchased (0437 856 584). C43PP is John Van Der Hide's car, who works at Repco. John joined MOCA on the day and we wish him good health as he recently has been unwell.

This display wasn't Mustang only, cars were choosed by Repco. All members who displayed were given a Repco trade card, useable Australia wide 7 days a week.

Thanks to all at Repco, including Dan and Dave and for all the members who put up with a cold and windy day.

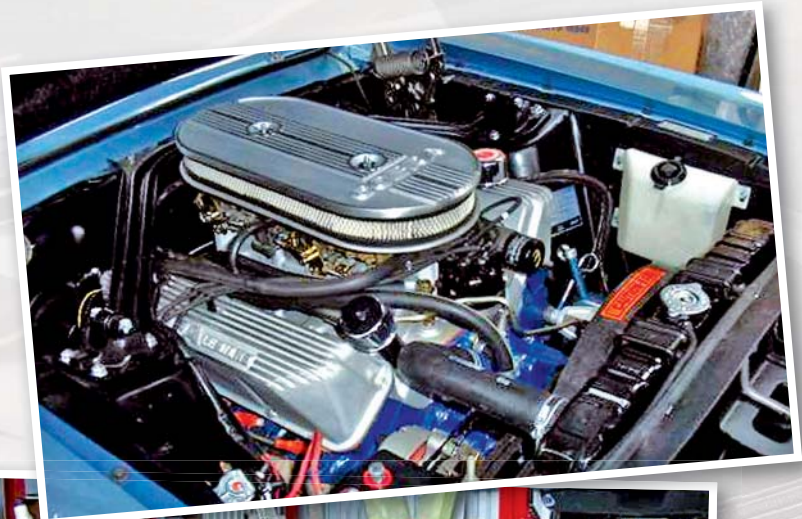




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TASMANIA GENERAL EDITORIAL

Article supplied by Rod Johnstone.

Wow, it's August and 12 months since Dave and Aaron Saunders said "Rod, you've done this before successfully and your family has had a Mustang since 1980, why don't you do something for 50 years of Mustangs and the new Mustang release?"

"Why don't we have a Mustang Muster at Symmon's Plains V8 Supercar race in March 2015."

Well, many phone calls later, we had a Mustang Muster as Star Bar Hotel Launceston on Sunday 22nd March 2015 and 38 Mustangs appeared, including 9 from Victoria, thanks to MOCA members Kevin and Kathy Hughes.

A week later we spent 3 days at V8 Supercars at Symmons Plains. We even did a lap of the track driving the 1 hour V8 Supercar practice. Even National President of MOCA Rob Bloxam and his wife Julie attended from Western Australia (the Nationals were held in South Australia soon after) complete with their lovely PJ 2007 Mustang.

Well, with the radio, television, newspaper and Foxtel coverage and our 38 car display from all over the state we did turn some heads.

In Feb 2015 we had a total of 4 MOCA members in Tassie, 6 months later we have 54 members and are continuing to grow rapidly. We have had monthly Mustang cruises since March and new cars and

members come out of the woodwork. The recent 'pre release' viewing of the new Mustang in Tasmania in late September by 3 dealers created more interest and around 15 more members joined MOCA (Tas).

Thanks to Kirby Curwen (Jackson Ford Launceston), Dave O'Brien (Tilford Ford Hobart) and Adam Gowans (Gowans Ford Burnie).

Between these dealers they hold around 80 orders for the new Mustang. All 3 dealers have been invited back for morning teas and BBQ lunch in the upcoming MOCA (Vic) visit Feb 12 - 15, 2016. Come visit us, we have a wonderful tour planned.

Thank you to all and especially David and Aaron Saunders, Simon Van Asch, Patrick Wing and family, Les and Maureen Martin, Kevin and Kathy Hughes, Ian Collins, Star Bar Hotel, Cafe and Accommodation.

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CHRISTMAS FAMILY CRUISE AND LUNCH

Article supplied by Michelle Jenkinson.

On Sunday 6 December, we gathered at the BP Station at Avalon at 10.30am for the Annual MOCA Christmas family cruise and lunch. It started off as a crisp Sunday morning in Melbourne with the promise of a warm and sunny day. Once everyone had arrived, instructions were read out and clue sheets were handed to the teams as each car rolled out of the station.

The aim for the day was to have a bit of fun whilst enjoying a scenic drive around the nearby suburbs of Lara and Geelong. The cruise tested our observation and overall problem solving skills and, for some of us, our patience over the space of an hour, driving past some very picturesque landscapes and farming properties.

Upon arriving at our destination, The Peninsula Hotel, in Geelong, all clue sheets were handed in and a well

deserved lunch and beverage were ordered. Over lunch, the results of the mystery cruise were read out and prizes handed out to the top three teams. As is the case each year, some members of the group enjoyed the more scenic route during the cruise, and there was plenty of friendly banter over lunch as to the correct answers to some of the questions.

After lunch the group were lucky enough to receive a visit from Santa. As always, he was a hit with the children of all ages and happily entertained the children whilst handing out gifts. After receiving their gifts and having their photo taken with Santa, the children happily waved him goodbye as he departed for the North Pole.

As always, this year's Annual Christmas family cruise was a lovely day spent with a great bunch of people and the perfect way to end the 2015 year of cruising.

SEPTEMBER 2015 MEETING

MUSTANG OWNERS CLUB of AUSTRALIA (Vic) Inc. GENERAL MEETING, WEDNESDAY 16th SEPTEMBER 2015 THE RICHMOND UNION BOWLING CLUB, RICHMOND

APOLOGIES Ian Johnson, Geoff Grace, Ian Blume, Jan Thiedman, Angela Lond, Angela & Roger Williams, Bob Opperman, Ian Blume, Bruce Campbell, Harley Kairn, Pete & Loz Richardson, Ross Coles, Nez Demaj, Ron Minogue, Graham Bell, Steve & Danni Duyvestyn, Andrew Perrott, Charlie Barravecchio, David & Anne Neville, Ken Seelenmeyer, Ron Campbell, Ron Chapman, Tony Borg.

Meeting opened at 8.35 pm by the President

MINUTES OF PREVIOUS MEETING

The Minutes of the previous meeting held 19th August 2015 were read and confirmed.
Moved: J. Borg Seconded: U. Schaak

TREASURER'S REPORT * These figures are subject to audit

Total funds available 31st August 2015	\$265, 540.96
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WELFARE: Ian Collins

Update on welfare of Debbie Pearce, Geoff Grace and Ian Blume.

BULLETIN

More input required from members. Someone to compile article from AOMC Flemington day.

SOCIAL: Adam Richmond

Previous: AOMC show at Flemington, approx 100 cars Mustangs from club attended. Beaumaris show, 15 cars attending. Sandown Track/Show 'n' Shine, trophy won.

Coming: 27th September, Bundoora Concours and BBQ. 4th October, Auroa Show/Last of Chrome bumpers. Tatura Show 'n' Shine.

CONCOURS: Adam Richmond

Volunteer list on front table for registration. Dinner for Concours has 80 listed so far. Entrants for Concours close tonight. Only pre-entries will be accepted for Show 'n' Shine.

MUSTANG RACING: Bruce Rigby

Coming Events: 24th and 25th Sept at Phillip Island. 26th Sept FPV day. 10th Oct MSCA/Sprints at Sandown. 17th and 18th Oct Winton Racing by Alfa club. 8th to 11th Nov Touring Cars at Bathurst.

TASMANIA: Ian Collins

Tasmania group going well. Just over 30 members now and still growing. Club going to Hobart Ford dealerships for 2015 preview of new model. MOCA Vic going to visit early in 2015.

GENERAL BUSINESS

W. Dowsley - A short witty information package on food shortages.

I. Collins - Info re Classic Car show. Possible limitations on future ANZAC parades. Update on AOMC Show at Flemington.

BUY, SWAP & SELL

R. Campbell - Plates '1AM 289' for sale.

I. Collins - 69 RHD Conv. \$45K. GTA Conv. \$90K (WA)

RAFFLE: Ian Collins & Joe Borg

Raffle tickets available for Concours raffle prizes. Kincrome tool kit/chest and esky. Books available from J. Borg. C. McKenzie to send out email to all members. Returned raffle tickets by 21st October 2015.

AUCTION

Miller sign donated by Terry Smith auctioned and won by A. Stoffers. \$150.00

DOOR PRIZE: B. Cant

THE LUCKY MEMBERS DRAW:

Bill Moore won the members draw but was not present at the meeting so **NEXT MONTH THE JACKPOT IS \$300**

WHY I LOVE MUSTANGS: Ian Collins

Talk on Ian's love and history with Mustangs. His GT's, Clarkie's Mach1 and his progression to today's vehicles. Poss. C.Mckenzie next month.

MEETING CLOSED 9.35pm Minutes recorded by C.McKenzie

OCTOBER 2015 MEETING

MUSTANG OWNERS CLUB of AUSTRALIA (Vic) Inc. GENERAL MEETING, WEDNESDAY 21st OCTOBER 2015 THE RICHMOND UNION BOWLING CLUB, RICHMOND

APOLOGIES David & Heather Skinner, Jan Thiedman, Russell Trainer, Nez Demaj, Peter Moxey, Ron Campbell, Graham Andrews, Steve & Danny.

Meeting opened at 8.40 pm by the President

MINUTES OF PREVIOUS MEETING

The Minutes of the previous meeting held 16th September 2015 were read and confirmed.

Moved: T. Borg Seconded: B. Opperman

TREASURER'S REPORT * These figures are subject to audit

Moved: J. Borg Seconded: K. Harrison

Total funds available 16th September 2015	\$368,030.36
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WELFARE: Ian Collins

Update on welfare of Debbie Pearce.

TASMANIA REPORT: Ian Collins

36 members joined already. Run organised early next year which has been proposed by Tassie crew. Boat/Burney/Straun/Queenstown/Riverfront/Parliament House/Tilfords visit/Kettering pub/Oaklands/Ross Museum/Lanceston/Casino/Jackson Ford/Chas Kelly's car collection/Boat. Est. \$600.

BULLETIN: Graham Bell

Asking for articles and selfies of members attending Mustang Roundup. Email please.

MUSTANG MOTORSPORT: Craig Dean

Just renovated premises. First Shelby GT in Australia displayed at show on Sunday. New Targa car ready. Emma Quigley returning as navigator.

SOCIAL: Tony Borg

Previous: Bundoora, 100 cars. 4th Oct Chrome bumpers Warrigal, 20 cars. Euroa, 20 cars. 11th Oct Geelong Museum to Little River, 15 cars.

Coming: Saturday Motorclassica Exhibition Buildings. Sunday Roundup at Moorabbin. 6th - 8th Nov, American Breed Car Show. Lara Classic Car Show. 27th - 29th Nov, Geelong Revival, Island Magic Street Mustang Racing, Smoking Aces Williamstown. Sunday 6th Dec, MOCA Vic Christmas run/luncheon. Saturday 14th Nov, Invite to attend building and trade show display, to showcase club cars. 8.30 to be there. Expected 5,000 to go through gates. Christmas dinner, last meeting on 2nd Wednesday in December. Will need to book meal by return email to Craig, cutoff 2nd December. Ties available by B. Roscrow, sale \$35 or gift boxed \$45. Key rings available at end of meeting for \$5 engraved. Previous copies of Mustang magazine (last 12 months) now available on the club website. Sunday 29th Oct, dinner at the Amoral Hotel \$35 for 3 course meal. Show on Sunday, all cars invited, previous record 560 cars but the new location Moorabbin Airport. New trailer class now included. Show and shine class still open.

BUY, SWAP & SELL

P. Richardson - Info on 66 Coupe at Mustangs of Melbourne.

Ange - Repro 15" steel style wheels \$1200

T. Borg - 60/70's Tasman wheels

I. Johnson - Mustangs signs available/lasercut \$25.00 each

RAFFLE: Bob Opperman

Raffle tickets available for Concours raffle prizes. Kincrome tool kit/chest and esky.

CLUB MERCHANDISE STAND

Not there for the next month, or December

DOOR PRIZE: T. Johnson

MUG OF THE MONTH: T. Smith

THE LUCKY MEMBERS DRAW:

T. Brownville won the members draw of \$300 and was present at the meeting. **NEXT MONTH THE JACKPOT IS \$400**

Birthday wishes to Ian Blume for 60th birthday. Good wishes talk by W. Dowsley.

Reminder for 2.30pm on Sunday - Driven not Hidden - show by Travis Folwell

NEXT MEETING: Wednesday the 18th August @ 8.30pm. The Richmond Union Bowling Club, Richmond.

MEETING CLOSED 9.45pm Minutes recorded by C.McKenzie

NOVEMBER 2015 MEETING

MUSTANG OWNERS CLUB of AUSTRALIA (Vic) Inc. GENERAL MEETING, WEDNESDAY 18TH NOVEMBER 2015 THE RICHMOND UNION BOWLING CLUB, RICHMOND

APOLOGIES Justin Harper, Peter & Lorraine Richardson, Ian Blume, Craig Dean, Graham Bell, Charlie Barravecchio, Nez Demaj, Ange & Roger Williams, Barry Hazeldene, Graeme Andrews, Andrew Sumber, Greg Hadfield, Michael McCartney.

Meeting opened at 8.43 pm by the President

MINUTES OF PREVIOUS MEETING

The Minutes of the previous meeting held 21st October 2015 were read and confirmed.

Moved: B. Opperman Seconded: J. Borg

TREASURER'S REPORT * These figures are subject to audit

Moved: R. McIntosh Seconded: J. Borg

Total funds available 31st August 2015	\$268,030.36
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WELFARE: Ian Collins

Update on welfare of John, Ken Blair and Geoff Grace. Flowers sent to Debbie Pearce and Andrew Sumner.

BULLETIN: Ian Collins

Asking for articles.

SOCIAL: Tony Borg

Previous: Motorclassica, 7 cars. Round Up, 450 cars. Sandown, 4+15 cars 6 Shelby's. Show Grounds, 10 cars.

Coming: This Sunday, American Breed at Manhattan Hotel. Lara Show. This Friday, Diabetes show at Ford. 27th - 29th November, Geelong Revival. XMas luncheon talked about, meeting 10.30am at Avalon. Registration required.

Concours: Adam Richmond

Outcomes of event, possible 500 cars attended, same day as Motorclassica. Club now has a good partnership with aircraft museum. It was a good show. A thank you to parkers and those that helped on event by R. McIntosh.

TASMANIA TRIP: Adam Richmond

11th to 16th return. Cost will be \$629 twin share. Singles \$679. Deposit required \$500 by 14/12/15. Tassie now has 42 members. Phil attending Xmas function.

INFORMATION SESSION

Information regarding recent wins by Craig Dean in his new 2015 Shelby 3rd and a 1st in recent events. Driven not Hidden show on TV by member Travis Folwell, Sunday 2.30pm and Tuesday 10.00am. Ford Motor Co looking for member who owns older Mustang and has ordered a new Mustang. Info to be forwarded to B. Lorch.

TROPHIES / AWARDS

Trophies given to show winners. Metropolitan member of the year award went to Terry Smith.

GENERAL BUSINESS

Property left behind at Muster claimed. Ian Johnson with Mustang Plaques still available.

BUY, SWAP & SELL

D. Batchelor - looking for wiring loom for RHD 66 new suggested.

Movie tickets - "Man Up" - auction of tickets.

Portrait gift/valued \$500.

R. Campbell - Grille car badges available \$35.

DOOR PRIZE: W. Baker

MUG OF THE MONTH: A. Ingham

THE LUCKY MEMBERS DRAW:

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

NEXT MEETING: Wednesday the 9th December for Christmas dinner.

Explained that members must email C. McKenzie same as last year to register attendance by COB 2/12/15.

MEETING CLOSED 9.40pm Minutes recorded by C. McKenzie

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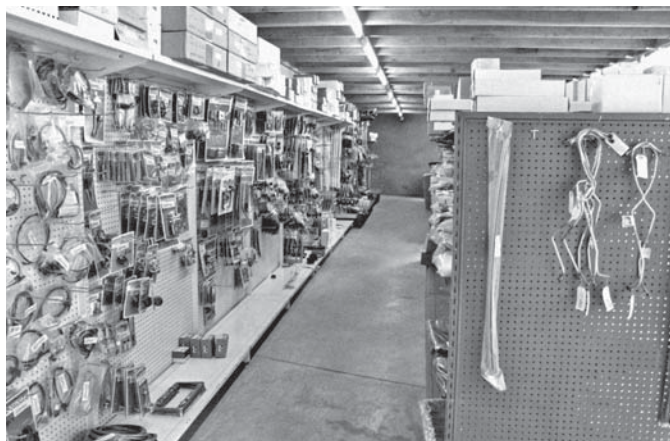
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M.O.C.A SOCIAL CALENDAR

DECEMBER 2015 - MARCH 2016

DECEMBER 2015	
Sunday 27th Last club event for 2015	Cruise to Johnno's Johnno is once again hosting a club event at his property in Longford On Sunday the 27th Dec 2015. All of our Mustang friends and maybe a few Chevs etc, are welcome. The main meet point will be the outbound BP Officer servo on the Princes F'way and plan to leave from this point at 9:30 am. The main thing needed for you all to bring, is meat for the BBQ's and your drinks. Longford is a comfortable 1 hr 50 min drive from the meet point. Sale is a short drive away ; some 4 or 5 mins). We have plenty of room for lots of cars and have a large undercover (Garage) spot to congregate, eat, drink and be merry. If your Mustang is not available to drive down, just bring your daily drive. Feel free to perhaps throw in an extra chair, some snacks and perhaps a salad to your taste. Call Tony on 0411 406 760 or email mustangclubevents@gmail.com to register your attendance
JANUARY 2016	
Saturday 2nd	Saturday Evening Cruise The Drysdale Sporting Club is once again hosting this yearly opening event. Meeting at Avalon BP at 4:00pm for a 4:30pm sharp departure and heading to the Drysdale Recreation Reserve for a 6:00pm departure, and crusing back to the rec reserve (or you can meet up at the reserve prior to 6:00pm)
Sunday 3rd	Show and Shine Opener of the Year Meeting at Avalon BP at 8:30am for a 9:00am sharp departure, once again we have secured our parking spot under the trees. Call Tony on 0411 406 760 or email mustangclubevents@gmail.com to register your attendance
Wednesday 20th	Monthly Club Meeting Richmond Union Bowling Club, 2 Gleadell Street, (Off Bridge Road), Richmond at 8.00pm. Don't forget you have to be in attendance for your chance to win one of the following: LUCKY MEMBERS JACKPOT DRAW, MUG OF THE MONTH, DOOR PRIZE, and MOCA RAFFLE.
Saturday 23rd and Sunday 24th	Centre State Rod Run Saturday meeting at centre state rodders club rooms 4pm for run around town and onto the trotting track for food and music. Swap meet at the trotting track on the Sunday 6pm til 3pm. Contact Ang on 0438 699 515 to register
Tuesday 26th	MOCA VIC Australia Day Claytons Concours Bayswater Park, Cnr Mountain Highway & Bayswater Rds, Bayswater, Melway Ref 64 F3. Enter via King St. Kicking off from 10am. This is our traditional Australia Day Mustang Claytons 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. Call Tony on 0411 406 760 or email mustangclubevents@gmail.com to register your attendance
Tuesday 26th	Australia Day at Lake Weeroona Cars to be parked by 9:30am and must remain in place until 3pm. Limited spaces, 1st in best dressed. Contact Ang on 0438 699 515 to register.
Saturday 30th	Cruise to Bob Stanton's Car Collection Geelong The club is heading out to Bob Stanton's place to have a look at his car collection. Bob is a long standing member of the club, and has once again opened his doors for club members to see his collection. Meeting at Avalon BP at 9:00am for a 9:30am sharp departure. Call Tony on 0411 406 760 or email mustangclubevents@gmail.com to register your attendance

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

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

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M.O.C.A SOCIAL CALENDAR

DECEMBER 2015 - MARCH 2016

FEBRUARY 2016

Saturday 13th	Central Crew Coffee Morning Come up and catch up with the Central Crew. Coffee morning at Lake Weeroona Bendigo from 9am. Contact Ang on 0438 699 515 to register.
Sunday 14th	Hanging Rock Car Show City crew to meet up at BP Calder at 8:00am for a 8:30am sharp departure or meet us there. \$20 a car to enter this one. Central crew contact Ang on 0438 699 515 to register. City crew call Tony on 0411 406 760 or email mustangclubevents@gmail.com to register your attendance.
Sunday 14th	9th Annual Torquay Motor Show The Torquay Rotary Club is once again holding this car show on the foreshore of beautiful Torquay. Meet there from 8:30am
Wednesday 17th	Monthly Club Meeting Richmond Union Bowling Club, 2 Gleadell Street, (Off Bridge Road), Richmond at 8.00pm. Don't forget you have to be in attendance for your chance to win one of the following: LUCKY MEMBERS JACKPOT DRAW, MUG OF THE MONTH, DOOR PRIZE, and MOCA RAFFLE.
Saturday 21st	All American Car Display and Swap Meet Gembrook Sporting Ground (Melway Ref 312 D8). Get to the ground from 8:00am
Saturday 21st	Kiwanis All Ford Day Deakin Uni Waurn Ponds Meeting at Avalong BP at 8:00am for an 8:30am sharp departure. Call Tony on 0411 406 760 or email mustangclubevents@gmail.com to register your attendance

MARCH 2016

Sunday 6th	Show Cars of Melbourne Mooney Valley Race Course. Meeting at the Racecourse at 9:00am. Call Tony on 0411 406 760 or email mustangclubevents@gmail.com to register your attendance
Saturday 12th	Central Crew Coffee Morning Come up and catch up with the Central Crew. Coffee morning at Lake Weeroona Bendigo from 9am. Contact Ang on 0438 699 515 to register.
Saturday 12th	Harcourt Applefest Parade Meet at Mustang Marque at 12pm. Central crew contact Ang on 0438 699 515 to register. City crew call Tony on 0411 406 760 or email mustangclubevents@gmail.com to register your attendance.
Saturday 19th	Dahlia & Arts Parade Meet at White Horse Hotel, 305 Eaglehawk Rd, California Gully VIC 3556 at 12pm. Central crew contact Ang on 0438 699 515 to register at 12pm.

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

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

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CLUB MERCHANDISE



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