

mustang

April to June 2015

ROUNDUP



MUSTANG OWNERS CLUB OF AUSTRALIA, VIC. INC.



This Issue

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MUSTANG ROUND-UP WINTER 2015

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PRESIDENT'S LETTER

Dear Members,

How quick this year is going, we are almost at the halfway mark. Since I penned the last letter, the club has done plenty. Our membership continues to grow and attendance at meetings is great.

Thank you goes to Ford Australia and Bob Tilbury for allowing us a day at their proving ground, at the You Yangs. Wow what a day it was, I think I went around at least 6 times and loved every time. Afterwards an interesting tour of the plant was in order. The club put on lunch for all members and those from Ford and Cams who helped out on the day. I only hope we may be able to do this again next year.

Something that has bugged me for years is that there is no Tasmanian Mustang Owners Club or at least chapter. So earlier this year our club went down to Tassie with 14 Mustangs on a mission to spread the word and get the club or chapter up and running. We took with us plenty of magazines and joining forms. We stopped at the little heritage town of Ross along the way, where we were lucky to get a look at a great collection of cars owned by Ian Cummings. He was extremely polite and helpful. His collection included E Type Jags Austin Healys to name a few. To the surprise of our Mustang mad lot he has quite a collection of Mustangs including a Boss 429, Boss 302, Shelby's including a 69, 68 and a very famous 66 Fastback drag racer, a great collection. That was a piece of luck and on we drove to Hobart.

We put on a show at Salamanca Market on the Saturday morning with the locals showing great interest. In the afternoon we drove to the Longford revival. I had been having discussions with the management of this event to bring our cars along to the show section. They were very interested and looked after us. This was a great event run around the streets of Longford. We then drove to Launceston. The next day was the Davenport car show this was the show that we actually came down for and I had discussions with the organisers re our appearance. They were great and put us along side the local Tasmanian Mustang cars. We filled their cars with magazines and joining forms. This was a great car show with over 600 cars on display. Along the way we met with Rod Johnson who had organised the first Mustang get together in Launceston at the Star Bar that afternoon. He invited us to come along and we accepted so we left the Devenport show early and arrived at the Starbar where there were already 20 mustangs in the car park opposite and in the street opposite. We arrived and added our cars to the street display, so Mustangs lined the streets and off we went to meet the locals. I met Kevin Hughes from Tassie who

was already a member and I had met before. Later after talking with the locals they all seemed keen on getting the club or chapter going down in Tasmania. Rod Johnson was the glue needed and so now we have 20 members from Tassie and the fabric of a chapter of the Vic club similar to Bendigo.

Keep your eyes peeled for the Tasmanian pages which are now included in the magazine. This is the start of something big with our mates in Tasmania. We will be going down again next year on a run so get in touch if this interests you, ask anyone that came this time they all had a ball.

Monday we went to Chas Kelly's house just outside of Devenport. I had exchanged emails with Chas re our visit and he was extremely welcoming. What a beautiful place set on twenty acres, and what a car collection. Where do you start? I won't name all the cars but just a few - a Ford GT 40, Ferrari F 40, Austin Healy, Ford lightning truck, Porche 959, Mercedes Gullwing, Mustang 67 Fastback, an original Mustang race car, GT Falcons, Monaros, heaps of Speedway cars because Chas was a speedway racer. A shed full of cars and bikes. It was beautiful a garage like I have never seen before and a wonderful shed full of cars of all sorts and a car transporter towed by a Ford F460. F1 cars, Ducati bikes, you could spend a day there. Thank you Chas for the wonderful way you treated us and we were privileged to have had the opportunity to visit that wonderful collection.

This year we have been blessed with interesting speakers at our meetings but the other night was fantastic with the great Bob Jane giving us stories of his racing days, with Sam Newman coming along as Bobs minder. Sam told us of his collection and finished the night with a couple of very funny jokes. It was standing room only at the club that night. We as a club thank Bob and Sam for giving us their time and keeping us all amused.

Just an update on a few of our members on sick call at the moment. Debbie Pearce has had some good news and continues her treatment so we are all wrapped for Debbie and partner Andrew Sumner. John Bailey continues treatment in hospital and we all wish him and Sue well.

Keep on Mustanging,

Ian Collins.



Cut off for next Edition - August 22nd 2015

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.

VALE STEVE LOND

Dear Members,

It's with a very heavy heart that I write about the passing of our former President, Steve Lond.

Steve was a husband, father, and a friend to many, a tough former policeman that started importing Mustangs whilst still in the force. He soon retired and started Mustangs of Melbourne, a company that grew to import more Mustangs than anyone else in Australia. Along with wife Angela, they became the largest and most respected Mustang importer in Australia, and you can run into a Mustangs of Melbourne car anywhere, any time.

Steve joined the club in 1992 and became a passionate member of the Mustang Owners Club. His first role was social director, and not long after the club had a change of direction and Steve took over. We were in trouble money wise and with a new committee, Steve set the wheels in motion for the club to run like a business. When Steve took over we had 450 members and no money. When Steve retired we had over 900 members and \$250,000 in the bank. Not bad for 16 years in the job.

Steve was uncompromising as a leader and believed what he was doing was right. Many an argument was had at committee and club level. I was club secretary beside Steve for 7 years before he retired, and boy did we have some chats. Steve's favourite line would be "What do you reckon Collo? Then send the bastards an

email." I would always tone the emails down as Steve thought political correctness was all crap.

Steve was always on hand to help anyone and offered his workshop on many times for us to have a day there explaining how everything worked. He sponsored many trophies and prizes and always gave a donation to our concours day. The biggest surprise to me was the day he said I'm concouring a car. A man that said he would never ever concours a car. Of course, he won Gold, just goes to show his determination that when he got started he would win. That was his nature.

Of course along the way Steve has upset people, but it was always because he wanted better for the club, not just an ordinary club. He wanted the best club. Steve should be remembered for 16 years as President of our club, 4 years as President of the National Body, 14 years as National Delegate and 2 years as Vice President for the National Body. Pretty impressive for a guy running his own business as well.

I will miss him terribly and can only admire what he did for our club. I'm sure he is already running heaven and Mustangs of Heaven is already underway.

The club will honour Steve at the concours.

Ian Collins.



REST IN PEACE STEVE LOND

Article supplied by Ian Collins.

It was a very cold, Wintery day even for Melbourne in the middle of Winter, so I had no idea how many would turn up let alone drag the old Mustangs out for the day. I arrived an hour before the service thinking I'll be the first one from the club. I was kidding myself as there were already about 5 Mustangs and 10 people there. As we arrived at the lovely Heritage Funerals, our cars were neatly placed around the grounds as a show of support for our former President and mate Steve. The cars kept on growing until there was over 70 in the funeral parlour car park with a few also in the club next door.

The funeral parlour was full. It was standing room only and I could not even begin to guess how many turned up. I must of course mention those that travelled distances to be at the service. Brian McDonough, WA National delegate and judge, along with Wilf Chambers both came from WA. Martin Smidt, National secretary from Queensland, and the boys from SA Tony Kilvington, SA delegate and former National secretary along with Kym Turner, SA delegate and former National President, I thank all of you on behalf of the club and the Lond family.

The service was well run and well organised by Heritage Funerals. It just so happened we had a club member working there which helped with the cars etc, he was great. The celebrant was fantastic as he spoke of Steve's life on behalf of the family. The next speaker was a neighbour of Steve's and long time drinking buddy. He was a very funny man with some wonderful stories. Steve Price was next to speak, a long time mate of Steve's from the Police days and now works at

Mustangs of Melbourne. Pricey spoke wonderfully well with a great sense of humour about Steve the larrikin. I was next to speak and I spoke of what Steve did for the club and how he would be missed. Last but not least was the great Warwick Dowsley, who spoke of our ex president and mate. Warwick was wonderful with his ability to make people laugh and cry. Never follow Warwick when there are speeches to be done.

The service concluded with an array of photographs of Steve's life all over the TV's around the room. It's always interesting to see someone you have known in their adulthood in the growing up phase of their life. The service concluded and the Mustang club stood as a guard of honour outside.

The next phase of the funeral was a 15 km trip from Heritage Funerals to the Lilydale Cemetery for the burial. The Police had blocked off Boronia Road so the hearse and procession could all leave together. Our thanks go to the Victorian Police for doing this.

The procession looked wonderful and I'm sure our mate was looking down in admiration of his club and old mates. We arrived at the Lilydale Cemetery and parked around the grave site, what a sight it was. Steve was laid to rest and a large group went back to the Olinda Hotel Lilydale for a wake. It was nice to see Ange and the family there after what would have been a long and very trying day for them all. My congratulations go to Heritage Funerals and the Police and members of the Mustang movement. You all should be as proud of that send off as I am.

Rest in peace old buddy, we will miss you.



REST IN PEACE STEVE LOND



REST IN PEACE STEVE LOND

Article supplied by Craig Dean.

Very sad to hear we have lost Steve Lond, he will be missed. Albert and I were visiting Shelby American last year to check out our Shelby Super Snake being built, while waiting for the Shelby rep Keith, I looked across to the museum tour crowd and saw this yobbo in shorts. To our surprise, who should be visiting? Steve, Angela Peter and Loz.

Well I had to interrupt and take them all for a special tour of the Shelby production line, where not many people get to go. We saw the new wide body modifications being done on the proto type and the Shelby 1000 getting built, a memorable time for the gang.



FROM THE EDITOR

Vale.

It is with great sadness that this edition of your bulletin has to report on the passing of Steve Lond, our former President of 17 years, and a well deserved Life Member. Our condolences and sympathy go out to Angela and all of Steve's family. I knew Steve for well over 20 years, he was always a very positive and larger than life character. These were ideal credentials to lead a financially poor car club with a few hundred members, to a financially strong well run club boasting nearly 1000 members. Steve's life was all about Mustangs from the day I met him at a club meeting. Steve started life in Alexandra, country Victoria, when he left school he came down to the big smoke of Lilydale where he started work at a local bank. Steve was a keen and competitive cyclist for many years. After a while at the bank Steve decided to change careers and apply for entry into the Victorian Police Force, where he spent the next 31 years until retirement in 2002. As a serving police officer, Steve started wheeling and dealing in mustang parts, repairs, conversions, restorations and importing cars, culminating in his very successful business, Mustangs of Melbourne. Steve was stationed at Monbulk when I got to know him. I had reason to call him at work one day, the phone rang and was picked up. Hello, Mustangs of Melbourne... er, um, aah... Monbulk Police Station. Steve located and imported a 1966 Shelby GT350 for me in 2000. I kept that car for over 10 years. In 2002 along with Frank Thomson I went to the Shelby Convention in California. Much of that time was spent with Steve going to the swap meets and Mustang parts vendors. It was certainly a great benefit having the local knowledge that Steve had gained

during his many USA trips. When I crashed my car at Sandown it was pretty much a write off, but Steve helped persuade Gavin Lean (a very talented and knowledgeable panel/metal man) to fix the damage. Mustangs of Melbourne supplied all the parts along with advice and support. The race car is back on the track largely due to Steve's support.

Steve, we will all miss you, we thank you for your leadership and friendship.

A Big Thank You.

I was originally planning my column to be an over the top Whoopie, happy thank you to all this edition's contributors, of which there are many. With the sadness of the passing of Steve I will moderate the celebration. Nonetheless, I would like to mention and thank the following. Without you girls and guys there would be nothing for us to print.

Adam Richmond, Geoff Grace, Kathy Batchelor, Graham Caldwell, Tony Borg, Barry Bolton, Rod Johnstone (Tas), Simon Van Asch (Tas), Nez Demaj, Angela William, Bruce Rigby, Alex Karen, Ron Minogue, Evan Giakoumidis, Sharon Carr, Joe Borg, Lino Avellino, Russ Barnes, Rob Wiatrowski, Jeremy Davis, Nick Duyvestyn, Garry Shipton, Craig Dean.

These 23 have done their bit, now how about the other 900 and something members?

Bob Jane.

Wow, what a good club night that was. Thanks to member Ian McArthur, who used to work for Bob, for

FROM THE EDITOR

arranging for him to come to speak at our meeting. Bob brought along friend Dwayne, who assisted with the merchandise, and also club member Sam Newman who assisted with some humour. Bob talked about his early years in racing a Mustang against other legends such as Pete Geoghegan, Norm Beechey and Allan Moffat and meeting with Carroll Shelby to buy cars and parts. The evening concluded with Sam Newman telling the only "Ford" story he knows. The story is fairly short, unless it is told by Sam. This is the abbreviated version as best I can remember it.

Footy player, Jack Dyer (Captain Blood) was given a Ford Zephyr by the Richmond football club for his personal use, it was the 6 cylinder version, not the 4 cylinder, that is how important Jack was to the club. Jack liked to holiday at Lorne and stay at the Pacific Hotel. One night, after a heavy drinking session, it was time for Jack to head back to his accommodation. Leaving the carpark in his 6 cylinder Zephyr, Jack failed to negotiate a very tight exit from the car park. Jack found himself off the road and heading down to the beach and got bogged. Before long the local constable arrived and took stock of the situation. "Hello Hello Hello" (said the 3 headed policeman)!! "What have we here then? Have you been drinking driver?" "Well what do you think" came the reply, "I'm not a F*%#@^&%\$ stunt car driver am I!" "Anything you say may be taken down and used in evidence" said the officer. "Take your hand off my crotch and stop trying to kiss me officer", came the reply.

No further action was taken by the officer!! Bob was available to sign memorabilia and posters. The President thanked Bob and vested him with an Honorary membership of our club.

Cheers,

Graham Bell

Editor / Life Member



FROM THE EDITOR

Bob Jane.

From Wikipedia.

Robert Frederick "Bob" Jane (born 1929) is an Australian former race car driver and prominent businessman. A four-time winner of the Armstrong 500, the race that became the prestigious Bathurst 1000 and a four-time Australian Touring Car Champion, Jane is perhaps known best nowadays for his chain of tyre retailers, Bob Jane T-Marts. Jane was inducted into the V8 Supercar Hall of Fame in 2000.

Early Life.

Jane grew up in Brunswick, an inner-city suburb of Melbourne. In the 1950s, he started Bob Jane Autoland, a company which distributed parts for Jaguar and Alfa Romeo. Through this venture, a love of cars and motorsport blossomed and he first entered competitive racing in Australia in 1956; by 1960, he was racing with some of Australia's top sedan drivers.

Racing Career.

In 1961, Jane and co-driver Harry Firth won the Armstrong 500 at Phillip Island, Victoria, driving a Mercedes-Benz 220SE. Jane and Firth won the race again the following year, the last before the event moved to Mount Panorama at Bathurst, New South Wales, retaining the Armstrong 500 name. Jane, driving for the Ford works team, won a further two Armstrong 500s at the new venue, the first with Firth in 1963 and the second in 1964 with George Reynolds as co-driver. Despite the change of venue, Jane is officially credited with winning Australia's most famous endurance race four times in a row, something no other driver, not even 9 time race winner Peter Brock, has ever done.



Jane won the Australian Touring Car Championship (now known as the V8 Supercars Championship) in 1962, 1963, 1971 and 1972. His 1971 ATCC win was in a Chevrolet Camaro ZL-1 with a 427 cubic inch engine. Jane was forced by a rule change to replace the 427 engine with a 350 cubic inch engine for the 1972 championship but the Camaro still managed to beat the opposition, which included Allan Moffat's Ford Boss 302 Mustang, Ian "Pete" Geoghegan's Super Falcon, and Norm Beechey's Holden HT Monaro GTS350. Of the 38 races he started in the ATCC, he finished on the podium 21 times.

Jane also won the 1963 Australian GT Championship at the wheel of a Jaguar E-type, and the Marlboro Sports Sedan Series, in both 1974 and 1975, at his own Calder Park Raceway driving a Holden Monaro GTS 350 (at times he also drove his Repco V8 powered Holden LJ Torana GTR XU-1 which was mostly driven by John Harvey).

Jane retired from competitive motor racing at the end of 1981 due to an ongoing back problem.

Bob Jane	
Nationality	Australian
Born	1929 (age 85–86)
Retired	1981
Australian Touring Car Championship	
Years active	1962–74
Teams	Bob Jane Autoland
Wins	10
Best finish	1st in 1962, 1963, 1971 & 1972 Australian Touring Car Championship
Previous series	
1961–63	Australian GT Championship
1965–66	Tasman Series
1965–66	Australian Drivers' Championship
1966	Australian 1½ Litre Champ.
1970	Australian Sports Car Champ.
1980–81	Australian Sports Sedan Champ.
Championship titles	
1961	Armstrong 500
1962	Australian Touring Car Champ.
1962	Armstrong 500
1963	Australian Touring Car Champ.
1963	Australian GT Championship
1963	Armstrong 500
1964	Armstrong 500
1971	Australian Touring Car Champ.
1972	Australian Touring Car Champ.
Awards	
2002	V8 Supercar Hall of Fame



ANTI DOMESTIC VIOLENCE LUKE BATTY MEMORIAL RIDE

**Article written by Geoff Grace,
photos supplied by Adam Richmond.**

The Mustang Club met with the Uylsses Motor Cycle Club and the Dandenong Harley Owners Club at Frankston Pier to travel to Rosebud. After the introduction of Rosie Batty around 300 bikes joined with us on the ride to the Bayview Church of Christ in Jetty rd Rosebud. The Bikes and our Mustangs filled the carpark with many more bikes parked out on the road.

We mingled with the riders for an hour before entering the church where we were addressed by Anti Violence Advocate Phil Cleary, ex footballer, coach, commentator and politician. He spoke of his experience with his sister

being killed by her partner in 1987. The subsequent trial in 1989 found the man not guilty of murder even though he had committed the crime in public view. Phil suggested the catalyst to take the woman's life is not the result of the violent relationship but the separation. This is when the man actually loses control of his partner.

Rosie Batty then spoke about her experience with her partner and the agony of losing her son Luke. It was a moving address and through Rosie's public profile she is working to raise the awareness of the plight of vulnerable women and children living in dangerous situations with their partners.





21 NIGHTS CHICAGO TO LAS VEGAS



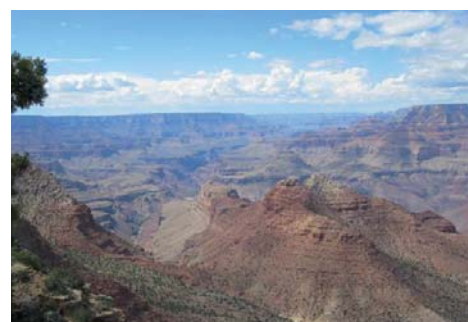
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MUSTANGS TOUR DE TASSIE

Article and photos supplied by Kathy Batchelor.

Trip List

Peter Sheehan - 1965 Fastback - Blue

Ian & Davina Collins - 1972 Convertible - Red

Andy & Narelle Clempson - 1965 Convertible - Maroon

Graham & Jill Eve - 1967 Convertible - White

Paul & Noela Malone - 1967 Coupe - Blue green

Peter & Lyn Stangherlin - 1973 Sportsroof - Blue Glow

Sue & Mick Brodrick - 1969 Sportsroof - Red

Phil & Marina Rowan - 1968 Coupe - Yellow

Russell & Claire Robinson-Pope - 1964 ½ Coupe - Red

John Spence & Gavin Doyle - 1965 Coupe - Saturn Gold

Barry & Merrill Bolton - 1966 Coupe - Light Blue

Frank Thompson - 1968 Coupe - Lime Gold

David & Kathy Batchelor - 1968 Fastback - Blue/White

It was Thursday 19th March when 12 cars and their excited passengers boarded the Spirit of Tasmania for the trip across Bass Strait to Devonport. Barry & Merrill Bolton had made a head start and were meeting up with us late the next day in Hobart. The trip was planned following a request from the organizers of the Devonport Motor Show, looking for support from some of our members, to attend their function, planned for Sunday 22nd March. This was a good enough excuse for us to go on a holiday, so, we were off!

To ensure that the trip across was as enjoyable as possible, I took ginger tablets along and as per the instructions, took them prior to sailing, whilst in the queue to board. For a while there it looked as though our intrepid trip leader, Peter Sheehan may not board, as he had to pull out of the queue to allow his overheated engine to cool down somewhat. Once on board, it was discovered that some tickets were mixed up with Peter Sheehan and Lyn Stangherlin having tickets to the same cabin and Peter Stangherlin camped on his own!! That mix up was soon sorted out, after which we all met up in the lounge for some refreshments.

We arrived in Devonport the following morning, some more bright eyed than others. (At least most of us managed to squeeze some dinner in, the previous evening.)

It was interesting that we had no late model cars in our group, with the 1973 fastback being the newest car! Now if we had been planning to travel with 12 4WDs between 42 and 50 years old, we would have been somewhat concerned, but, not with this group as except for Pete's early overheating problems and apart from one car with 'dicky' tail lights, all went well.

On with the tour! After breakfast at the Raspberry Farm at Elizabeth Town, (yum!!), we headed South and paused at the old town of Ross, to take in some local

history. By chance we learnt of a private car collection in town and before we moved further South towards Hobart, Ian Cummins (of Cummins Classic Cars fame), welcomed us.

As patron of the Jaguar Car Club, his heart lies primarily with "English" cars. At this location his collection included 3 E type Jaguars, some older Jags, Minis, an old MG and an Austin Healey, but the real surprise was the contents of the new shed - a host of Shelby Mustangs - a complete set from 1965 to 1969!

Apparently Ian's brother had a liking to the American Muscle cars and so the fondness had rubbed off and Ian wasted no time in purchasing some well restored cars. One, the 1965 Shelby, #227 was particularly interesting.

In 1965 Shelby built 526 cars. Of these 33 were race cars (R Model), four were factory drag cars and 9 were dealer delivered/prepared drag cars. #227 is one of these very rare dealer delivered drag cars.

It was known as "Superhorse" and raced by Mike Gray. It became National Drag Champion of Canada in 1966, holding records at 6 venues across North America.

Specs:

289 cu. in. small block Windsor V8 (4.7 lts.)

306+ H.P.

450 ft. lbs. torque

Max. 7200 rpm

Borg Warner T10 4 speed gear box

Holley 715 cfm, 4 barrell carb.

Ian also had a British racing green E type Jaguar in the driveway, out being cleaned before being taken to Longford that afternoon. As luck would have it, on arrival at the Longford the next afternoon we were parked next to Ian's Jag, which was for sale. You can't plan on coincidence!

After everyone wiped the drool away have admired the Ian's car collection, we continued our journey South



MUSTANGS TOUR DE TASSIE

towards Hobart, stopping for fuel along the way and at Richmond for lunch.

In 1803 Lieutenant John Bowen was sent to establish a settlement in Van Diemen's Land. On the advice of explorer George Bass, he chose Risdon Cove, located on the East bank of the Derwent River, about 7 kms North of current day Hobart. However, as the soil was poor and water scarce, the settlement party was moved across the river to Sullivan's Cove and was the beginning of what is now Hobart.

Whilst at Risdon Cove, Bowen led a party Eastwards, hunting kangaroo and emu. They discovered coal and named the Coal River. Land grants to settlers encouraged settlement in the area and in 1823, the erection of the Richmond Bridge (originally named Bigge's Bridge), enabled travel to the East Coast and the Tasman Peninsula. In 1824, the township of Richmond was named.

The Richmond Bridge is Australia's oldest bridge still in use. It was built by convicts from sandstone quarried at Butchers Hill and hauled by hand carts to the bridge site. The town of Richmond is a town to be revisited to learn more of its history.



After a short walk through the town and a drive over the famous bridge, we continued with our group having splintered a little. Three vehicles led by Andy traveled to our motel via a quick trip to Mt Wellington where a lazy wind nearly froze everyone to death and we took an unplanned quick tour of Hobart, thanks Pete, before proceeding North to our motel which had a beautiful aspect – a river frontage on the Derwent.

Once we settled into our rooms, the cars were cleaned and pre dinner drinks were enjoyed prior to our meal at the motel's restaurant. Here, the Bolton's also joined our group. They had left Melbourne some days earlier for a longer tour of the Apple Isle.

Saturday morning dawned crisp, but sunny. With cars washed and gleaming, we drove to Hobart and parked at Mawson Place, a short walk from Salamanca Place and the venue of the famous Salamanca Market. Pre trip, our club officials had arranged with the local council to put on a car display at Mawson Place. It worked out

well – we received a key to the normally chained off area, parked our cars in a safe, public and local area, while the visitors to the market got a car show for free!

After a few hours of wandering through the markets, sampling the local foods and in some cases, buying some market bargains, we re-grouped and headed

North for Longford, to take part in the famous Longford Revival Festival.

We had been nominated trip leaders for the day, so after a spirited drive, pausing for fuel (again) in Brighton, we arrived at Longford at about 2:30pm. Again, the Club had pre arranged our participation in this event and we were parked up in the town square paddock with other display and competitors cars.

The Longford Revival Festival celebrates the heritage of motor racing at this location. In 1953, Longford hosted its first event and in 1959 and 1965, the Australian Grand Prix was staged there. The track hosted a round of the Tasman Series each year from 1964 to 1968 and a round of the Australian Drivers' Championship each year from 1958 to 1965. For financial reasons, its use as a motor racing venue was curtailed in 1968.

Drivers who raced at Longford in the years noted above included Jack Brabham, Graham Hill, Denny Hulme, Jackie Stewart and Bruce McClaren.

Open wheeler and touring car stars Bib Stillwell, Lex Davison, Kevin Bartlett, Bob Jane and Allan Moffat also raced at the circuit.

Today the Festival celebrates that rich racing heritage with events such as the Flying Mile, Tannery Straight (1/4 mile run) and the Town Stage – a lap around the streets of the town. An enormous variety of cars and bikes competed, the most entertaining for us being a Holden ute whose driver suffered from too much power and not enough control in the town stage, smashing both the rear and front of his car into a fence. Fortunately apart from some dented pride, he survived the stack unscathed, but the car looked to be a write off.

Other cars competing in the Town Stage included lumpy Toranas, GT Falcons, Mustangs, Monaros, an FJ Holden and even a Vauxhall Viva with a 6 cylinder 202 cu. in. race engine!

Another car of interest that was competing was a car that we first saw queued with us to board "The Spirit". It was a limited edition Monaro known as a HSV "W 427". The "W" was for Walkinshaw.

The car is based on a VE Commodore but powered by a 7.0 lt. LS7 V8. Produced in 2008, only 137 cars were built, but the original intended build was for 427 cars. New price in 2009 was \$155K but there are reports that they have been sold for many times that figure.

The red one we saw, rego MW 427 was one of 29 red ones built. A story in the press is of a pre ordered #427 build car bought by a Queensland collector for \$920K, but re-sold some time later for about \$365K. Ouch!

MUSTANGS TOUR DE TASSIE

After enjoying the cars at the festival, we led our group to the Country Club Villas at Launceston, where we stayed for 2 nights. Again tea was at a restaurant at our accommodation. The food was good, but the venue, very noisy. Also by now, there were some stand outs emerging regarding the beverage consumption capabilities of those amongst our group. It was determined by a majority that our friends from Ballarat, John and Gavin were ahead on points at this stage.

At our dinner venue, we had arranged to meet up with a couple I first met in the Flinders Ranges in 1982 who live locally, Lawrie and Judy. Every few years we get together, so it was great to spend time with them again. Lawrie is also a motor racing fan and participant has competed in about 17 Targa Tasmania events, both as a navigator and driver. He was under some pressure from officials however to give up the navigating gig, as he had a bad habit of throwing up in his helmet. Phew!!!

The next morning, Sunday, most of our group drove to Devonport, to attend the Motor Show. We were blessed again with great weather – a top temperature of about 20 Deg C.

About 400 cars attended this event, which was held at the Roundhouse Park on the banks of the Mersey River. Roundhouse Park is located on the Western side of the river and directly opposite, the Spirit of Tasmania was moored in readiness for its next trip across Bass Strait.

Beautiful gleaming machines filled the park, live music filled the air and many food stalls enticed us with beautiful aromas. I opted for pancakes and Dave, a hamburger.

Cars on display included split window VW Kombis, Fords of many types including Escorts, Cortinas, Mustangs, Coupes, GT Falcons and a solitary Zephyr. GM was also well represented with Statesman, a particularly neat FJ Holden, Toranas and Chevrolet Corvettes.

We were parked up next to some local Mustangers and we were impressed with the quality of the cars, overall.

By about 3pm we were off again, this time to a Mustang Muster in downtown Launceston, at the Star Bar. Local Mustang owners were trying to form a local branch of the MOCA Vic, similar to that run in Bendigo and were delighted when we joined them following the stint at Devonport. The Star Bar put on some free drinks and finger food, so that's always a bonus! Our group enjoyed viewing the local cars and chatting with the prospective members.

Tea had been booked at "The Irish" a short drive from the Star Bar. The food was good, but for four of us that had ordered a hearty Irish Pie, the wait was long – about 1 hour, so we received complimentary drinks, chips and dessert! Didn't really need the pie after that.

Next day the weather had turned wet and miserable, but undaunted we saddled up and headed firstly into Launceston to tour The National Automobile Museum. Before that, however, we enjoyed breakfast in a park opposite the Museum. (Just to make it clear, there was a restaurant in the park, we didn't just sit in the rain and have brekky!)

Dodging the rain, we made our way back to the Museum. Apart from the vehicle displays spanning 100 years of motoring, the museum has four feature displays per year. When we visited, the feature cars were Australian Classic Muscle Cars – the GT Falcons. So, we were suitably pleased.

The Museum also features a large range of motorcycles and the gift shop has many books on motoring and model cars and general motoring memorabilia for sale.

After a few hours, we were off again. Our destination was East Devonport to view another private collection. This time our attendance was planned unlike our lucky visit to Ian Cummins Collection in Ross.

Our hosts have built a formidable collection from a successful transport business and in his 10 – 12 car garage adjoining his home, cars included an Austin Healey, complete with a miniature one which even features a small electric motor, a Ferrari, a late model Mercedes

Gull Wing and a GT40. After drooling over these cars, we were shown to the big shed, which was actually a relocated timber mill, to view a collection of sprint cars, iconic motorcycles and a number of Australian muscle cars including GT Falcons and beautifully restored Holdens including an FX and an FJ. It was quite and amazing collection.

Of particular note were three special "Senna" edition motorcycles produced by Ducati.

After enjoying some morning tea thanking our hosts, we left and had a short drive to East Devonport, where we enjoyed a late lunch/ early tea before boarding "The Spirit" and travelling home again.

This day was also Frank Thompson's 82nd birthday, so we could let that pass without some celebration. A few of us organized cakes and pressies and once everyone



MUSTANGS TOUR DE TASSIE

signed the birthday card, we lit the candles and sang Happy Birthday to Frank who appeared a little shell shocked. Liquid refreshments continued and a late night was had by some.

It was now Monday 23rd March and we had packed a great deal into a short time. We were fortunate that we enjoyed good weather for the most part and enjoyed great company.

Next morning we docked and all made our way home through the morning peak – just as well, we were mainly headed in the opposite direction to the traffic.

Thanks to Adam and Narelle Richmond for their initial organizational work and also to Peter Sheehan and Ian & Davina Collins for their contribution and guidance. I'm sure that all who attended the trip had a most enjoyable time.



FANS CHAFE AT THE BIT FOR NEW GEN MUSTANG

Article and photo supplied by Graham Caldwell via The Australian

When a Mustang first caught the eye of David Livian he was just six years old, but it was the start of a love affair that's lasted half a century - as old as the model itself.

"I looked at this car and thought, 'wow!'. This is something special and I want to own one," he says.

With its long bonnet and short tail, the Mustang was unlike anything else on the road in the 1960s and proved an instant hit for Ford.

"In their day they set the world on fire," he says.

The sixth generation is reigniting that passion. For the first time, Mustang will be sold worldwide and 1200 Australians are waiting for their cars to roll off the boat from the US when first deliveries are made late this year.

Mr Livian and wife Heather are among them after ordering two V8s - one coupe, one convertible - to celebrate their 20th wedding anniversary.

Like others who put money down, they were so impressed by the new version - unveiled in Sydney as part of a six-city global event in December 2013 - they ordered before they knew the price.

Announced earlier this month, V8s start at \$54,990 for a coupe with manual gearbox and run to \$63,990 for an automatic convertible. A 2.3-litre four-cylinder version starts the line-up at \$44,990.

For Australia, which loses its local hero when Falcon production ceases late next year, says prices are sharp to attract fresh fans.

"We're signalling that there's a new Ford performance car coming and we intend to grab our rightful share of

enthusiasts who value style, technology, performance and the history that the Mustang name brings," says Graeme Whickman, former sales and marketing chief who was named chief executive of Ford Australia this week.

Ford made this Mustang wider and lower while retaining signature features such as the triple tail light. It also re-engineered the car's outdated suspension.

It comes as a "fastback" coupe or convertible, with a 303kW 5.0-litre V8 or turbocharged 233kW 2.3-litre four-cylinder.

Mr Livian, 55, president of the NSW Mustang Owners Club, believes the pricing will attract new buyers to the 8000 registered in Australia. "There are enthusiasts who just want to be involved with this special car," he says.



NSW Mustang Owners Club president David Livian and wife Heather with their two 1960s Ford Mustangs

FORD PROVING GROUND

Article and photos supplied by Tony Borg.

Wow, what a day. To have the opportunity to drive on a track and put your steed to the test, albeit at a mild pace, was a great opportunity, and one many wanted to taste, judging by the large number of attendees. Around 170 club members, friends and family attended the day.

Starting in Lara at Serindip Reserve, which is also well worth a trip with the family. The organisers gathered everyone to give their briefing, before being led to the proving ground by Kenny in his GT40.

So off we set on the relatively short trip to the proving grounds, what a sight 70 Mustangs heading up a quiet country road, not sure what the locals thought.



Club members gathering at Serindip Reserve Lara, before heading off

Once at the grounds, we headed to a meeting room to sign our waivers and receive instructions from the proving ground staff, who also conveniently arranged a couple of 2015 models out front, just to get us in the mood.

Then we set off to the proving grounds track, where the cars were arranged in lines awaiting their turn. The CAMS guys provided us with the days arrangements and shortly after the fun began. Groups of 8 cars headed to the track entrance and took their turn around the banked circuit. All the while club members were enjoying the egg and bacon rolls cooked by our trusty cook Barry, and his many assistants.

Cars were coming and going on and off the track for a couple of hours, everyone had as many goes as they pleased. Some going out as many as 10 times. Then it was time for lunch, and once again Barry and his team of chefs cooked up a storm of sausages and burgers.

After all the fun on the track, the proving ground team



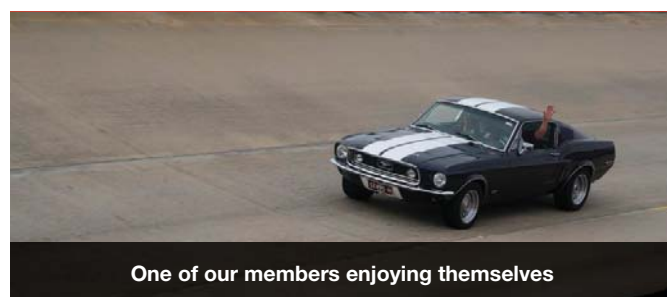
The Pres, with his new steed?

showed us through some of the grounds testing facilities. Interesting stuff to say the least. Many of the members having the opportunity to ask questions of the staff.

Judging by the smiles on all the faces, a great day was had by all. Thanks to the team at Ford, especially Bob Tilbury for arranging our day, the team of Chefs ably organized by Barry Bolton, and Lino for his fantastic efforts with the camera.



Forming up for their turn on the track



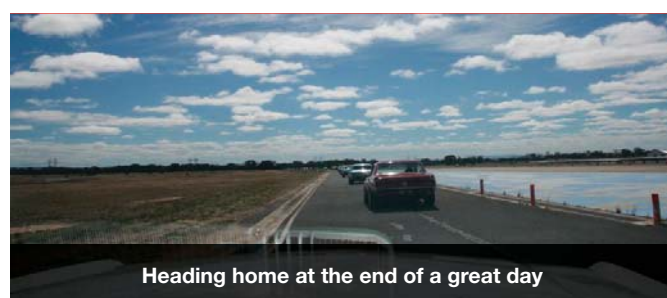
One of our members enjoying themselves



Barry, giving his chefs final instructions!



The whole crew after a day on the track



Heading home at the end of a great day

TOUR DE TASSIE

Article and photos supplied by Barry Bolton.

Earlier this year the Club organized a Tasmania Tour event to coincide with the Devonport Car Show. This event is an annual show run by the Rotary Club of Devonport. There were two options – referred to as the 'long tour' (of 12 days) and the 'short tour' (of 4 days) both tours linking up on the Friday before the Car Show.

We opted for the long tour with the plan being that we would opt out for a couple of days and visit Merrill's brother and his family who we had not seen for a while. The Long Tour was eventually abandoned due to not enough interest - I think four only from memory and this was not enough to generate the discounts available for group travel. As we had already made some plans we decided to 'go it alone' and meet up with the Short Tour group for the organized weekend. Pete Sheehan was kind enough to make the amended arrangements for us via the Travel Agent that was arranging the travel etc. and we then dealt with her directly.

So we made some more plans, pre-booked our accommodation and a couple of touristy events. We then decided we should contact Merrill's brother and see what arrangements we could make to meet up. And only then did we find out that Mark and family had recently moved to W.A.. He hadn't got around to telling all the family this 'news'. We had already made bookings, arranged our usual house sitter, so we again decided to carry on.

This trip report is mainly for the days we were not with the group as I think there is another member going into the details of the group tour.

We left on the Princess on the Friday evening and had an uneventful crossing arriving about 6.30 AM on Saturday the 14th. Our plan was to go to, and stay for 2 nights, at Bruny Island. So we visited some places on the way from Devonport to Bruny. The only access to Bruny is via a free ferry from the mainland.



Stayed overnight at Campbell Town. The town had quite a unique feature. All one side of the main drag was lined with bricks that gave details of convicts that had been located in the area. Name, age, crime committed (and sentence), when they arrived and the ship they arrived on. If they married, and that person was also a

convict, they were cross referenced on their individual bricks. We stayed at an old style motel attached to the local pub – the rooms had been recently renovated and quite comfortable. The local footy team had had a win and were celebrating there. It was a wet night and the undercover 'smoking' area was between the back of the hotel and the motel rooms – it seemed that all the smokers needed their fix at the same time and as the night wore on their noise became louder. This was also where the Mustang was parked and when I went to the car there were quite a number of them coming over with questions and comments – often with the request to 'Start It Up' and when I did – to move it into a spot less in the rain – there was quite a chorus of approval and 'Rev it up'. They shut the bar about 10.30-11.00 and the licensee told me the next day that 'Young Shaun got a bit out of hand but he will be shorted out by the someone at the footy club during the week'.

The next night we stayed at the historic town of Richmond – fabulous.

The car attracted some interest wherever we stopped and the same happened when waiting in the queue for the ferry with people walking up, saying 'Hello – nice car' and some stopping to chat. It's amazing how many people will say 'I've always wanted one of those'. One of the ferrymen showed me pics of his classic cars – he had had a Mustang but went over to the 'Dark Side' and said he always regretted selling that car and tried, unsuccessfully, to buy it back.

It was on the way over that we had a 'warning' of things to come. There were two tradies (with their utes and gear) just behind us and they were looking at and discussing the car. I could hear their discussion and see them in the mirror. One of them leaned back on his bull bar, crossed his arms and said (looking down at the back of the car and shaking his head) – 'I wouldn't be taking that over there'.

And he wasn't wrong. The roads on the tour map looked OK but we found that many of them were only of gravel/dirt. Narrow, corrugated with sharp drop offs. With some of them so narrow you just pray there is nothing coming the other way – and luckily there wasn't. It was, I think, these roads that 'did the damage' – which will be explained later.

While on Bruny we stayed at some new 'eco' lodges at Adventure Bay – '43 Degrees' and went on a boat trip out to the wilder east side of the island – blow holes, seal colony – and went to the edge of the Southern Ocean. Mandatory full wet weather hooded cape was the order of the day. If planning to go Bruny Island – and I would recommend it – take some liquor with you as there is only one outlet there – The Bruny Hotel – but it was on the west side of the island (and a 15 km drive from Adventure Bay). The meals are very good; we were advised to book and good thing we did.

Back over to the mainland by the ferry and stopped off at a few locations on our way to Hobart.

When in Hobart we stayed in accommodation just

TOUR DE TASSIE



above Salamanca. When I booked I asked whether there was any undercover car parking. When I gave a reason for this request I was told they would 'see what they could do'. On booking in the girl at reception was asked whether I was the driver of a Mustang and was directed to a lower area than the general car parking and was told 'There is a space there with a bollard'. Even better there was an area down there with a tap that I used to clean most of the Bruny Island mud and dirt off with. This area is close to Constitution Dock and other places of interest so did not need to use the car until we left to meet the others. We booked the ferry trip to Mona Museum on one day and I would recommend doing that should you be down there. Very unusual and sometimes confronting. You need to put aside 3-4 hours to get around but well worth the effort. The ferry trip (from Constitution Dock) and museum entry can be packaged together

As we knew that Peter Sheehan had arranged for some space to be set aside for display of the cars on the Saturday (parking for the cars while we all enjoyed the delights of the Salamanca Market) we went to locate this while walking to the Hobart Museum. It was a good thing that we were able to locate the spot as the area reserved for us was off a one way street and a little difficult to find. But what a spot – right on Constitution Dock and about 500 metres from where the Salamanca Market was to be the next day.

Probably because of the annual Longford car show – and racing – there were quite a few car clubs about. Spoke to a couple from the Jaguar Club and at one location came across about 70-80 MG's that had stopped for lunch. Not a lot of classic car action in Hobart itself but did spot an immaculate Aussie Falcon Coupe – about '65 I think, a 2CV and a couple of Falcon GT's of the late 60's. We did spot a red '66 that was wearing Vic Club Plates outside the pub at Oatlands but wasn't one of our group.

We travelled out of Hobart that Friday afternoon and met the rest of the group at the motel at Rosetta – which coincidentally was near to the Mona Museum we had visited the day before.

The car was still going well until the night before the departure. It was raining very heavily as we returned the motel on the Sunday evening. Heard a bit of a 'bang' and the lights went out – literally. There had been some

intermittent problems with the tail lights the previous day but now we had no dash light, no radio, no horn and no A/C. The wipers still worked (thank goodness for that small mercy) as did the headlights and front indicators. No tail lights, brake lights and only the right rear indicator.

By now we were with the group and only a day to go so we made sure we were never without a Mustang at our back with the driver of that car aware we had no brake lights.

Back on board the Spirit on the Monday night and arrived back in Melbourne early morning Tuesday and still not quite light. On the way home from the Spirit every time we stopped there was the driver of another car telling us 'Do you know you have no lights at the back'.

Booked the car in with the Auto Electrician and when I described the problems and where we had been his view was that the car was shaken up and things that had been settled since 1966 have rattled or vibrated loose. And that was the case. One of the horn connections in the wheel boss had shaken itself loose and welded itself to the steering column – the cause of the dash, radio, A/C issues. The rear lights issue was another matter. They were unable to find the problem causing no power so had to do a bit of direct wiring to overcome that issue. Of course the 'silver lining' of this episode is that this is now something that I know has been fixed and shouldn't cause a problem in the future.

In closing I'm sure we would all like to thank Peter Sheehan for his arranging and leadership on the tour and our President, Ian Collins, for arranging the visit to the car collection of Chas Kelly – a truly unexpected highlight of this trip (you can see photos of this on the Club's website).



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MOCA VIC TASSIE CHAPTER

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

Thanks to all those that attended the annual picnic at Ross and enjoyed a fabulous turnout. 20 wonderful Mustangs and some new faces and cars. Thanks also to those that replied and apologised for not being able to attend.



Star Bar Hotel start was fresh, a big thanks to Darron at Star Bar for the coffees freely handed out. Brian Price came as we were leaving and followed the cars to Longford, great to see a new car and face to the club. We met up with Larry Tubb at Longford and was driving a new car to the state. A 1985 Gen 3 Mustang GTHO 4V hatchback, red in colour, believed to be one of only 3 in Australia.



After travelling through Woolmers Lane we met David Saunders and his two white Mustangs on the highway turn off. At the Lake Leake turnoff we met up with Derek and Barbara Quinn, 68 428 Cobra Jet fastback, fully restored and only recently completed (more new MOCA members). Unfortunately, Rob Golley had electrical problems at this meeting point, so I stayed with him to assist and we arrived 2 hours late, but still smiling.



Craig Fazackerly and another MOCA (Sydney) member, Richard Harris, joined the muster at Ross along with Simon van Asch, who travelled to Ross early just to get photos of our cars entering the display at Ross as we all rolled in together. Tim (Sparky) Wright joined us with his newly acquired 1967 light blue Mustang hardtop (rego USA 67).

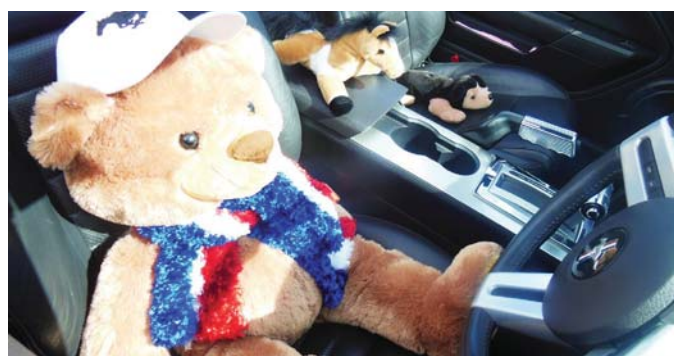
Sorry I was late and couldn't get around to everyone and say hello (blame Rob Golley). Please ring or email me for any assistance. This was a great roll up for a Winter's day at short notice.



2015 ADELAIDE MUSTANG NATIONALS

Article and photos supplied by Nez Demaj.

A beautiful day greeted us at the Adelaide Mustang Nationals on Sunday 4th April. As early as 8am, there were over 150 Mustangs and 6 Shelybs on display which was a great start to a fantastic day. Craig and Robyn Dean from Mustang Motorsport were there nice and early as well displaying their Shelybs and their recently converted Mustangs which looked great next the Shelyb Display. On the grassed area, there was a great variety of Mustangs from the early years to the later and sleeker styled Bosses, Shelybs and Saleens. They, all looked great in different colours and their unique styling especially on a perfect day for all to enjoy. Overall, there were 10 Shelybs and over 200+ Mustangs on display. It's a credit to the owners and the South Australian Mustang Owners Club and their committee. Thanks to Fred Pascale for his Shelyb organising efforts and also to the other State Shelyb Reps who attended and assisted on the day. Also, thanks to Craig and Robyn Dean from Mustang Motorsport for their ongoing support at the Mustang Nationals, looking foward to Queensland next year....



2015 ADELAIDE MUSTANG NATIONALS

Article and photos supplied by Angela Williams.

Roger and I always look forward to the Nationals and this year was no different. We headed off on Wednesday 1st April and had a great drive over to South Australia. We got a welcome to "The Adelaide Nationals" phone call from Tony and Trish Kilvington as we were approaching Adelaide to tell us we were the first interstaters to arrive. We checked into the Stamford Grand and we were quite impressed with the accommodation we were going to be enjoying for the next week.

Thursday morning we had an amazing breakfast over looking the ocean then we headed over to the Haven Marina Motel to register for the weekend of fun. Again we were first through the doors.

Friday we wandered back over the the Haven Marina and started catching up with heaps of people who had started to arrive and Roger gave Bill Cant a bit of a hand to clean his cars for the Concours the next day. Friday night was the welcome dinner at the Stamford Grand. The ballroom looked amazing, when we walked in Rod Kilvington's Mustang took pride of place in the corner of the room. The food was amazing and there was a lot of it. It was great catching up with everyone.

Saturday we headed off for the run to the South Australian Yacht Squadron for morning tea. It was around a 1/2 hour trip along the beautiful coast line and past some amazing old houses and there were quite a lot of South Australian members standing along the route so that we all knew exactly where to go and so no one got lost. Morning tea was lovely with lots of cakes, bickies and scones to eat. After everyone had their morning tea we headed back to Maugham Theim Ford to have a look at the Concours judging then back to the motels to clean our cars and get ready for the evening of dress ups etc. Except for a few of the Victorian guys who found themselves a bar to sit in and "watch the footy". Almost making them late for the evenings festivities. There was a great array of costumes for the "Las Vegas" theme. John Bowe was the guest speaker and special guest for the night and he was fascinating to listen to.



ADELAIDE NATIONALS

On the Sunday of course is the car show. The sun was shining brightly as we head off to the soccer club for the show. It was a great day with around 160 cars on the oval and around 50 outside in the carpark. John Bowe wandered around all day and even though he had plaster on his hand stopped to sign autographs and obliged lots of people with photos in front of or in their cars. At 2.30pm they asked us all to get in our cars and start them and rev them in honor of Rod Kilvington which was a great touch to the day. The sun shone all day which was great. Then we all headed back to get ready for the Presentation Dinner. Again the ballroom looked amazing and the food was wonderful.

Monday is always a day tinged with a little sadness as it is the last day of the festivities. The day arrived and it was raining. This didn't seem to make too much difference to people though as around 70 cars showed up for the run to Woodstock McLaren Vale winery. The organizers had arranged for the South Australian members to space themselves amongst the rest of us in the hope that no one would get lost but Warwick did and remained missing for some time. The food was again magnificent with pizzas just coming out for nearly the entire time we were there and a beautiful wood fire roaring to keep us all warm.

As we always make a holiday of the week after the Nationals on Tuesday we left Adelaide and headed along the coast towards Victoria. We visited Nurlunga, Aldinga Beach and watched the Kangaroo Island ferry unload at Cape Jervis. We stopped the night at Victor Harbour where we did a walk around Granite Island and watched some dolphins playing in the shallows. Wednesday onto Kingston SE via the Wellington Ferry. Thursday onto Portland then staying for the night in Port Fairy. Friday saw us head for Warnambool where we did the sound and light show at Flagstaff Hill, which was fascinating and well worth a look. Saturday we had breakfast at the Breakwater Cafe then headed home arriving in Bendigo around 4pm. The Mustang didn't miss a beat.

Thank you to the South Australian Mustang Owners for a great Nationals. We had a ball.

Roger & Angela Williams.



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ANZAC DAY, A MUSTANG MOMENT IN TIME

Article and photos supplied by Barry Bolton.

Anzac Day was on a Saturday this year and I, along with more than 30 other Mustang owners, had volunteered to assist those diggers who were unable to march with their units on the day.

We were to assemble at the usual spot in Flinders St at 7:00am and I would like to have been able to say that the weather was fine and dry; but this was not to be - wet, raining and cold was to be the order of the day. The weather forecast was that there was to be the 'clearing showers' but we all know how accurate these forecasts can be on the day. The fact that it was 'wet' and 'raining' is the reason that this short story came to be.

There came the time when we were to line up and assemble at the pick-up point for the diggers. It hadn't been raining for a while so all the chamois' had come out to shine the cars. Those with convertibles put the roof down (this was in fact an instruction - you had a convertible - the top was down) weather permitting. And while it did 'permit' for a while it wasn't for too long as the weather turned to rain and the hoods came up - and stayed up.

The first group went off and I think went up Collins, turned down Russell and turned into Flinders to assemble outside Fed Square.

I was in the second group who travelled up Elizabeth, right into Collins and then came to a stop on the tram tracks just west of Swanston. The car in front was driven by Michael Piastrino - a very bright red - or was it orange - 66 (?) coupe and it had been attracting some attention from spectators in Flinders Street (I think the picture shows why). I think Michael's father was also somewhere in the group in his blue convertible.

It continued to rain and it was not until 11.30 or 12.00 that we were allocated passengers, turned right into Swantson, eventually setting off down St Kilda Rd towards the Shrine. As is usual the progress was not fast and it was obvious that Michael had to 'clear his throat' occasionally - into neutral and give it a rev.

We turned into the Shrine and drove directly towards that imposing edifice. There was a ramp set up on/over the forecourt steps and we were to drive up to the top level, past the dignitaries, along the Shrine forecourt, turn right around the Shrine and let our passenger off on the other side.

Michael's car obviously has some extra ponies in there, and wide tyres, and half way up the ramp the rear wheels lost traction, continued to spin but the car came to a standstill. A number of soldiers and officials standing there tried to push the car up but to no avail. Michael had to let the car reverse back down the ramp, give himself some space and give it a bit of right foot to gain more momentum. He achieved ramp speed and it wasn't until about a metre before the top that the wheels started to let go. There was enough momentum however and over he went.

The whole thing had attracted the interest of the large crowd gathered about the Shrine forecourt and when he went over the top there was a huge cheer and much clapping. My car - less ponies and tyres not quite as wide (and in 2nd start mode) - managed the ramp without any drama.

A small moment in time but the effect was enjoyed by many.

I think we all owe our thanks to Bruce Rigby for again organizing the day. While it may have rained upon us most of the day this didn't - and shouldn't - dampen our enthusiasm for the day and our respect for the reason we were there.



ANZAC DAY 2015



Article written by Bruce Rigby, photos supplied by Alex Karen,

Once again the troops rallied to the call for participants to provide transport for our returned service men & women in this years 2015 Anzac Day march. A total of 35 M.O.C.A Vic. members provided their Mustangs for the task, arriving early at our form up point in lightly falling rain which unfortunately turned into heavy showers.

The committee and members of the Mustang Owners Club of Vic. (inc) & myself, thank each and every one for their selfless support of this community event.

Watching the march (which I recorded for purposes of watching later) was heard by the TV commentators to mention how well presented our Mustangs were and their drivers, and are all a credit to our club.

The march organisers were also impressed, of aligning our cars with veterans wanting transport. Unfortunately some of you did not get to participate in the march, perhaps you could put something on an email to me regarding your feedback on this point, or any other ideas, and I will pass it on the organisers. Also a short story of your experience of the day and its significance, with any pictures to our Mustang Roundup Editor Graham Bell - prepress@hornetpress.com.au. He will be most pleased.

With all the comments I have received or talked to any of you, it seems you all enjoyed the experience, one of which is a very humbling one and one which you can pass onto others.

Speaking of others, I have tried to find out if there was any photographers handing out cards to contact them for photos of the march. Should anyone know of photos of the march, please pass it on, it's a great memento of the day when its your Mustang in the photo.

The march is available on DVD, please see this link to the ABC Program Sales site where you will find further information about the program and an "Order Here" link to the right hand side of the page.

<http://www.abccommercial.com/librarysales/program/anzac-day-march>

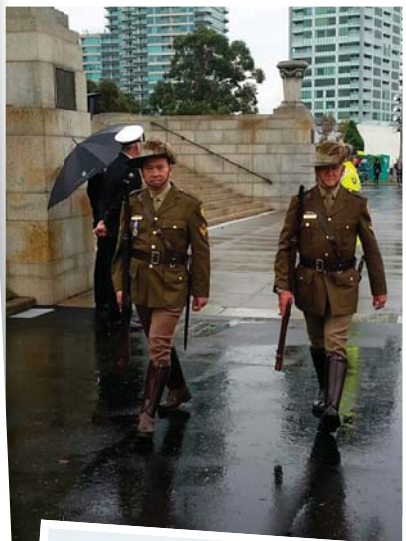
Speaking with the organisers of the march, they were impressed with our Mustangs participation in this and hopefully future Anzac Day parades. Please keep Anzac Day 2016 in mind for next year and register your interest in participating early.

Again, thank you to all for your involvement in this community event and showing what the Mustang Owners Club of Vic. (inc) can do, not to mention the pleasure we all get from just being involved.

See you all in next year's march.



ANZAC DAY 2015

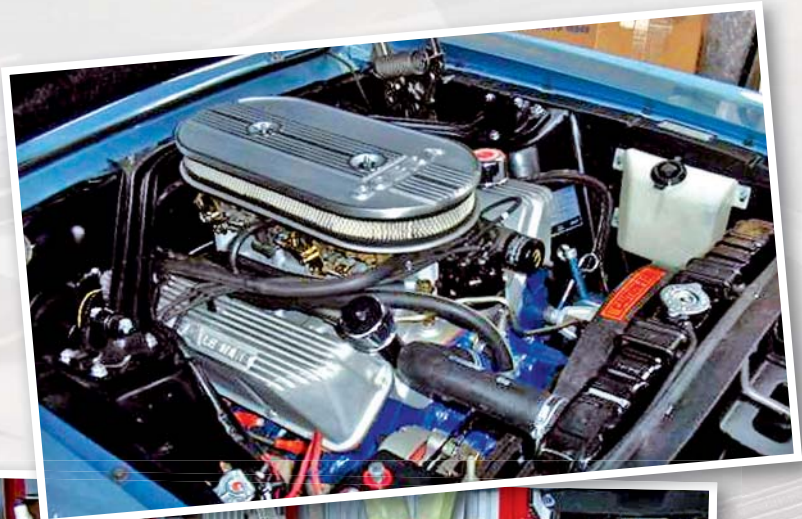




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ROAD TRIP WITH A DIFFERENCE - PART 4 OF 4

Article and photos supplied by Kathy Batchelor.

After staying overnight at Conneaut in the far NE corner of Ohio, we rejoined the Interstate, I-90 and were soon travelling in Pennsylvania. It was short lived however as after about 50 miles (80 kms), I-90 entered New York State. We stopped at an attractions booking centre and booked our accommodation at The Days Inn for the next two nights at Niagara Falls. We also booked a tour, concerned that we might miss out if we left the booking until our afternoon arrival in that town.



It was the 19th May and the weather was mild and sunny. We arrived at the town of Niagara Falls a little too early for check in at the hotel and decided to walk around town and get our bearings and see the sites.

As expected, the town was full of tourists from around the globe. Passing by groups of people, we could hear many different languages, but at this stage couldn't hear any familiar Aussie twang. We could however hear the roar of the magnificent falls.

The best viewing points for the falls from the USA side is from within a tourism complex, one that we would visit on the next day. To take in more of the surrounding natural wonder of the area, we walked to Goat Island, located upstream of the Falls, in the middle of the Niagara River.

The Niagara is actually a collection of three falls: The Horseshoe Falls, the American Falls and the Bridal Veil Falls. The Horseshoe Falls is on the Canadian Side, with the other two Falls located on the American side.

Later, for dinner, we tried out the Wendys Restaurant located in the foyer of the hotel. The food was plentiful and enjoyable.

Next morning we boarded our bus for our 4 hour long tour. First stop was the Maids of the Mist boat tour. Dressed in bright blue ponchos, we boarded our boat, which moved ever closer to the base of the falls. The roar from the falls grew louder and the spray was intense. So much so that when we at the closest point to the bottom of the Falls, it was like standing under a shower. We couldn't see a thing and we wrapped our cameras in our ponchos. The noise and hysteria on the boat was memorable, with the noise level on board dropping as we returned to the dock.

Next, we returned to the bus and took the Rainbow

Bridge to Canada and a walk through Customs. The Canadians were quite friendly, but on the way back across the boarder later in the day, the US Customs staff, were grumpy and rude and had no personality.

From the Canadian side of the river, the best view of the Horseshoe Falls is available. The volume of water careering over the drop is tremendous. Also, whilst in Canada we viewed the Upper Niagara River and Rapids, visited the Skylon Tower and Queen Victoria Park.

The Niagara is one of the chief sources of hydroelectric energy for the whole of New York State and Ontario, with both the USA and Canada having power stations adjacent to the river. During daylight hours, half of the actual river's flow rate is diverted through the power stations and over night, the remaining flow is dropped further for power generation.



As it turned out we were lucky to be able to take the Maids of the Mist Tour as the boats had only been placed back in the river 10 days prior to our visit. You may recall that the US had an extremely cold winter, including heavy snowfalls. It was only a few weeks before our visit that large blocks of ice stopped coming over the Falls and so, conditions were too dangerous for boats to be placed downstream of the Falls, until that ice flow ceased.

On our tour we met several couples, but hit it off with a Californian couple, in particular, Cap and Adele, whom we later shared pre dinner drinks and then dinner with.

The following day, we began our journey South but took a slight detour to Jamestown, to visit the Lucy-Desi Centre for Comedy. Many will recall the comedic brilliance of Lucille Ball, who was born in Jamestown. The Centre for Comedy is a tribute to Lucy and



ROAD TRIP WITH A DIFFERENCE - PART 4 OF 4

husband of 20 years, Desi Arnaz Jr. Together they produced and starred in a top rating television series, I Love Lucy. After their divorce in 1960, Lucy continued to star in and produce other comedy shows; The Lucy Show and Here's Lucy.

From Jamestown, we travelled East to Bath, still in New York State and dined at a small town, wholesome type diner, complete with pine furniture and red/white gingham tablecloths. The locals don't see many Australians here and were keen to hear our accents and of our life at home. We struck up a quick affinity with one older fellow diner, as he too was a keen Mustang enthusiast. I think he would have been a real old rev head in his day.



Accommodation was again at a Days Inn, which was quite clean and comfortable. Fuel was averaging about \$3.80/gallon here (about 84 c/lit.) and with our main meal cost, at \$30.00, it is cheap to travel in the US. Where else could you fill your tank of 70 litres, spend the night in a 3.5 star motel, including breakfast and enjoy a good quality 2 course main meal each for under \$150!

At Bath we travelled South and just before entering Pennsylvania, joined the I-15. The weather had turned wet and miserable and road works also slowed our progress. We did, however reach Harrisburg for lunch, after which we detoured off our course to Washington DC, to visit the AACA (Antique Automotive Club of America) Museum at Hershey.

As the name suggests, vintage automobiles are displayed at Hershey with the oldest cars on display being a Chicago Benton Harbor built in 1895 and a Quadricycle from 1896. A number of volunteers provide their time to provide information to visitors about the exhibits and one fellow even went to the trouble of posting us some short videos of local car club car shows and events. Apart from the vintage cars on display, there was a special, 6 month long display of 25 Indian motorcycles, dating from as early as 1903. At any one time, between 75 and 100 vehicles are on display at Hershey.

From Hershey, we re-joined the I-15 and stayed overnight at Gettysburg. The next day we went on a battlefields tour and learned of the tragic loss of life during the American Civil War.

From July 1st until July 3rd, 1863, the Confederate

Army waged a bloody war against the Union Army and after 3 days of heavy fighting between the combined armies numbering over 165,000 men, there were over 46,000 casualties, comprising those killed, injured or captured /missing. It was the bloodiest encounter and the turning point of the Civil War.

On November 19th of 1863, a dedication to the lives lost on the Gettysburg Battlefield, was held at the Soldiers National Cemetery in Gettysburg. It was at this occasion that famously, President Abraham Lincoln delivered the Gettysburg Address.

From Gettysburg, we set our sights for our booked accommodation for the next three nights in Arlington, West Virginia, a short drive from Washington DC. It was Friday 23rd. May.

We stayed at The Virginian Suites and our room was spacious and included a full kitchen to our surprise. We were also surprised at the number of motorbikes and trikes in the hotel car park. We learnt later on that this was a holiday long weekend and Monday, 26th May was Memorial Day in the US. Memorial Day commemorates all American men and women who have died in the service of their country.

On Saturday, 24th we caught a taxi for a 10 minute drive to Washington DC, on the Eastern side of the Potomac River. Our first stop was the Smithsonian Institute which is the world's largest museum and research complex, comprising 19 museums and nine research centres, with affiliates worldwide. Eleven of the museums are in the National Mall in DC.



We had no intention of visiting 11 museums and so picked out the ones that we felt were of greatest interest to us. We began in the Air and Space Museum and promptly lined up for a ride in a baby space capsule sized simulator. We were queued for 10 minutes or so when I realized that being a little claustrophobic, I wasn't suited to

this attraction. There were about six simulators in total and each could take 2 "pilots".

The pods were maneuvered by the "pilots" and could perform full rotations. I decided that being strapped into a seat in a pokey bubble that could be tipped upside down, wasn't for me! So, I bailed out of the queue. Dave, however had fun and without my company could put the pod through its paces. He

ROAD TRIP WITH A DIFFERENCE - PART 4 OF 4

found it a little hard to control, having put it upside down for longer than really preferred!

This museum also included old moon landing style modules and a history of the space race with the Russians. It brought back memories from my school days watching man first walk on the moon on our science room TV.



The Smithsonian Institution Building, also known as the Castle was completed in 1855 to house, an art gallery, a library, a chemical laboratory, lecture halls, museum galleries and offices. The Castle provides an introduction to the other facilities nearby.

We also visited the Natural History Museum and the American History Museum, within one, there was a full blown McDonalds store!

The weather here was perfect, mid 20s and sunny. We walked for hours in the vicinity of the Mall, which at one end includes the Capital Building and at the other end, the Lincoln Memorial, with the Washington Monument at about half way in the middle of this parkland. At 90 Degrees to the Mall and adjacent to the Washington Monument is parkland that affronts the White House. On Saturday, the barricades on the parkland were fairly close to the building, but on our return the following day, the barricades had been pushed further out, almost to the Mall, which was a fair indication that the President was in residence or about to return.

There were thousands of tourists in the Mall, but as it is quite a large area, we didn't battle with crowds, as such.

On Sunday, we again took a cab over to DC. This time, many roads were being blocked because an event called "Rolling Thunder" was about to be run.

Some Background: In 1987, two returned servicemen from the Vietnam conflict, Artie Miller and Ray Manzo discussed their personal concerns about the neglect by the government concerning American service men that were abandoned after the US withdrew. There were more than 10,000 reported sightings of Americans living in dismal captivity. Intelligence reports of the sightings, were generally ignored by the government and by mainstream press.

Miller and Manzo were ordinary men who understood

that they had a right to be heard and proceeded to lay down plans for a gathering in Washington DC during the 1988 Memorial Day weekend. They reached out to their families, fellow veterans and veteran's advocates to unify and form a march and demonstrate in the nation's Capital. Their arrival would be announced by the roar of motorcycles and as such, called themselves "Rolling Thunder Inc." Word spread quickly and by the Memorial Day Weekend approximately 2,500 motorcycles from all over the country converged on

Washington DC, their riders demanding from the nation's leaders, a full accounting of POW/MIA's.

On that day, the foundation was laid for the annual 'Ride for Freedom' to the Vietnam Veteran's Memorial Wall. The number of participants/spectators in the Memorial Day weekend ride has grown from 2,500 to an estimated 900,000 and we were there to witness it! Wow! The ride around the Mall commenced at 12 noon and ran continuously for five hours, such was the number of motorbikes and trikes.

After watching the motorcycles parade for sometime, we opted to walk back to Arlington via one of the bridges across the Potomac River and visit the Arlington National Cemetery. Whilst there, we visited the grave of the late JFK – a moving and solemn experience.



Our route back to our digs took us past the Iwojima Memorial and once "home" we collapsed after about five or six hours of walking. What a great day, though!

After a short recovery we drove to a local shopping centre, expressly to purchase an extra luggage bag to carry all the presents, clothing and nick-nacks purchased during our trip. We needed to sort out our luggage on this our last night in Washington as by 6 pm the next day, we were giving our car back to the hire company's depot at JFK Airport in New York City.

Monday 26th May, Memorial Day was again sunny and in the low 20s (Deg C). We left Washington at about 10 am, having considered that we could comfortably cover the 242 miles (389 kms) in the 6 hours of time available to us. We were of course using the Interstate roads. Hmmm – we got to JFK Airport with a near empty fuel tank at 5:35pm!

What a shocker – unbelievable traffic, huge stretches of road works and just, so slow!!

ROAD TRIP WITH A DIFFERENCE - PART 4 OF 4

Add to that, the tolls. On one day we spent \$39.00 on tolls!

The start of the day gave us an idea of how the rest would pan out. After successfully navigating across the country, it took three goes to get out of Washington. The first 2 attempts were using freeways, but we had to cross from one to another and then to another and found ourselves beginning a journey South, which was not preferred.

It was then that I tried some old school work. I found a road that went North, straight through the main shopping district and then, further out, picked up a freeway – at last we were on our way!

With the car returned we settled into our cab for the ride to our hotel – The Box House Hotel at Greenpoint in Brooklyn – our home for the last four nights of our US trip. Our room was more like an apartment, complete with full kitchen. After such a harrowing day on the day, we opted to cook our own meal and enjoy a cool drink.

After breakfast, we walked over the Pulaski Bridge to the Subway at “Vernon and Jackson”. We each bought a weekly subway pass for \$30, which provides unlimited travel on the subway and on buses for the whole of Manhattan. Trains ran from our station every 10 minutes or so and after a 5 minute journey and one station, we were at Grand Central Station and it is GRAND! Below ground there are shopping outlets and a huge food court.

This day we visited Time Square, Central Park, Battery Point (where the Staten Island Ferry leaves from), stood outside the New York Stock Exchange, visited The Empire State Building and booked tickets to see The Jersey Boys Stage Show, the following night. New York was bustling, vibrant, noisy and exciting all at once.

Central Park was bustling with school groups, tourists and locals walking or running around the many roadways. We visited Strawberry Fields, the memorial to John Lennon and the Delacorte Theatre. Lunch was bought from a local hot dog vendor.

After a full day exploring, we returned to the corner of Vernon and Jackson Ave above the subway and had tea at an Italian Restaurant.

Next day we were on the subway again and this time we visited the Chelsea district and enjoyed lobster for lunch, before visiting the Chelsea market and purchasing a few more gifts for family. We wandered on to the West side of Manhattan Island, the Hudson River side and to our surprise, found a multi storey golf driving range. This is the only one of its type on the island.

We continued South along the Western banks of the Hudson and then cut East to Greenwich Village before pausing for an afternoon drink at a restaurant in Little Italy.

We returned back to the hotel in good time to shower and change, as we needed to return to the city for

dinner, prior to enjoying the Jersey Boys Show. We have since seen the movie, which is basically the same story, however, the atmosphere of the live show was fantastic and I would recommend going the next time it returns to Melbourne.

Our hotel also offered a courtesy taxi service for local trips and so, this day, we took up the offer and arranged for the taxi to pick us up near the subway entrance at Vernon and Jackson. Our return to this point was at about 10:45pm and we felt more secure in the cab than walking back at night.

Next morning we packed up and left our luggage behind the “jump” and returned to New York for last minute shopping near Times Square. We returned back to the hotel in good time for our last cab ride back to JFK Airport and a 6pm flight to LA and then on to Melbourne, via Sydney.

It had been 7 weeks since we arrived in San Francisco. We had travelled 12,500 kms (approx 7,800 miles) in our hire car and had travelled through 23 states, (plus Ontario, Canada).

We had met some lovely people, battled with some strange accents, seen some amazing scenery and experienced temperatures as low as 6 Deg C in Michigan, where it almost snowed, to about 40 Deg C in the Arizona desert. We’d been caught up in violent rainstorms in Illinois, raging wind storms in New Mexico and basked in beautiful warm sunshine in Washington and New York.

We loved it, but we were now getting a little homesick, but would recommend something similar be put on your bucket list. It was the simply, experience of a lifetime...



CLAYTONS CONCOURS

**Article written by Ron Minogue,
photos supplied by Evan Giakoumidis.**

Autumn is the best season in Melbourne and sure enough Sunday 3rd of May was a perfect day for a gathering of Mustangs at the Kingston Heath Reserve.

With about 70 Mustangs on display it was a perfect day to wander around looking at classic Mustangs and chatting with old and new friends.

Many thanks to the boy and girl members for looking after the catering on the day.

One special moment for me was to take up the invitation from Ron and Dorothy Cremona to drive their "Eleanor 427". I am always a bit anxious driving somebody else's pride and joy and this one in particular had good reason. It has been professionally transformed from a rather basic '68 Mustang Fastback into a sensational replica of the "Eleanor" Shelby in the movie "Gone in Sixty Seconds". With a modified 427 cubic inch motor, Tremec 5 speed manual gearbox and state of the art drive train and suspension this car is not for the faint hearted. I let the clutch pedal out carefully to idle on to the road and then gave it a gentle poke. Wow! This car is a weapon. There is so much torque that you can feel the twist through the steering which is a little light for this car. Ron says that it is going back to the builder for a few tweaks and the steering will be one that requires some attention. The car has every modern feature you could ask for including air con, leather upholstery, front and rear cameras and a nitrous oxide bottle mounted in the boot. The NI is not connected which in the interests of minimum safety is probably a good thing. I hope that in the near future Ron and Dorothy will prepare a comprehensive article for the "Round Up" and tell us all about this fantastic car.

This event is no longer a "Claytons Concours" but rather a low key very informal opportunity for Mustang lovers to do what they like doing best; chatting to likeminded people with a coffee and BBQ sausage. The Club should look at having this type of event i.e. somewhere in the burbs, more frequently, say once every two months.



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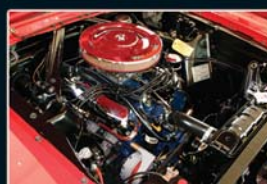
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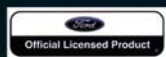


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WHO OWNED MY 1965 MUSTANG

Article and photos supplied by Russ Barnes.

Ever thought who were the first owners of your Mustang, I did so I set about trying to find out who were the original owners.

Mustangs of Melbourne were the importers of my car although I was not the first owner in Australia.

The '65 was bought by my wife Kerryn's boss, the CEO of a large international company in 2004.

The CEO was in 2005 transferred to Singapore, the company shipped the car over to him at great cost, it was I think the only Mustang there.

2010 saw us purchase the '65 from him and ship it back to Melbourne, he told us that he had some original papers in his possession and after a few weeks they arrived by mail.

The papers were from work done on the '65 over the years by a Jon Hanson from Glendora near LA California.

So I decided to see if they were the original owners of the '65 although the earliest invoices were dated 1973 up to 2003 that tied in with the Mustangs of Melbourne purchase.

The 1973 invoice was for a front-end wheel alignment, cost \$9.95.

As I had the address of Jon Hanson I Googled Street Maps and the house was still there, next I went into the LA telephone white pages and looked up his name and it was still listed at this address.

So with great excitement I packaged up a few photos and a letter and sent them off with my email address.

Bingo, a few weeks later a reply from a Ron Dedoelder who was the brother-in-law of Jon arrived in my email box.

Jon and his wife Martha were so excited to hear that their much-loved '65 was over in OZ.

Many emails have followed since, Jon and Martha were not the first owners but they bought the '65 in 1968 after

purchasing the car from the first owners who were shifting to New York and didn't want to take the '65 with them.

Jon and Martha owned the '65 for 35 years; sadly Jon is suffering from Parkinson's disease and for the last few years found it too difficult to get in and out of the '65.

1976 Jon and Martha were driving back from Bisbee Arizona through the Palm Springs area when they were hit by a huge sandstorm, Martha was driving at the time, visibility was nil, trucks were pulled over to the side of the highway with sand piled high against them.

The '65 was pitted very badly, their insurance paid out \$700 for the respray and windshield damage. Months later Jon was still finding sand in the car.

Although we haven't met face to face, through our emails I have built up a friendship with Jon, Martha and Ron, also a history of the '65 along with early addition Mustang books which they have generously sent over to me, a few photos of them with the '65 completes the whole history.

As this article goes to print Ron was still going to try to find the first owners of the car, I sent him the Vin Number so he may have a better chance of finding out the names of the original owners, here's hoping.



Martha with her "new Mustang" in 1968. Good looking pair!



This photo of Jon is from a trip to Yosemite National Park, which is the first and last time the '65 had snow chains on it.

KEEP THE OLDEST P51 MUSTANG IN AUSTRALIA

Article and photos supplied by Rob Wiatrowski.

Some of you may have been fortunate enough to hear the Secretary of the Australian Aircraft Restoration Group (AARG), Ewan McArthur speak about the activities of the AARG in maintaining one of the premier collection of Australian aircraft in the world at the Australian National Aviation Museum (ANAM) located at Moorabbin Airport during April's monthly club meeting in Richmond.

Some of you may also be aware that our annual Victorian Concourse and Round Up will be held this October at Moorabbin airport on the expansive grounds next to the ANAM and will provide extra lustre to the show with the opportunity to add a museum visit to the day together with the museum organising aircraft engine ground runs for that added 'wow factor'. Thank you's were made to both Ewan together with Ashley Briggs, AARG President who have helped us secure these great facilities at Moorabbin airport for our show. Ewan spoke not only about the museum's extensive collection of Australian designed, engineered and built aircraft, but also about plugging a significant gap that currently exists in the museum's collection.



A68-71 engine run circa 1946

That gap is represented by not possessing a genuine Australian built Mustang fighter aircraft, which were built in significant numbers at the Commonwealth Aircraft Corporation (CAC) factory at Fisherman's bend, Port Melbourne. Initially from American kits in 1943 and then with aircraft developed and built with more Australian manufactured parts after the Second World War. As it stands, we have lost two even older Mustangs to the Americans in the past as they have the financial resources and support networks to scoop up any rare Mustangs that come up for sale around the world as this aircraft obviously is an important icon to them as well as us here in Australia.

As it so happens, we in Australia are somewhat fortunate in that the seller of the oldest remaining CAC built Mustang, serial number A68-71 understands the significance of this aircraft in Australia's aviation history and is sympathetic with keeping this icon in Australia rather than lose it to overseas enthusiasts who have

the resources to buy it out from under us as well. The mission of the AARG is 'to acquire, restore and display CAC Mustang A68-71 as the oldest surviving Australian built Mustang aircraft left in the country'.

It led a relatively easy life in not seeing any active combat. A68-71 was built at the CAC factory in March 1946 and was issued to No 78 Squadron, RAAF Station Williamstown outside of Newcastle. During April 1947, A68-71 took part in a Commonwealth Scientific and Industrial Research Organisation (CSIRO) cloud seeding experiment; in this role the aircraft sprayed silver iodide onto clouds from tanks beneath its wings with the goal of generating rain. Two years later, it was transferred to No 25 Squadron, a Citizen Air Force unit based out of Pearce in Perth. By 1949, it was being used as an instructional airframe.

In 1952, the Mustang was struck off charge and transferred to the Perth Technical College. In 1972, it was donated to the W.A. Association Museum at Bull Creek. The aircraft was then acquired by a private collector in 1984 with the aim of restoring it to a flyable condition. During that time, the restoration advanced until as late as mid-2014 when personal health issues affected the private collector's ability to continue with the project and it was put up for sale. That's where the project is at present. The restoration already undertaken on the Mustang since 1984 means the fuselage and tail plane are in good shape but the wings and engine still need to be installed.

The cost to acquire this unique and important Australian artefact is \$350,000. The museum is a not for profit organisation run by volunteers. They rely on the generosity of donors and sponsors to acquire and maintain their unique and rare collection of Australian inspired aircraft. The aim since the museum's inception has been to share our restored Australian aviation heritage with the public. Further, the museum's extensive archives and volunteers provide an invaluable resource on sharing and education the public on a collection that details Australian aviation history in the commercial, military, agricultural and recreational fields. The acquisition of the Mustang is a vitally important part of that philosophy and currently there is an opportunity



At Perth Technical College circa 1950s

KEEP THE OLDEST P51 MUSTANG IN AUSTRALIA

to buy this aircraft to keep it in Australia for future generations to enjoy.

The museum holds a Deductible Gift Recipient (DGR) status under Item 1 and Item 4 of the Income Tax Assessment Act 1997 which incorporates public museums and describes institutions that may receive donations under the Cultural Gifts Program. Therefore all donations over \$2 are tax deductible.

A note of special thanks to Ian Collin's and club member's generosity at April's monthly club meeting who collectively through the night's auctioned stencilled pictured Shelby Mustang print and donations raised close to \$300 that forms part of the contribution's fighting fund for the acquisition of A68-71.

The museum has set up a number of donor packages although other offers are more than welcome.

The packages include;

\$5,000 - Public acknowledgment via a dedicated donors board, broadcast on social media, appearance on the museum's webpage, newsletter and quarterly journal. Also a private unveiling of the Mustang once it's completed for public display is included.

\$20,000 - Public acknowledgement as above. Use of the museum for corporate functions over two years. Banners and company marquees at museum events.

\$100,000 - Public acknowledgment as above. Banners and company marquees at museum events. Business logo on the Mustang A68-71 for two years.

You can donate to the AARG in the following ways;

Account fighting fund -

Bank ANZ
BSB 013-141
Acc 907145152
To Australian Aircraft Restoration Group

PayPal - address is secretary@aarg.com.au

AARG Website - secure for credit card payments
www.aarg.com.au/the-mustang-project.html

GiveNow app -
www.givenow.com.au/aargpreservationofaustralianaviation



A68-71 in its current state prepped and for sale

TRIP TO U.K 2014

Article and photos supplied by Jeremy Davis.

Went on a family trip to England and beyond with 3 brothers and mum last year, so I thought it would be fun to take the club jacket along for a few photos.

Went to the huge Haynes Motor Museum (Haynes as in the well known repair manuals) in Somerset. Lots of great cars, 3 or 4 Mustangs but no Shelseys.

Isle of Man TT races, over 300 kph on skinny little lanes with lamp posts and stone walls every where - ABSOLUTLY CRAZY. To see names like Dunlop, McGuinness, Guy Martin and Cam Donald racing was awesome.

Saw family members for the first time near Bath and had a good look round (my second time here). Posed for a photo in front of the 2000 year old pool.

Posed for a couple more shots at Loch Ness where I went for a swim. The water is about 600 feet deep and the snow was still on the hills so it wasn't warm. About 3 degrees I guess.

We quickly went across to the north of France to Villers-Bretonneux where the big Australian memorial is located.



SHANNON'S MELBOURNE AUTUMN AUCTION

Article supplied by Ron Minogue, photos via Shannons Website.

Once again there was a good crowd at this auction, mostly silver haired enthusiasts like me.

The older English cars must now be at the absolute bottom of the value curve. I know that they can be expensive to maintain but at the prices they were getting at this auction you have to wonder. For example the following cars were all in pretty good nick:

1988 Jaguar XJ6 Sovereign 3.6 saloon
Sold for \$3,000.

1980 Daimler Vanden Plas 111 V12 saloon
Sold for \$3,000

1973 Rolls Royce Silver Shadow saloon
Sold for \$10,000

1986 Jaguar Sovereign V12 Sedan
Sold for \$5,000

At these prices you could hoon around the farm and when they finally break down just leave them as a piece of art.

Some other interesting offerings were:

A 1956 Nash Metropolitan Coupe sold for \$8,000. These must rank among the ugliest cars ever made.

A 1973 Bowell MkV11 Coupe sold for \$34,000. This car was fully restored to a top standard and was a great buy.

A 1961 Citroen 2CV fully restored sold for \$18,000. A Gallic cult car that only Francophiles could love.

A 1973 Cadillac Eldorado Convertible sold for \$9,250. This works out at less than \$400 per foot. How about that for value?

A 1965 Sunbeam Tiger V8 Roadster in fully restored RHD condition. This was the buy of the night at only \$63,000. This car should have brought about \$20K more.

Restored Australian classics are still bringing strong prices such as:

A 1968 HK GTS Monaro coupe replica sold for \$54,000

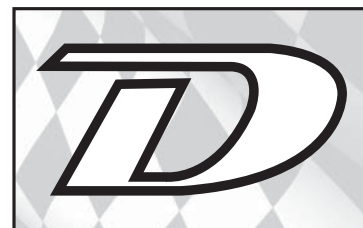
A 1970 Holden LC Torana XU-1 2 door sedan passed in for \$76,000.

However of more interest to our readers were the following:

Duval Motorsport Australia Pty Ltd

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

Bill Santuccione

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

SHANNON'S MELBOURNE AUTUMN AUCTION

A 1965 Mustang Group Nc/Tarmac Rally prepared coupe in RHD. This car passed in at \$55,000 and if you could buy it for somewhere near this price it would be a steal. We all know how much it costs to prepare these cars for historic racing.

A 1968 Shelby GT500 fastback passed in for \$135,000. I do not know why this car did not sell at a much higher price at least another \$30K because it was in fully restored condition. I can only think that

potential buyers were a bit cautious. The commentary in the catalogue said that it did not have the original ID tags fitted but that they would be supplied with the car. Personally I think that the seller of this car should have provided an expert independent certification that it was a genuine GT500. I am not suggesting that it was not a genuine Shelby but there needs to be absolutely no doubt.

LOT 38
1968 SHELBY MUSTANG GT500 FASTBACK (LHD)

SOLD

ENGINE: V8, 428-cid
GEARBOX: 3-speed automatic
BODY WORK: Fastback
COLOUR: Metallic Acapulco Blue
INTERIOR: Black
TRIM: Vinyl
WHEELS: Cast Alloy
BRAKES: Discs/Drums

LOT 32
1965 FORD MUSTANG GROUP NC/TARMAC RALLY PREPARED COUPE (RHD)

RESULT

PASSED IN

ENGINE: V-8, 302-cid
GEARBOX: 4-speed manual
BODY WORK: Coupe
COLOUR: Black
INTERIOR: White
TRIM: Cloth
WHEELS: Cast Alloy
BRAKES: Discs/Drums



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BLOKES DAY OUT

Article and photos supplied by Ron Minogue.

On Sunday March 1st 2015 a car show was presented by the Australian Street Rod Federation Victorian Divisional Council (ASRF) at Sandown Park Racecourse. What made this show a bit different was that it was presented as part of a MEN'S HEALTH INITIATIVE.

As a survivor of the "Big C" I am always interested in events that are designed to encourage men to have regular health checks and to look after their minds and bodies as well as they look after their cars and other toys.

The weather was cool but sunny and dry so it was a perfect day to inspect all the hot rods, classic and vintage cars, bikes and boats. There were not a lot of Mustangs on display but enough to wave the flag. Maybe next year the MOCA could provide a much bigger presence and provide some support.

As far as I am aware, this is the first car show that had men's health as a major focus. The ASRF's objective was to "expose the male population to a wide variety of potential activities, hobbies and interests in order to promote a pathway to long-term physical and mental health. The provision of free health checks on the day was to cement the pro-active 'wake up' element (which we affectionately refer to as 'men's health by stealth'". All proceeds went to a range of men's health providers.

The ASRF is to be congratulated (Steve Bridges in particular) for arranging this show. Car shows are always challenging to organise because they depend to such a large extent on volunteers and this one was different because the organisers had to deal with many different and in some ways competitive health groups such as the various cancer support groups, Foundation 49, the heart and stroke groups, blood pressure, depression and other medical ailments common among men of a certain age.

Each of the health interests had a stand of some sort and offered literature and in cases free health checks such as blood pressure. As we all know it is difficult to get men to take their health seriously and it was a pleasant surprise to note there were 1969 recorded contacts with Men's Health Service providers at the event and there were some interesting results:

5 were recommended for immediate treatment at a hospital emergency ward

27 were referred to a GP for diabetes issues

55 were referred to a GP for blood pressure issues

9 were advised on potential skin cancer

47 were referred to a GP for various other health issues.

The ASRF are inviting interested parties to suggest another name for this event rather than "ASRF BLOKES DAY OUT". In my humble opinion I think that is a pretty good name because it was a really good Blokes Day Out!

Read more about the event at
www.asrfblokesdayout.webs.com



MUSTANG DISPLAY AT THE FORMULA 1 GRAND PRIX

Article and photos supplied by Nick Duyvestyn.

This year I again nominated our 65 coupe for the display at the Melbourne Grand Prix and was lucky enough to be included.

On Wednesday afternoon we all met at the St Kilda Marina before cruising to the track. After a short wait we received our passes and were escorted to our site. This year we were a bit north of where we were last year, but still in a good viewing area with a big screen directly across the track from where the cars were.

The display consisted of 16 cars of all years and types. The rope barricades are setup by the GP support team and once parked all we needed to do was to tighten the rope.

As I am now retired, it was easy for me to attend each day, Thursday and Friday was spent roaming the track and the support pits (which are quite open). The crowds were quite light on these days but Saturday and Sunday were quite the opposite.

A lot of interest was shown in our display and many questions were asked of the club members in attendance.

The weather this year was better than last year although Sunday was rather cool.

The racing was good with a variety of classes including Heritage Racing cars which are older cars which must have a racing log book to be eligible.

The grand prix itself was good but it was disappointing that Red Bull was not more competitive.

After the completion of the race we had a short time to wait before we were allowed to move cars. The exit was quite orderly and I was back home by 8:00 pm having enjoyed 4 days at the track.





2015 MUSTANG ROUND UP

**INCORPORATING THE SHELBY NATIONALS
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SUNDAY OCTOBER 25, 2015 10AM - 3PM**

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

Car Boot Swap Meet



LUNCH CRUISE TO WHITTLESEA

Article supplied by Joe Borg, photos supplied by Lino Avellino.

What a beautiful bright and sunny day Sunday was. The meeting point at the Westgate service station was full of other car and bike clubs also going out for the day. After finding a parking spot, the steady stream of Mustangs continued to arrive. We all gather around for a briefing and decided that going straight down the Ring road and then on to Plenty road would have us at the pub a bit too early. So a unanimous decision to take a scenic route to Whittlesea was had.

18 Mustangs all lined up and I lead the way with Tony Borg keeping a watchful eye at the back. Two Mustangs were waiting for us along the Westgate freeway and after picking them up continued on our way. After what was an easy drive down the Western ring road (and if anyone travels this road during the week would have been very surprised) we headed towards Kinglake. The drive took us through Diamond Creek, Wattle Glen and Hurstbridge. At Hurstbridge we had a short stop to regroup and in no time at all Tony was there. We continued towards Cottles Bridge, St Andrews and onto Kinglake.

Kinglake has changed since those devastating bush fires back in February 2009, everything is now green and lush and you can see how their community and Australia rallied together to rebuild their town which is a wonderful sight, although some scares still remain. Taking the Whittlesea-Yea road we headed for our lunch destination the Royal Mail Hotel. This route took us through some beautiful winding country roads and sensational scenery.

When we arrived, there were already 6 Mustangs parked at the pub. A quick stretch of the legs and catch up, we went in and sat down to a wonderful meal, albeit taking a little longer than expected. It was fantastic to see so many new members come along for the day and from all accounts they enjoyed themselves and mentioned that they can't wait for the next one.

26 Mustangs in total for the day and don't forget to check out the photos on our web site.



TARGA TASMANIA 2015

Article supplied by Craig Dean.

This year the Mustang Motorsport team headed down to Tasmania with mixed emotions of how the Shelby would go this year some new competition in the Showroom, New McLaren and a Renault Megane, it was our plan to put in a strong start to the event on day one to create a decent lead and then see how the rest of our competition would stack up, well everything went pair shape on the first stage, the intercooler circuit expelled copious amounts of coolant out the front hood vents and over the windscreen making driving and Navigating hard also created a major concern for us to go a little slower than we had hoped, nursing the Shelby to the end of the stage, heading onto the next stage out in the bush with no help available, Jenny and i stopped on the side of the road and topped up the intercooler, the water was flowing so off we went hoping all would be ok, well next stage half way through water again flowing over the screen, when this happens the intercooler loosing water caused the induction temperatures to go sky high, when this happens the engine computer cuts the power back to 300hp not enough for the big Shelby to make the times we needed, got to the lunch break tested the pressure and the pump was working , running out of time we headed off and ran the next stages the first one was promising the shelby seem to be ok, and just at the end it leaked water out again, so the rest of the day we went into finish the day mode, the fluid coming out lead us to believe that the intercooler had a hole in it,

on the way back to Launceston a call robyn and got her to send us a new intercooler, coolant pump and temp sensors, we headed to Boost Automotive and swapped everything and tested the circuits seemed good again finish the repairs around 1130pm, headed back to the house for a good nights sleep, next morning the sidling is a 14k technical stage that needs a great car and a good working crew, no sooner than the first 4 ks the coolant shot out over the screen again, not happy!!, headed through to ledger-wood and met up with the service crew team, turns out the intercooler circuit has an intermittent fault so we hard wired it and the Shelby never missed a beat after that, by this time our competition had got a good head start, one 1.51minutes and the other 30 seconds, well we put in a good run to the end of the day winning some stages by only a few seconds here and there not enough to climb back on the lead cars, the next day we managed to win all stages but not by enough margin, over night in Strahan with the our plan to head down the west coast in a spirited manner again to make up time but again only to make up a few seconds here and there, over night is Hobart, last leg of the event was the southern loop there was no way to make up any time dew to the stages so we decided to consolidate and get to the end, finished the event 10 out right overall, and 3rd in our competition, not a bad effort considering, at the finish line the shelby managed to smoke the tyres and put it on for the crowd.



LUNCH CRUISE TO KYNETON

Article supplied by Joe Borg, photos supplied by Lino Avellino.

Another beautiful, bright and sunny Sunday for a cruise. As our departure time was 10.30, I decided to get there a little earlier arriving around 9.50 but it just goes to show how keen Mustang people are to go on a cruise, I thought I'd be there on my own waiting for everyone to arrive but I was greeted by 10 Mustangs already there. 16 more Mustangs made their way there and 26 cars later, Tony booked the hotel for 65 for a meal. We were going to go straight down the Calder to Kyneton which would have us at the Pub in 35 minutes, so Tony and I decided earlier that week that we take a more scenic route. I typed out a set of trip notes to hand out so hopefully nobody gets lost (no one did!).

After a short briefing we took off with me leading and Tony looking after the rear of the pack we headed off towards Diggers Rest. We drove on through Toolern Vale towards Bacchus Marsh and then making our way onto the Western Highway taking the Pentlands Hills exit towards Myrningong. Turning right turn at the Greendale pup (great spot for a Sunday afternoon beer during winter with the fire going) we drove along some very beautiful scenic country roads passing through Dales Creek, Blackwood, Barrys Reef, Newbury and onto Trentham. Just before Trentham was our catch up point and after finding somewhere long enough to park 26 Mustangs we pulled over to regroup. Leno quickly jumped out and took some great shots of all the cars lined up. From here we drove into Kyneton found the Royal George Hotel and parked our cars. We met up with the Bendigo group there and they were already enjoying the hotels hospitality.

The hotel set a room aside for us up stairs for our lunch which was a set menu and 66 members sat down to a lovely meal and great conversation. It was

fantastic to see so many new faces coming along to these runs and it makes it that much more enjoyable meeting new members. Ian Collins gave a moving speech about our club and the unfortunate passing of our former President Steve Lond.

Another fantastic cruise, with a fantastic group of people.



LIQUIMOLY SANDOWN 240

Article and photos supplied by Sharon Carr.

Team Fork:

301 - Phil Walters / Ford Mustang Mach 1, Red

302 - Andy Clempson /

303 - Robert Tuckett / 1965 Ford Mustang Coupe, Silver

304 - Jonathan Hills / 1967 Mustang Notchback, Blue

305 - Andrew McLaughlin / 1967 Mustang Notchback, Blue

It was a beautiful sunny morning, you couldn't ask for a better day to run a regularity. The good thing about this regularity it was only a four hour stint and practice was done in the morning for 2.5 hours so over and done with in a day.

I had been asked to be Team Manager and this was one of the easiest regularity events to manage, so relaxed and stress free (almost anyway).

After practice Phil was chosen to start the event for our team, his car went well even though it had a bit of an overheating problem he managed to keep it going and finished the day still going. Out of all the Mustangs only Andy had no problems, Robbie's Mustangs kept throwing a fan belt but again he still managed to finish the event.

Jonathan's Mustang was being used for double drivers with Andrew, which involved having to change the dorian and numbers every time they changed driver. A bit of a pain but luckily I had my husband Darryl there to help and do that, he was also the pit crew. Thanks Darryl.

We were very lucky to have Arthur and Peter come down and help as well and they did all the timing and board work on the wall, a big thank you to you guys. We couldn't have done it without you. With these events we always need helpers so that we can give people a break, it becomes a long day otherwise. If

you have never done it before and love cars then come along to the next one at Phillip Island August 1st and 2nd. There is lots of cars to look at and you can help out for a stint, no experience needed. Plus you get a free feed.

At the end of the day our team finished 12th overall. Not a bad result considering the team had never done this one before. The Porsche club are to be commended on running a great event through out the day and even catered with food and drink for the crowd to wait out the results. The event is a good day and was close to home which I liked.

And thanks to the team for being well behaved and to Andy for bringing his van so that Robbie could cook breakfast and to Pam for picking up lunch.



MUSTANG ROUND UP & STATE CONCOURS JUDGING INFORMATION

ELIGIBILITY

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

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

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

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

CONCOURS SHOWROOM ORIGINAL & MODIFIED CLASSES

- Entry form & payment to be received by the M.O.C.A. Vic Secretary no later than **5pm Friday 25th September 2015.**
- Owner of the vehicle will be required to attend a minimum of 3 club events prior to the Mustang Round Up.
- Entry Eligibility is based on, and governed by, a rolling 10-year process. A Vehicle with a manufactured date of less than 10 years is not eligible to enter this class at any time.
- Vehicle can be transported to the event but must be driven into the judging area.

CONCOURS DRIVEN ORIGINAL & MODIFIED CLASSES

- Entry form & payment to be received by the M.O.C.A. Vic Secretary no later than **5pm Friday 25th September 2015.**
- Owner and vehicle will be required to attend a minimum of 3 club events prior to the event where vehicles are to be driven and/or displayed.
- Entry Eligibility is based on, and governed by, a rolling 10-year process. A Vehicle with a manufactured date of less than 10 years is not eligible to enter this class at any time.

SHOW 'N' SHINE CLASS

- No previous club event attendance required.
- Entry is open to any member/vehicle which has not been awarded the Most Outstanding Mustang Show 'n' Shine class or either a State or National Concours class trophy within the last 5 years.
- Entry form & payment must be received by Wednesday **21st October 2015.**

CLASSES

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

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

Cost of entry into the judged classes:

- Concours Driven & Showroom Concours class \$65.00 per vehicle.
- Show 'n' Shine class \$20.00 per vehicle.

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

CONCOURS DRIVEN & SHOWROOM ORIGINAL CLASS

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

CONCOURS DRIVEN & SHOWROOM MODIFIED CLASS

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

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

SHOW 'N' SHINE CLASS

1964 1/2 - current model, originality and modifications are a consideration in this class but the only "Condition and Presentation" of what is in place at time of judging shall be taken into account. There is no under car judging (no need to go up on ramps) within this Class.

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

AWARDS

Gold, Silver & Bronze trophies are awarded for those vehicles which have achieved the eligible point levels within Driven & Showroom Original and Modified class judging. The highest Original class points will also receive the Kevin Musgrove award for Concours Excellence. These awards are presented at the Annual Presentation dinner on Sunday 25th October.

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

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

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

Or Contact

Mustang Round Up & State Concours Director - Adam Richmond 0423 449 125 or 9775 6074 (after 6pm AEST)

Head Judge - Ian Blume 5474 2477

Assistang Head Judge - Andre Stoffers 0412 761 688

MY WINTON EXPERIENCE

Article supplied by Garry Shipton.

Here I am at Winton Raceway, it's Saturday morning for my first real race meeting. The weather is looking good for the next two days. I'm feeling a bit nervous but well prepared, the girlfriend race car is going like a jet and we will need to.

Most other cars are 6 litre and 6.2 litre Commodores, the C word, and 6.7 litre Falcons, the F word. Qualifying is early with 14 cars taking to the track, and I find myself in 10th position. A bit disappointed but that's life.

Race 1 - Looking for the 5 second board, must have missed it. The revs are up around me and we are ready to go. Looking for the Green flag! Bugger must have missed that too. We're off, smoking tyres everywhere.

Turn 1 is bit like a New Year's Day entry door, very crowded, no rubbing, so far but close. Approaching turn 2 it's opened up a bit and we are 9th. All going well so far. A couple of laps in and I'm 3rd in the second group, more work to do. A pass on the new back straight and I'm 2nd and catching the leader. Ran out of laps and finished 8th. Happy As.

Race 2 - A great start saw the 5 second fingers and the red light go out, it's much easier when you know the format. Another good start, the Rally the week before has paid off. Running 7th, how good is this. Rush a gear change, should know better and drop 2 positions. I will say Bugger but my in car footage amazingly has another word and now I'm angry with myself and really push on getting two back and gaining on the 3rd. Up front a C word found himself gardening and I have inherited 7th again, closing on 6th, chequered flag and the day is done.

Race 3 - Another good start but turn 1 is tighter than a takeaway fried rice container and I find myself in 8th with some more work to do. I have a VY C thing in front for 6 laps of 7 and the Mussy is honking, a coat of paint between us, coming down the new front

straightaway to the flip flop. Big brakes really close and the C car has an over rev on downshift, flames out and shuts down mid corner, no room, very close but miss it and take 7th.

Race 4 - Lights out and away. Some of us go 3rd has stalled on the grid 5th is jammed behind him with nowhere to go. I'm ahead of 8th and move right and drive up the centre of the track turn 1 is much easier with less cars and pop out in 3rd on the track. How good is this. At the entry to the sweeper an angry F car goes by at warp speed. Oh I wish I had slicks, but 4th is good. I hold off another big F car for 5 laps, no substitute for horsepower. 5th is good. The VY Commodore is shadowing me now but we have our advantages and a small gap is maintained for a further 4.5 laps. 3 corners to go the VY stuffs it down the inside at the end of the old back straight great pass I'm 6th, he misses a gear and I'm 5th heading down the new back straight to the 2nd last corner. I'm on the inside of the track on the marbles and have to brake early, he passes at warp speed unable to stop, partially leaves the track and turns right at no speed, where I need to beat race speed Shivers no room, big accident about to happen, lock rears turn right, slide and Bang hit him side on both don't finish, both Ok I hadn't realised we where racing for sheep stations, but will be back for 2nd round at the Island June 7 & 8th.



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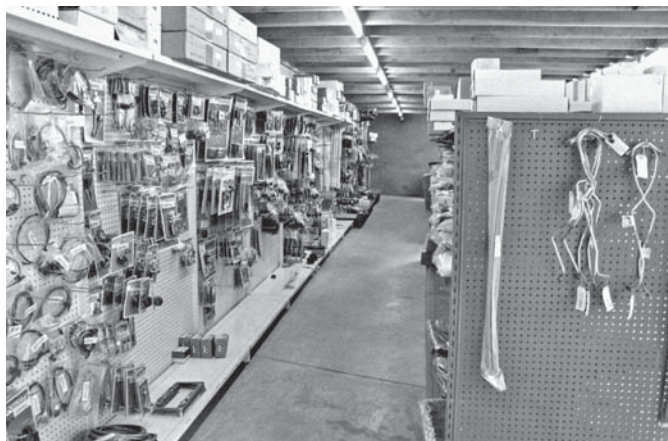
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MOCA MOTOR SPORTS CALENDAR 2015

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

Historic Touring Car Assoc.	
5-8 March	Phillip Island VHRR Golden oldies
3-5 April	Bathurst for car clubs. Bathurst NSW
18-19 April	Phillip Island PIARC Rd 1 State Series
16-17 May	Sandown MGCC Rd 2 State Series
30-31 May	Winton (Short track) VHRR Historic Winton
18-19 July	Sandown ASSA Rd 3 State Series
8-9 August	Winton (long track) VHRR Golden oldies
5-6 September	Muscle Car Masters - Sydney Motor Sport Park NSW
24-25 October	Phillip Island Vic Mini Club Rd 4 State Series
7-8 November	Historic Sandown VHRR Sandown
28-29 November	Phillip Island PIARC Island Magic
Club Sprints FPV/XR - HSVOC - PIARC - Marque Sports - WRX-ALFA	
Sun-1- Mar- WRX – Sandown/ Sun-8-Mar-Phillip Island Classic/ Sat-14-Mar-MSCA-Calder/ Sun-29-Mar-Alfa-Winton	
Sat-11-Apr-MSCA-Haunted Hills/ Sun-12-Apr-FPV-Phillip Island/ Sun-12-Apr-WRX-Calder	
Sun-9-May-ALFA-Sandown/ Sun-17-May-MSCA-Calder/ Sat-23-May-WRX-Winton	
Sun-7-Jun-FPV-Sandown/ Sat-13-Jun-14-Jun-PIARC-Phillip Island/ Sun-14-Jun-ALFA-Broadford/ Sun-21-Jun-MSCA-Sandown	
Sat-4-Jul-ALFA-Winton/ Sun-5-Jul-WRX-Phillip Island/ Sat-11-Jun-12-PIARC-Phillip Island/ Sun-19-Jul-MSCA-Motorkhana – Laverton	
Sat-1 & Sun-2-Aug- Vic 6 Hour Phillip Island/ Sun-2-Aug-ALFA-Winton/ Sat-15-Aug-WRX-Winton/ Sun-16-Aug-MSCA-Winton/	
Sun-23-Aug-FPV-Sandown	
Sat-5-Sep-ALFA-Sandown/ Sat-12-Sep-MSCA-Phillip Island/ Sun-20-Sep-FPV-Deca, TBC	
Sun-4-Oct-FPV-Haunted Hills, TBC/ Sat-10-Oct-MSCA-Sandown/ Sat-10-Oct-WRX-Calder/ Sat-17 & Sun-18-Oct-ALFA-Winton 6 Hour	
Sun-1-Nov-MSCA-Winton/ Sun-1-Nov-ALFA-Broadford/ Tue-3-Nov-FPV-Sandown/ Sat-14-Sun-15-Nov-PIARC-Phillip Island	
Touring Car Masters 2015	
26 Feb - 1 March	TCM 100 Adelaide Parklands Circuit SA. (Clipsal 500)
27-29 March	Tassie 100 - Symonds Plains
15-17 May	TCM Cup, Winton Motor Raceway Vic
19-21 June	Hidden Valley 90, Hidden Valley Raceway NT
31 July - 1 August	QLD TCM Cup Queensland Raceway
4-6 September	Muscle Car Masters, Sydney Motorsport Park NSW
11-13 September	Sandown 100, Sandown Raceway VIC
8-11 October	Mountain Masters, Mount Panorama Bathurst NSW
19-21 November	Phillip Island Grand Prix Circuit
Victorian Super Sprint Championship 2015	
22 February	Round 1 VSCC Sandown
12 April	Round 2 VSCC Sandown
7 June	Round 3 VSCC Sandown
12 July	Round 4 VSCC Sandown
23 August	Round 5 VSCC Sandown
3 November	Round 6 VSCC Sandown
Special Events 2015	
21 Feb - 1 March	Motoring Events Management, Tour De Adelaide
5-8 March	VHRR Phillip Island Classic, Festival of Motorsport VIC
12-15 March	Australian Grand Prix, Albert Park VIC
19 April	AOMC American Motoring Show, Flemington VIC
25 April	Anzac Day Parade, Melbourne City, VIC
26-29 April	Australian Motoring Festival. RACV/VACC Showgrounds
27 April - 2 May	Targa Tasmania Rally TAS
30-31 May	VHRR Historic Winton VIC
1-2 August	Victorian 6 Hour Regularity, Phillip Island VIC
8-9 August	VHRR Winton Festival of Speed, VIC
5-6 September	Muscle Car Masters, Sydney Motorsport Park NSW
6-8 November	Targa High Country Rally
7-8 November	VHRR Sandown Historics, Sandown VIC
28-29 November	VHRR Geelong Revival Motoring Festival
28-29 November	PIARC Island Magic, Phillip Island

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

MARCH 2015 MEETING

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

APOLOGIES Jeff Coleman, David Beresford, Adam Richmond, Steve & Angela Lond, Steve & Sue Bailey, Robert Tucker, Gary Skipton, Ross Coles, Barry Bolton, Peter Sheehan.

Meeting opened at 8.35 pm by the President

MINUTES OF PREVIOUS MEETING

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

Moved: Joe Borg Seconded: Bob Opperman

TREASURER'S REPORT * These figures are subject to audit

Moved: Cathy Batchelor Seconded: Andre Stoffers

TOTAL CASH ASSETS - Balance available to the Club	\$256,706.35
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SECRETARY'S REPORT: Craig McKenzie

- IN**
- Historic Racing Club, February Newsletter
 - Rare spares sales brochure
 - Schaaub Global Inc, Importers deals
 - Alan Bergman. Further tune up info/Tony Borg supplied
 - Crown, possible attendance at Crown Promenade
 - Shannons/Ex military display at Corowa, NSW 9-15th March
 - Falcon GT Car Club Newsletter
 - Bruce Rigby re Anzac parade, needs applicants
 - Helen Kwiecien, Mobile coffee service for shows
 - Australia Motoring Festival, Showgrounds 26-29th March
 - Ian Collins, moca.members@gmail for all membership enquiries
 - Peter Richardson re welfare update on Steve Lond
 - Award trophies, selling brochure
 - Meridith Man Cave Madness, swap meet and show 12th April
 - MOCA SA Magazine
 - USA North West Pony Express magazine
 - PGL Adventure campes, advise for visits
 - Ian Collins, Craig Dean to supply new Mustangs at Concours
 - Sale serviced apartments, sales advice
 - Just Wines Deal \$25 off when you spend over \$60
 - Kilmore Classic Car Show, March 22 at Kilmore Racing Club
 - Charlie's Auto Museum, Arthur's Seat, open daily 10.30 - 4.30
 - Pam MacPherson relocating to WA MOCA Club
 - Member Josh Callaghan expired CPX and having to restart fresh CPS
 - WA MOCA Newsletter
 - Bruce Rigby MOCA Motorsports Calendar, Club magazine
 - Retro autos online, new info on page re AC Cobras - retroautos.com.au
 - Marie Perkins, AHK Solutions, badge & pins supplier for clubs
 - John Leggett, car importers brochure
 - GT Nationals, not organised and asking for membership help
 - Rare spares 14th March, 20% off
 - Caribbean Gardens
 - Mark and Heather Darmody, change of address
 - Cold Shock dry ice blasting
 - Cricket legend night out, 27th March Sofitel, dinner with greats \$350 each
 - Tintern Fair, Car Show, 18th April

THE CLUB WOULD LIKE TO WELCOME NEW MEMBERS

Glenn Shearer 66 Fastback, Black
Graeme Arthur 66 Coupe
Joseph Spinazzola 68 Coupe, Green
Joanna Parkin 67 Coupe, Green
Philippa Thomson 65 Coupe, Yellow
Erez Grushka No Car
Keith Ball 66 Fastback, Blue
Michael Smith 65 GT Coupe, Burgundy

Alex Black 66 Coupe, Blue
Christopher Inifer 66 Fastback, Red
Bob Tilbury 67 Fastback, Red
Paul Obrien 66 Convertible, Green
Emanuel Darmanin 69 Fastback, Orange
Shane Scott 68 Coupe, Blue
Phillip Jones 64.5 Convertible, White
Jacqui Collett 67 GT Coupe, White

TOTAL MEMBERS: 915 **Paid up Membership 100%**

BULLETIN: Graham Bell

Expected mid March. Currently being printed. Articles please for next edition.

SOCIAL: Tony Borg

Past: Malmsbury, met at the BP - 40 cars attended. 1st Blokes day at Sandown. Labour day weekend, Phillip Island, Bruce Roscrow won a drive in car. Luke Batey ride to Rosebud - 9 cars attended.

Coming: Tasmania/crew leaving tomorrow. Maffra 22nd, lunch then museum/ute display. Sat 28th, Ford Proving Ground - 77 cars attending, email to follow with meeting point. 3rd/5th April, National Concours South Australia. 12th April, Captain Americas in Ferntree Gully. Tony did a roving walk of the room with new members. Ian Collins spoke of Malmsbury township story, Phillip Island Racing and Grand Prix display of 16 cars.

GENERAL BUSINESS

Craig McKenzie informed membership that Bob Jane is attending May meeting. He will have model car collection for sale and will do a talk on his days in racing Mustangs. Ken Harrison's band playing at Dandenong Workers Club next weekend. Ian Collins story of Make a Wish Foundation and possible future event coming.

BUY, SWAP & SELL

Joe Borg - wants 303/351 Cleveland and C10 Auto. 16 x 8 Cragar wheels for sale. Jan Thiedman 14 x 7 Cragar wheels for sale.

CRAIG DEAN

MARCH 2015 MEETING

Spoke about Mustang Motorsport is now approved to fit up Shelby builes, 2007 to 2015's which is an Australian first. Shelby GT/RHD 625HP to 750HP. Expected at the end of April. Race car for Targa Tasmania/Serialised Shelby packaged available. Auction of poster collection of Mustangs and Mustang poster in USA. Auction produced \$365 for Charity Fund.

MUSTANG RACING: Bruce Rigby

18th/19th April, Phillip Island Racing. 29th March, Winton/Alpha Club. 12th April, Super Sprints. 19th April, AOMC Show back @ Flemington Race Course. Craig Dean - Weekend Rally @ Black Spur \$50 entry. Bob Lorch - Discussed recent results/trophy at Camperdown/4 vehicles competed. Pist'n Broke Trophy awarded. Call for pit crew and helpers for 6 hour at Phillip Island.

WELFARE: Ian Collins

Regarding Steve Lond and Deb Sumner. John Bailey with recent diagnosis of Leukaemia/prognosis being good.

CHARITIES

Announcement to membership that half of all money raised on raffles etc; to go to charity fund. Charity applications still being accepted.

DOOR PRIZE: Nick Duyvestyn

MUG OF THE MONTH: Greg Hatfield

THE LUCKY MEMBERS DRAW:

Trevor Coghill won the members draw of \$300 but was not present at the meeting. **NEXT MONTH THE JACKPOT IS \$400**

NEXT MEETING: Wednesday the 15th April @ 8.30pm. The Richmond Union Bowling Club, Richmond.

MEETING CLOSED 8.30pm Minutes recorded by C.McKenzie

APRIL 2015 MEETING

MUSTANG OWNERS CLUB of AUSTRALIA (Vic) Inc. GENERAL MEETING, WEDNESDAY 15th APRIL 2015 THE RICHMOND UNION BOWLING CLUB, RICHMOND

APOLOGIES

Joe Borg, Steve & Angela Lond, Pete & Lorraine Richardson, Craig Dean, Ian Blume, Andrew Perrett, John & Sue Bailey, Ross Coles, Sharon McDowell, Geoff Grace, Mike & Sue Broderick, Nez Demaj, Dave & Kathy Batchelor, Steve & Danny Duyvestyn.

Meeting opened at 8.31 pm by the President

MINUTES OF PREVIOUS MEETING

The Minutes of the previous meeting held March 18th 2015 were read and confirmed.

Moved: Ron Campbell Seconded: Peter Stanherlin

TREASURER'S REPORT * These figures are subject to audit

Moved: Bob Opperman Seconded: Tony Borg

TOTAL CASH ASSETS - Balance available to the Club	\$260,262.48
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SECRETARY'S REPORT: Craig McKenzie

- | | |
|--|--|
| <p>IN</p> <ul style="list-style-type: none">• AOMC Sunday 17th May is National Motoring Heritage Day cruise and picnic with the classics at Yarra Glen race course• Andre Stoffers asking re: judging lists for SA• Just Wines bottle sale• David Cuff, Freedom Driving tours of Tasmania• Floyd Pooley, GT Car Club of Australia April newsletter• Rare Spares, product advice and specials• Dave Schaub, importing specials• Renova Australia, 10% using code 4213 for club members• Wings and Wheels, Lilydale 10th and 11th October | <ul style="list-style-type: none">• Bruce Rigby Regularity Relay at Sandown International Raceway, 3rd May• Kym Turners Nationals flyer for SA• Kym Turner, Rod & Lorraine Kilvington memorial award for longest travelled• Ian and Val Swan, residential move from Croydon to Beaumaris• USA NorthWest Pony express mag on PDF file• Ron Minogue ideas on club improvements• NSW MOCA, Club magazine• Ron Minogue, charities advice• Grant Stephenson, Sandown Raceway May 3 for 4 hour |
|--|--|

THE CLUB WOULD LIKE TO WELCOME NEW MEMBERS

Mate Bubic

66 Fastback, White

Raz Louli

69 Mach 1, Red

Ashley Bourne

TOTAL MEMBERS: 915 **Paid up Membership 100%**

BULLETIN: Graham Bell

More articles and pictures please for next magazine. Check website for any changes to advertised runs etc.

APRIL 2015 MEETING

RECENT RUNS: Ian Collins

Recent trip to Tasmania, visit to local car displays. Car show, Longford Devonport, to car collections Port Sorell, Chaz Kelly. Very good trip. South Australia Nationals: well looked after, judging & show. Saturday night speaker John Bowe. Gold won by Peter James, 65 Fastback, Turquoise. Silver won by Bill Cant. Modified Bronx by Greg Hadfield.

WELFARE

John Bailey, Deb at Bendigo and Steve Lond

SOCIAL: Tony Borg

Past Events: Maffra 22nd, Lunch then museum, ute display. Sat 28th, Ford Proving Ground, 77 cars attended. Thank you to those that helped with this event. 3rd/5th April, National Concours South Australia. 12th April, Captain Americas in Ferntree Gully. Merideth Man Cave Cruise, 10 cars attended, trophies wone by Joe Borg & Graham Bell.

Coming: AOMC Show at Flemington, club event so wear all your club gear. In by 9.00am. 3rd May, Clayton Concours at Moorabbin. 17th May, Whittlesea Cruise.

GUEST SPEAKER

Moorabbin Aircraft Museum, talk about their history and what they do. Founded in 1962 and on the 23rd of May this year will be the 50th anniversary of its opening. They are presently in the process of trying to purchase a CAC Mustang A68-71 (Australian built) which was manufactured in 1946. The museum would like to restore it from the ground up. Doneations of \$2.00 or more are tax deductible.

GENERAL BUSINESS

Craig McKenzie informed membership about supply of key rings to members when renewals accepted by club. Promotion to get renewals paid in May. Auction for item donated by Hans Van Dyk for '67 embossed print which raised \$250 which was donated to the Moorabbin Aircraft Museum. Thank you Hans for the kind donation.

MUSTANG RACING: Bruce Rigby

Reported on ANZAC parade. Coming 16th/17th May Sandown. 27th - 2nd May Craig Dean in Tasmania. 15th 17th May Historics at Winton.

DOOR PRIZE: Michael McCartney

MUG OF THE MONTH: Jeremy Davis

THE LUCKY MEMBERS DRAW:

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

NEXT MEETING: Wednesday the 20th May @ 8.30pm. The Richmond Union Bowling Club, Richmond.

MEETING CLOSED 9.37pm Minutes recorded by C.McKenzie

MAY 2015 MEETING

MUSTANG OWNERS CLUB of AUSTRALIA (Vic) Inc. GENERAL MEETING, WEDNESDAY 20th MAY 2015 THE RICHMOND UNION BOWLING CLUB, RICHMOND

APOLOGIES

Steve & Angela Lond, Pete & Lorraine Richardson, Geoff Grace, Craig Dean, John & Sue Bailey, Angela & Roger Williams, Athel Beaty, Michael McCarthy, Andrew Sumner, Sue Suttie, Russell Trainer, Charlie Barra Vecchio.

Meeting opened at 8.33 pm by the President

MINUTES OF PREVIOUS MEETING

The Minutes of the previous meeting held April 15th 2015 were read and confirmed.

Moved: David Batchelor Seconded: Bob Opperman

TREASURER'S REPORT * These figures are subject to audit

Moved: Joe Borg Seconded: Kathy Batchelor

SECRETARY'S REPORT: Craig McKenzie

- IN**
- Unique cars, monthly information
 - Shane Scott, Mustang Monthly & Mustang illustrated giveaways - 0439 413 530
 - Russell Stuckey, tyres/vintage tyres release
 - Peter Hibbert on conversion dates
 - Shannons, monthly newsletter
 - AOMC Motoring show cancelled

- Rob Wiatrowski, question for Bob Jane
- Big Hueys diner, South Melbourne lunches \$15
- New email address for Robert Clementi
- Rare Spares, monthly product release
- Just Wines, \$69 for 12 bottles deal
- Mug factory, 1000 mugs @ \$1.89 each
- Bob Jane re attendance at meeting

- OUT**
- Thank you for the donation for auction Hans

- Questions from members to Bob Jane

MAY 2015 MEETING

THE CLUB WOULD LIKE TO WELCOME NEW MEMBERS

Rodney Johnstone	No car
Mike Todd	66 Coupe, White
Enrico Trentini	65 Fastback, Red
Mark Direen	67 Coupe, Burgundy
Steven Collins	67 Coupe, Grey
Mark Powis	No car
Craig Fazackerley	65 Fastback, Red
Peter Gibbs	No car
Murray Roberts	15 GT, Orange
Rob Golley	67 GTA, White
Keith Warren	No car
Gerald Matthews	67 Coupe, Red

Nicholas Theodossi	67 Convertible, Blue
Greg Taylor	69 Convertible, Red
Patrick Wing	67 Coupe, Beige
Pete Donlan	01 Convertible, Black
Mark Whelan	65 Coupe, White
Andrew Liz	66 Coupe, Grey
Geoff Guest	66 Convertible, Green
Andrew Dennett	69 Mach 1, Red
Alan Frampton	66 Coupe, Blue
Brian Price	66 Fastback, Blue
Dianne Lockhart	66 Coupe, Blue
Harold Burgess	67 Coupe, Blue

TOTAL MEMBERS: 946 **Paid up Membership 100%**

BULLETIN: Graham Bell

Plenty of space for new articles, encouragement for input.

SOCIAL: Tony Borg

Past: ANZAC day event, 38 cars attended. Claytons Concourse, 70 cars attended. Whittlesea run, 60 cars attended.

Coming: Sat 30th Craig Dean's Nuts N Bolts Day. 14th Kyneton Run. Welcome to Tony Borg, new social organiser. Thank you to Adam Richmond for doing a great job in the past.

WELFARE

Steve Lond, John Bailey, Deb Pearce, Andrew Sumner and Bruce Rigby.

GENERAL BUSINESS

Craig McKenzie had free Austin 7 tickets for Winton to give away. 30th and 31st of May. 8 pairs of tickets went out to members at the meeting. Reminder for members to pay club membership.

GUEST SPEAKERS

Bob Jane, introduced by Ian MacArthur, spoke about his early years and involvement in Mustang racing and how he got started. Bob also spoke about his involvement with Ford racing and Carroll Shelby. Sam Newman also spoke of his car stories and what he has hidden away in his garage. Ian Collins invited Bob to be an Honouree member of the club.

INTERSTATE INTERACTION

Recent visit to Tasmania and another 30 from down there now joining club. Next trip to be in 2016.

MUSTANG RACING: Craig Dean

Stolen Shelby's story. Missing KR. Targa Tasmania, troubles on day 1 & 2 minutes lost, replacement of brakes and eventual 3rd place winner.

BUY, SWAP & SELL

67 GTA by Craig Dean.
67 Fastback 302, cover car for Street Machine.
428 Block, 428 Crank by Jeff Coleman.
67 Convertible, Blue, by Joe Borg.
Wanted - 69 Mach 1 seats, Andre Stoffers.
Available workshop hire: Williamstown 10% offer to members.
9391 2031 or www.youdoitauto.com

DOOR PRIZE: Pault Butler

THE LUCKY MEMBERS DRAW:

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

NEXT MEETING: Wednesday the 17th June @ 8.30pm. The Richmond Union Bowling Club, Richmond.

MEETING CLOSED 9.54pm Minutes recorded by C.McKenzie

M.O.C.A SOCIAL CALENDAR

JUNE 2015 - SEPTEMBER 2015

JUNE 2015	
Sunday 14th	Lunch Cruise to Kyneton Melbourne cars meet at the BP Service Station, Calder Hwy, Keilor, melway ref 354 J3 10.30am sharp, leaving shortly thereafter. Central cars meet opposite the Shell service station Harcourt to leave at 10.45am. We'll take a comfortable a cruise checking out the local scenery along the highway to Kyneton for some lunch at one of the local hotels. BOOKINGS ESSENTIAL as space is limited. Phone Tony 0411406760 to book your place.
Wednesday 17th	Monthly Club Meeting Richmond Union Bowling Club, 2 Gleadell Street, (Off Bridge Road), Richmond at 8.00pm. Don't forget you have to be in attendance for your chance to win one of the following: LUCKY MEMBERS JACKPOT DRAW, MUG OF THE MONTH, DOOR PRIZE, and MOCA RAFFLE.
Friday 26th	Cruise for Give Me \$5 for Kids This will be a night but it is a good cause. Cruise Just Coz have organized this and the money goes to the Bendigo Kids ward. They meet at Rocklea Homemaker centre at 6.30pm for 7pm departure to the Centre State Rodders Clubrooms. Contact Angela to advise your attendance 0438 699 515
Sunday 28th	Fridge Swap Meet Corner Dana & Doveton Streets Ballarat. Gates open from 6pm Another opportunity to have a cruise up to Ballarat and have a catch up with the central crew. Contact Angela to advise your attendance 0438 699 515.
JULY 2015	
Saturday 4th	Nuts and Bolts Day, Griffs Come along and join in this opportunity to meet with one of the clubs long standing supporters and sponsors. Chris and Tim are owner operators of Griffs, a Ballarat based car importer, repairer and retailer, also supplying parts and merchandise. Melbourne Cars meet at Todd Road Service Station (outbound) for a 1030 departure. Meeting at Griffs, to take a tour of the workshop and have a chat with Chris and Tim. Griffs will also be putting on a BBQ and drinks. 3 Traminer Ct, Ballarat Contact Tony on 0411 406 760 to book your attendance.
Saturday 11th	Car Enthusiasts Coffee Morning from 9am at Lake Weeroona Have nothing planned for a Saturday morning, head up to Bendigo and join the central crew for a cuppa at one of the local hang outs. Contact Angela to advise your attendance 0438 699 515 Napier Street Bendigo.
Sunday 12th	American Vehicles - GVC Display A celebration of all things American, the Gippsland Vehicle Collection will launch its American Vehicles exhibition with a Display Day at the Motor Museum on Sunday, 12 July. Rare and otherwise special American vehicles from across the spectrum of veteran, vintage, classic and modern day categories will be on show both inside the Museum and on the Museum grounds. Vehicles of all kinds are welcome to come along and join the display in the grounds of the Gippsland Vehicle Collection for the launch with prizes offered for best car and bike of the day, and Presidents Pick. Admission to the grounds on the display day is by gold coin donation, with an \$8 entry fee to the Motor Museum, under 15s free.
Wednesday 15th	Monthly Club Meeting Richmond Union Bowling Club, 2 Gleadell Street, (Off Bridge Road), Richmond at 8.00pm. Don't forget you have to be in attendance for your chance to win one of the following: LUCKY MEMBERS JACKPOT DRAW, MUG OF THE MONTH, DOOR PRIZE, and MOCA RAFFLE. Nominations for all office bearers and committee positions for 2015 / 2016 year will be accepted at this meeting only.

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

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

M.O.C.A SOCIAL CALENDAR

JUNE 2015 - SEPTEMBER 2015

AUGUST 2015	
Saturday 1st & Sunday 2nd	Phillip Island 6 Hr Historics Regulatory Relay Phillip Island Racing Circuit, Phillip Island. Saturday qualifying for the big race on Sunday. Contact Bruce Rigby, Motor Sports Coordinator, on 9874 6330 (AH) for further details.
Sunday 2nd	Cruise for lunch to San Remo - Gateway to Phillip Island Melbourne cars meet at CRANBOURNE BUNNINGS car park, cnr South Gippsland Hwy & Thompsons Rd Cranbourne Melway Ref 129 H9, 10.00am SHARP, Leaving 10.30am. After a pleasant cruise down the South Gippy, stopping for lunch at one of the local hotels overlooking the Port Phillip Bay, we can visit the National Vietnam Veterans Museum or venture to the race track to catch up with Mustang Racing members. Call Tony on 0411 406 760 to register your attendance.
Saturday 8th	Car Enthusiasts Coffee Morning from 9am at Lake Weeroona Another opportunity to head up to Bendigo and grab some time with the Central Crew. Napier Street Bendigo. Contact Angela to advise your attendance 0438 699 515.
Wednesday 19th	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. Election of all office bearers and committee members will take place at this meeting.
Sunday 30th	Marong Federation Picnic Day This is held at the Marong Football Oval and is always a good social day for all those who attend. Contact Angela to advise your attendance 0438 699 515.
SEPTEMBER 2015	
Sunday 13th	The AMOC Present the American Motoring Car Show Flemington Racecourse Carpark (Melway 28G12) Come along and see some beautiful American muscle cars as well as plenty of Mustangs. Once again will be aiming to take out the Best Presented Club display, so put on your club gear & polish up that steed. You can also choose to enter your vehicle for judging at an additional cost (refer www.aomc.asn.au for further details). Gates open for display cars at 9.00 am and entry is \$15.00 for displays cars. Call Tony on 0411 406 760 to register your attendance as the allocated Club area is limited.
Sunday 13th	Beaumaris Car and Bike Show South Concourse, Reserve Rd Beaumaris, Melways Ref 86 D7. MOCA Vic will again be part of static display around the local shopping district which kicks off around 10.00am to 1.30pm approx. There will be trophies awarded on the day for various classes. Entry Cost \$5.00 per vehicle which will be donated to the local Rotary Club. As there are space limitations we are unable turn up on the day Contact Tony on 0411 406 760 for further details and to book your place.
Wednesday 16th	Monthly Club Meeting Richmond Union Bowling Club, 2 Gleadell Street, (Off Bridge Road), Richmond at 8.00pm. Don't forget you have to be in attendance for your chance to win one of the following: LUCKY MEMBERS JACKPOT DRAW, MUG OF THE MONTH, DOOR PRIZE, and MOCA RAFFLE.
Sunday 27th	Bundoora Claytons Concourse Bundoora Melway Ref. 19 F 4. Meet from 10.30 am. Call Tony on 0411 406 760 to register your attendance and for catering purposes. See you there.

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.

CLUB MERCHANDISE



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

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