

mustang

April to June 2016

ROUNDUP
(VICTORIA AND TASMANIA)



MUSTANG OWNERS CLUB OF AUSTRALIA, VIC. INC.



Bruce Rigby
Veteran / Life Member / ANZAC Day Organiser
Cover photo supplied by Tony Borg

This Issue

- My Mustang Story • QLD Nationals
- ANZAC Day • Rod Lee Museum

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MUSTANG ROUND-UP WINTER 2016

MUSTANG OWNERS CLUB OF AUSTRALIA VIC. INC.

A.B.N. 33 821 241 698

PO Box 4289 Melbourne 3001

M.O.C.A. Vic. On the Internet: www.vic.mustang.org.au

Email: mocavic@mustang.org.au

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

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Bruce Rigby	9706 5110 0417 347 282

MOTOR SPORT CO-ORDINATORS

Graham Bell	5968 5883
Bruce Rigby	9706 5110 0417 347 282

VICTORIAN STATE SHELBY REPRESENTATIVE

Nez Demaj	nezgta@optusnet.com.au
Tony Borg	0411 406 760

EVENTS CO-ORDINATORS

CLUB PERMIT SCHEME CO-ORDINATOR

Graham Folwell	9752 9081 / 0417 377 553
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CLUB PERMIT SCHEME OFFICERS

Craig McKenzie	0417 561 246
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Bob Opperman	9759 7271

CENTRAL VICTORIA CO-ORDINATOR

John Chapman	0407 844 379
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Nick & Kaye Duyvestyn	5977 4585
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NEWSLETTER EDITOR

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

PRESIDENT'S LETTER

Dear Members,

As we hit the half way mark of the year a quick look at the clubs position finds us with record membership and a great financial base to work from. This year we have given more than ever back to the members and will again be handing out donations to organisations needing support. At the previous meeting we asked members for their ideas on where the donations should go. We were overwhelmed with 11 suggestions and out of that the committee picked four. The only one to receive another donation as well as last year was awarded to Barwon Health. They were so impressive when we visited last year we thought that we should continue our support. The next to receive donations were the Royal Childrens Hospital, the Blue Ribbon Foundation and Challenge Kids for Cancer. All worthy winners of our support. The club is giving \$5,000 this year to charities and continues to look at ways to increase this amount.

The club and committee are working hard on the 2019 Nationals, we have a committee with two top men running the show. Adam Richmond has been appointed Concours Director and is responsible for the running the event on the Sunday, a large job in its self. Peter Sheehan has been tasked with handling accommodation and the nightly events. Adam will have a lot of input into the Sunday night event. Please give the boys your support as they are working for us all. I am seeing more and more new Mustangs on the road and was reminded the other day whilst following one down Bridge Rd Richmond a gorgeous red convertible with black roof turning heads. Usually reserved for something leaving Zagame's HQ in Richmond. Craig Dean of Mustang Motorsport tells me he has plenty of work modifying the new ones.

I hope you all have bought or have seen last months Unique Cars with two of our much loved members and their cars on the front cover. It was a great article and thanks to Bob Opperman and Joe Borg for their time helping with the article.

I know Winter has arrived and in general it spells the slowing down of the car events but our club is not taking notice. We have large attendances at events and 130 plus the other night at our meeting. The club appreciates the crew who hire a bus and attend from Bendigo and the likes of Ian Johnno Johnston who attends with having to drive three hours from

Gippsland and back. You people are the backbone of the club.

The Tasmanian arm of the club recently held elections and a great outcome for all was had. Rod Johnston will lead the Tasmanian club. More on the elections in the magazine. The Tasmanian membership continues to grow. Now as we approach our own election time we will take nominations at the next meeting for the committee. Thank you to this years hard working committee for the way you all have helped to run the club.

Thank you to the club sponsors and particularly the major sponsors in Mustang Motorsport and Shannons Insurance, and to everyone that brings prizes to meetings for the raffles.

Welcome all new members that have joined and we hope to see you at an event soon. I joined in 1982 and have cherished the friends I have made along the journey. The club is for you to enjoy make friends learn about your cars and enjoy showing or driving them. I wish all our sick members better health next year.

And to all those of you whom I have not met please come over and make yourself known, there is nothing I like better than a chat with new members.

Keep on Mustanging,

Ian Collins



TASSIE UPDATE

Hi again,

Well, here goes another financial year and talk is happening about Christmas in Winter. I have included some photos in this report from a Repco store in Tassie from a display some members attended in the North and it has Santa photos in it (no we took them last December).

Since the last magazine was released, here in Tassie the weather has started to deteriorate gradually, as it does, and as a result we are slowing down on the number of events to attend. Thanks to all those who have attended and many that have travelled over our somewhat twisty roads.

We recently enjoyed a car display in May at the lovely Woolmers Estate, not far from Symmons Plains. This convict farm and surroundings is heritage Australia listed and is a must see. We will have some lovely photos and an accurate description of this venue in the next magazine. Over the Anzac day long weekend quite a few northern cars and members attended the Shannons Rosny Car Show, which is well worth attending. 2 Mustangs finished in the top 6 cars, with Kevin and Kathy Hughes (trophy collectors) once again bringing home a lovely huon pine trophy with a clock as a centrepiece (well done, well deserved). Just a few of the many great events our club has attended this season. Often we have had the largest, single make car group on display. Most times our members won an award for best car, peoples choice, lucky gate prize and we have had our share of press reports. Well done to the recipients.

Earlier in March, once again some northern cars attended a lovely, annual car show at Bagdad. Around 300 displays on the day, once again our club flag and car display gathered lots of attention and new members. Our Hobart club numbers are growing quickly, lots of cars and enthusiasm coming from that area.

Our sponsors, Star Bar Cafe and Hotel, have on a number of occasions donated some prizes for lucky draws on the day. These and some other donated prizes have been won by various members and gratefully received. Thanks again to Darron and the Star Bar for their wonderful support.

In early July we had our first general meeting, held at Man o Ross Hotel. A good number of committee and guests were in attendance, as were some more prospective new members. We are scheduled to have another committee and general meeting on 31st July at the same venue. Our President, Ian Collins, has indicated he will be in attendance and will be available to formally answer your queries.

Best Regards,
Rod Johnstone.



*Photos above were taken at the inaugural Triabunna Bike and Car show.
The next show is to be held on Sunday 13th November 2016.*

Enquiries to Garry Armstrong (promoter). The first show was a good one, around 300 diversified exhibits, ranging from steam engines, trucks, drag cars (which started up every hour and got attention from all) assorted cars and bikes and of course, many of our Mustangs.

Dont forget - one of our members, Rob Golley, has lovely commercial accomodation in the area at Swansea, with good discounts for MOCA members.

*Derek Quinn also has his car, bike and his lovely Mustang in a museum/workshop at Bicheno.
Need to phone him in advance for the opportunity to drop in.*

FROM THE EDITOR



My name is Geoff McInnes and this is my Mustang story. It is not as interesting as many others, but in the light of pleas from our President and Editor for articles and to ensure the continuation of our club magazine, I thought I had better do my bit.



Maybe it will motivate others!!

What a great opening paragraph to what is a well written and interesting article - full article and pictures further in.

We now have over 1000 members, so potentially we have close to 1000 articles due in, starting with 'My Mustang Story.'

Welcome to this Winter edition of your Mustang Round Up.

Many thanks to all members who have contributed articles and photos for this edition, without you there are only adverts. I appreciate there is not much club social activity this time of year but we have still managed some interesting articles and stories.

By the time you read this, we will have had a General Election and all the promises will become unaffordable because of the 'mess' made by the other lot! We will all complain and life will go on. If there were no politicians or people willing to serve in public office, or people with vision for the future, we would not be a democracy and have the freedom of speech and choice we all take for granted. It is we who have the choice how our country should be run and who by, within the choices of those willing to put their hands up to do it. So it is with many things in life, fund raising, charity work, car club committees. Our President and committee

are all volunteers who put their hands up to run one of the largest and most financially secure car clubs in Australia. They spend a lot more time on club business and planning than one club meeting per month.

We are due to have our annual elections. If you are not happy with the way your club is run, this is your opportunity as members to either nominate yourselves or other members into the club's management team. Usually our committee and office bearers remain for several terms, and very few members nominate for change. If you choose to remain passive at this time, please put your support behind those willing to take our club forward and don't complain that it is not the direction you wish to see this club go. You have had your chance for change. Congratulations to our President and management team and committee for another great year of Mustanging. Unlike whichever party came to office, we have a budget surplus and are in control of our future.

Cheers,

Graham Bell

Editor / Life Member

TARGA TASMANIA 2016

Article and photos supplied by Graham Bell.

I had an invitation from Targa Tasmania to compete in the 25th anniversary event. As a 15 year competitor (3 as driver and 11 as a navigator for Craig Dean), this would see me inducted into the John Large Hall of Fame. This award has been set up to honour the name of John Large, who along with partner Rhonda Matthews, founded Targa back in 1992. John was president of CAMS and also on the board of the FIA. I thought that the 25th anniversary was a good enough reason for me to compete, as I may never do another one, not getting any younger and is expensive. I was very fortunate that club members and friends Peter Furnedge (navigator) and Darryl Carr (mechanic) along with wife Sharron were prepared to come to Tassie to support me in this milestone event.

As my car has been a circuit car for the last 10 years, I decided to invest quite heavily in preparation for Targa.

We had failed to get our Targa Plate on 3 previous attempts due to mechanical issues. The 6 day event is much tougher on the car than a few laps at Phillip Island. Not much was not new or left to chance. I had all the work done by a professional race car engineer and spent many \$\$\$ on a new gearbox and clutch, master cylinder, power steering, new front and rear springs, alternator, custom made larger fuel tank, replace rose joints, new rotors and pads, install a heater/demister (in the rules), dyno the engine, new plugs and leads etc etc.

On our way to the Spirit of Tas the alternator was not charging. The car would not restart and we had to push start onto the boat and be towed off at the other end. We had to find an auto electrician to fix once we arrived in Devenport. Lost 4 hours of reconnaissance time. Cost \$80. This does nothing for your confidence when heading for a challenging 6 day event. Pete and I picked up our hire car and set about doing some course reconnaissance. We headed off down the east coast (day 2) which is about a 350km round trip. We got back to Launceston in the dark. Time to do some shopping and settle into the house we were renting along with Craig Dean, his

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navigator Alex and our crew Sharron and Darryl. They were all turning up on Sunday.

Pete and I set off again early on Saturday morning to cover as much of days 3 & 4 recon as possible. We covered over 600kms and again arrived back to Launceston in the dark. Pete was starting to feel a bit car sick at this point (goes with the job). On Sunday we picked up Sharron and Darryl from the airport. We were surprised to see not only their luggage, but each had a race tyre to carry, arranged by Craig. From the airport we settled the crew into our house, then the crew headed off to collect Craig's Shelby GT500 race car from a local panel shop. Unfortunately the car had been damaged just before heading to Tassie and Craig wanted it fixed prior to racing. We all headed out to Symmonds Plains race track for documentation and scrutineering. I did get an opportunity to meet up briefly with Rod Johnstone and Simon Van Asch (Tassie members) when they called in to Symmonds Plains to introduce themselves. Everything Targa is on the clock, so I had to head back to Silverdome and put my car into the display for the public to come and view. We were also one of the last cars to be scrutinised so we did not have any spare time left.



Targa Start Line at Country Club

Day 1: Day 1 of competition (4 stages), new clutch started to play up, pedal went away and made gear changes difficult due to variable pedal height. Also played havoc with my lower back as the pedal was closer to the firewall. Otherwise, all was going well and we were starting to get used to calling and listening to the Rally Notes. Unfortunately there was a really bad crash on the second stage, with a father and son team being rushed to hospital. We came over a crest and into the carnage shortly after it happened.



Racing through Georgetown

This day finishes up in Georgetown. We do a street stage, then the cars are on display on the oval for a couple of hours. The residents can get to see the cars and crews up close after shutting down their town for the day for us to use it as a race track. This is where we caught up with Tassie member Graham Smedley and his wife, driving their 1966 Fastback GT350 replica.

Day 2: The Eastern Loop, Launceston back to Launceston (7 stages). The first event of the day is the Sideling, a 14.5km stage that starts and continues uphill, flattens out over the top and then descends to the finish, very fast, often slippery, always exhilarating, certainly wakes you up. Completed all 5 morning stages, going to lunch break the car coughed and spluttered. Fuel starvation, could only travel at idle. I contacted Darryl (crew), we met them before the lunch break. Darryl said he had to spend time tracing the fault. As we left to go to time control a power steering hose blew off. Darryl was able to do a temporary fix and get us going. If this had happened in a competitive stage, we would have been out of the competition, plus could have caused a dangerous situation for any cars following us. We had 2 more stages to go for the day. We got through both stages without incidence and then the fuel starvation started again. We met Darryl & Sharron on the highway, Darryl found that the fuel filter from the (new) tank was very clogged up with something very fine and black. Cleaned the filter, no more problem. We decided to change both power steering hoses as a precaution, although they and the steering rack were all new. Arranged with Pirtek to make new hoses, they advised the hoses we had on the car were not suitable for high pressure power steering use (\$300 to replace). We were very fortunate to have met up with fellow MOCA member Graham Smedley at Georgetown who had offered us the use of his workshop and hoist. We did not expect to have to take him up on his offer quite so soon. Sharron and I drove into Launceston to meet up with the Pirtek guy while Darryl and Graham worked on the race car, we



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finally got finished at around 10.00pm. We returned the race care back to the Silverdome, where all the cars are on display for the public, but had to leave it outside for the night as everything had been locked up for the night.



Day 3: This was a huge day of competition (8 stages) from Launceston to Burnie. The roads in Tasmania are very challenging and sometimes not in good repair, the very windy roads dip into corners and change camber to suit the terrain. Even the long straights have many dips and crests which unsettle the cars, especially at high speed. Getting the ride height of the car right is very important. It is a compromise between handling and having enough clearance to avoid bottoming out. Unfortunately with my car the clearance was not enough for some of the severe dips. We had a sump crash plate fitted, which unfortunately did not extend fully to the back of the sump, also it was made from heavy aluminium and not steel. By the time we arrived into Burnie we had bottomed out many times and the sump had a small crack in it which was weeping oil. We had to pull the crash plate off, find someone to modify it and fix the oil leak. All Darryl could do was to Sikaflex it and hope. We topped the oil up daily and got through the end of Targa with this set up. Apart from this problem the car was



Day 3 - Rihanna



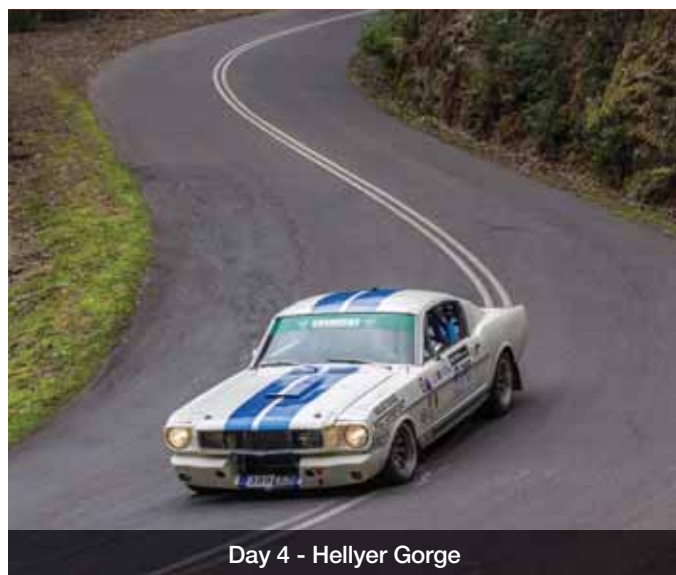
Day 3 - Rihanna

running well and the handling was really good. Even the driver and navigator were getting tuned into each other (it

had been 10 years since Pete and I did Targa together).

Unfortunately, fixing these problems comes at a cost. We have an hour allowed for service/repairs at the end of the day before we go into time control. You cannot fix the car once in time control. You can take it out after 9pm and work over night on it without penalty. We were late into time control and we copped a 10 minute penalty, which was about 10 positions we dropped.

Day 4: Burnie to Stanley (7 stages) and down the west coast to Strahan. Flat battery in our communications, first stage no talking or listening, just drive what we see. Stopped at garage and brought batteries (I had spares but could not find them), installed, all good for the rest of the day. The car ran well and we were having fun. Arrived at Strahan where Darryl did a check of the car. Apart from leaking oil everything was holding up well. Unfortunately, we had got word that Craig Dean had gone off on the Irish Town stage and was out of the competition. Both crew were fine, badly shaken though, the car a bit of a mess. Strahan is a very picturesque fishing and tourist town, unfortunately we only got to spend the night there. Sharron, Darryl, Pete and I relaxed with a fish and chip dinner after booking into our pre booked cabin at the local caravan park. After dinner the crew headed off into Queenstown where they were booked into a local pub for



Day 4 - Hellyer Gorge

the night. We did this because the road out of Strahan to Queenstown gets closed very early in the morning to allow the Targa cars to use it as a race stage (35km). We need the crew ahead of us at all times for refuelling and if we have problems they can start plans to rescue us or get parts etc. Sharron and Darryl spent an interesting evening having drinks with the Queenstown locals, when they went to their room there was no lock on the door.

Day 5: Strahan to Hobart (6 stages). The car had been left outside all night and did not want to start easily, battery started to die. Could smell fuel, it was flooding. A few more goes and it finally fired up. Went to connect the communications to my helmet to find that the plug had disappeared and left bare wires showing! Shit Shit Shit!

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Day 5 - Grasstree Hill



Day 5 - Tarraleah

Pete and I did a crash course in sign language and he just yelled the safety notes at the top of his voice. That was how we finished the last 2 days. Darryl managed to source a new plug and socket but they were not compatible with the equipment we had.

On the longest stage of the event (also my favourite), Mt Arrowsmith 52kms, we were overtaken by a modern Mini Cooper S. Once I allowed him past, he could not lose us. A couple of times he moved over to let us pass, but I just backed off, then he just kept going with us filling his mirrors.

The driver spoke to us afterwards and was worried he had been blocking us. I said no problem, we were off

notes and driving primarily by sight, as soon as he went past I could drive to his brake lights and we sped up. Arrived at Hobart with everything still running and mostly intact. The car was starting to sound like a Fergy tractor, where we had continuously bottomed out, we had damaged the exhaust and extractors.

Day 6: Hobart to Hobart (6 stages). The only real wet day of the event. Stage 1 we lined up waiting our turn. I switched the engine off as there was a long queue, it would not start again. Fortunately a few competitors gave me a push start. We ran this stage in the pouring rain, it was also one of the roughest roads we had driven over, not to mention a couple of cars had already gone off. We took it very cautiously. The car refused to start on one other stage and again a few competitors and a policeman gave us a push. We arrived back in Hobart where we received our Finishers Medals and also our Targa Plates for completing all 38 stages under a set time called Trophy Time. Out of about 70 starters in the Classic Competition we ended up in 26th outright. Not a bad effort after we copped a 10 minute penalty for arriving late into time control and we spent 2 days barely being able to communicate.

Pete resigned as navigator, said he had a ball, but!! The car would not start again without a push or a jump. Push started it to get through Targa for 6 days though.



Day 5 - Queenstown



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At the award ceremony (black tie & \$195 per ticket), my 15 year Hall of Fame Award had been completely forgotten by the organisers. 5 others did get their recognition. I was told mine would be sent in the mail, not really the way to treat a 'client' of 15 years is it? The Targa website reads "if a competitor reaches this milestone, they really deserve to be remembered forever." As of time of printing (30/06/16), still no award.

My sincere thanks go to Peter, Sharron and Darryl, without whom I would not have been able to compete, or complete the event. Also to my wife Sandra for letting me out to play. Also to the Tassie club with many offers of help if we needed it. We did, thanks Graham.



I think we had a very successful and enjoyable Targa in spite of our problems. Rumour has it Pete will navigate for me at Targa High Country this year. He bought a new helmet for Targa and does not want to see it go to waste. Darryl and Sharron have also entered their own car into High Country (not a Mustang though).



The **First in Tasmania** EXAMINER

WEDNESDAY, April 13, 2016

Twists and turns of Targa

Day two of Targa saw competitors travel from Launceston to the East Coast and back via the North-East. Melbourne driver Matt Close finished the day in the lead of the Wrest Point GT2 class. Peter Nunn led the Shannons Classic GT competition after five stages, but crashed his 1985 Porsche 944 Turbo and is out of the event.

REPORTS: Pages 4-5 and 39



ON TRACK: Driver Graham Bell, of Emerald, and navigator Peter Furnmedge, of Silvan, with their 1965 Mustang. Picture: Phillip Biggs

Front Page - No Story

Peter and I were waiting around in the car park at the Silverdome. We had to take the car for power steering repairs and could not take the Mustang out of "parc ferme" until 7.00pm (it's in the rules).

While we waited a photographer from The Examiner asked if he could take some pictures. Jokingly we said only if we get the front page.

I think Jimmy Richards has got that spot we were told. To our surprise we got the front page. No story about us, just the pic.

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Article and photos supplied by Peter Furredge.

Given that he could have had his pick of the best in the nation, his choice of a directionally challenged, map-dyslectic co-driver came as a surprise to everyone, myself included. However, again with hand-on-heart, fair dinkum, no-bull-shit honesty, he told me his aim for the event was just to have a little fun and a few laughs, while sharing the car with someone he could easily blame for any mistakes. I fitted the bill perfectly. Of course, there was a chance that this time he was being honest about simply wanting to go out and have some fun. After all, if he was really serious about the event, he would have hooked up with someone who had something more than absolutely no idea about rally navigation.

Some months ago, GB casually mentioned that he was considering doing Targa again (10 years since our last, and this would be his 15th!), and would I be interested in navving with him?? Instant reaction- sorry, too bloody old mate (72), it's been 10 years I did it, I can't afford it, wrong time of the year, etc. etc. Long story short, I ended up in Tassie, re-living the most exciting, scariest, spine-tinglingly addictive event in

the whole wide world. There is simply nothing like it anywhere. Hopefully GB will give a run down on the event itself- I am just going to try to explain my role in our conquest. It should be noted here that we weren't out to set the world on fire- we just wanted to finish (I won't get us lost, if you don't crash!), and have a good fun time doing it. Mission Accomplished- a Targa Plate now sits proudly on the Kitchen bench.

We left Melbourne Thursday, April 7th, me nearly recovered from celebrating my 50th Wedding Anniversary the weekend before. I won't go into travel details. OK, I will- the driving of the gigantic P150 Raptor support vehicle (another Spruce Goose??) from FTG to the boat, the meeting of old mates from the rally world on the boat across, and the odd ouzo and coke to drink to old times, off the boat at 6.00am Friday using the Raptor to tow not only GB's car (flat battery) but another car also with electrical problems to a nearby Auto Electrician. All sorted, and onwards to Launceston, food shopping with GB (he can be soooo picky, but that's just between us chaps, and don't even mention the pizza cooking!), then on to our abode for the next three or so days. Great place with amazing views, but alas there is work to be done. Picked up



a hire car and spent the rest of Friday and Saturday doing recce (can't spell reconnaissance). I'd forgotten that the driver must go through the ritual of deliberately feeding the Navigator greasy egg and bacon sangas, coffee etc., and then driving like a bat out of hell in a very soft-suspensioned hire car around the windiest of the stages, non-stop, pretending that he is getting accustomed to the roads, whilst the poor Navman is looking up and down from notes to road, swaying side to side and feeling more and more poorly, more and more sweaty, more and more like throwing up, as the K's seem to roll on endlessly. By the first day of actual competition, I was nearly over it! I should also mention that most Hire Cars can do nearly everything a race car can do!!

Briefly my role as Navigator was to tell GB when to go, and where to go, and how to get there asap. During Competition Stages, we use an amazing device called a RallySafe. This marvel counts us down to start each stage, tells those in Control exactly where each car is, where any car has stopped or crashed, we can tell a slower car in front we are passing as can a faster car tell us it wants to pass us, and much, much more. Actual navigation is accomplished via helmet to helmet communications (except for the last two days, but that's another story), with me yelling out what is written in special Navigator sign language/hieroglyphics, in a book known as "The Pace Notes". These describe the road to be travelled, eg. Bends, Left or Right, rated from 1 (a very tight hairpin), to 3 (a right angle), and 4 to 10, being divided in to a right angle, ie, a 4L is slightly more open than a right angle 3Left, and a 9L is a very fast, slight curve to the Left. C denotes Crest and a large variety of other squiggles denote such things as humps, bumps, kinks, dips, don't cuts, tightens, opens, long, short, ad infinitum, as well as distances between each. (GB's main comment was "Yeah, but what's over the bloody crest??" Fair question). Sounds easy you say, except when you're travelling at warp speeds and 100m is gone in a flash and you're travelling through a series of five or six 6L, 6R's. Then it's "Off Notes Boss, sorry", until one can find one's place again. GB was a great help calling corners as he drove "as fast as he could see". All in all, great fun if you're not taking it too seriously, and I guess a younger or more experienced brain navigating, would be a great advantage to any driver.

No amount of words can express my gratitude to Belly. He is a great driver, and a great bloke. Thanks GB.



FORD T5 - THE PONY WITHOUT A NAME

Article and photos supplied by Blair Rundle.

It's October 2003 and my first visit to which would be many New Zealand Mustang conventions. Ever since being able to drive had I wanted a Mustang, October 2003 was the time in my life when the stars aligned and I was in the market for my dream car. I thought walking around the 2003 New Zealand Mustang convention held in Christchurch would be a good chance to view the different models and hopefully sight the car of my dreams. In fact I had already eyed one car which I knew would be at the show however up close it had just a little too much rust and required some work. As by chance in the local newspaper that same weekend there was a 1967 Fastback for sale. I hadn't dreamed about this model in fact it wasn't on the top of my list, until I went and viewed it and found out it was a Red Ford T5. Now I hear some of you asking yourself Ford T5? Well being a young fella and growing up dreaming about one day owning a Mustang, spending many a

night reading Mustang Monthly and studying Peter C. Sesslers "Illustrated Mustang Buyers Guide" which by the way I had received as a Xmas present some 10 years earlier. So I knew how special finding the T5 was.



HISTORY OF THE T5

Article and photos supplied by Blair Rundle via fordt5.com.

The long awaited new sports car from Ford, the Mustang was introduced with much fanfare to the public in early April of 1964. The car featured innovative styling and was offered with several choices of engines, transmissions and options. The Mustang proved to be an instant success selling over 400,000 units the first year. Early in the production cycle Ford encountered a problem while trying to export Mustangs to Germany in the usual manner used with export vehicles. Ford solved this marketing dilemma the easiest way possible, they simply changed the name of all Mustangs exported to Germany to Ford T5.

The European market for American cars in the 50s and 60s was steady but relatively low in numbers. Few American cars were sold to Europeans due to the high cost of fuel and difficulty in getting parts. They were however, considered by the European elite to be prestigious imported cars and convertibles were especially popular due to their weather proof tops, powerful engines and high output heaters. Most American cars in Europe were sold to American service personnel who were able to purchase new American cars via the military PX system and could buy fuel at greatly reduced cost at on-base stations. When the tour of duty was completed the cars were shipped home compliments of Uncle Sam.

Sometime in the early 1950s a German truck manufacturer, Krupp, introduced a large general purpose truck and named it the Mustang. They were

issued German copyrights to the name Mustang and continued to build this truck for many years. This truck was built in several configurations including a dump truck and a fire engine. This then was the situation with the name Mustang that Ford faced when they tried to sell their successful pony car in Germany. Rather than simply buying the name from Krupp for a reported \$10,000 they chose instead to change the name of all Mustangs exported to Germany to Ford T5s. T5 has no specific meaning but it was the original project name for the Mustang in the early 1960s.



In the early models, 65 and 66, several modifications were incorporated to change the car from a Mustang to a T5. The 65s received modified hub caps with a plain black center; both model years had the word Mustang removed from the horn ring and a few other minor changes. The Mustang Pony Interior package included a wood steering wheel. In most cases Ford T5s with Pony Interiors received the standard steering wheel with the word Mustang deleted. Ford did design new emblems for the front fender to designate the cars as T5s. These emblems (C5ZZ-6325622A) are

HISTORY OF THE T5

about ¾ inches high and 4 inches long. They were also fitted with the export brace later used in the GT-350s. The changes in later years was less, often only replacing the Mustang emblems with a newly designed T5 emblem (C7ZZ-16098C) that was similar to the early GT emblems with T5 centered vertically. These emblems were used on all T5s until December 1979. Some but not all 67 models and all 68 models received a special dash bezel above the glove box with the T5 designation on it. In 1971 a new dash emblem (D1ZZ-6504460-A) was used in the center of the dash above the radio and heater controls. The Ford T5 IIs also received a special dash emblem (D4ZZ-6904460-A). All Ford T5 parts have been obsolete for many years and are not available from Ford. In most cases these changes were done with predictability and consistency. However, due to production oversights and perhaps lack of attention by selling dealers, variations have been noted. Mustangs or T5s were one of the most popular American cars with German nationals, although the exact numbers are not known, many were sold directly to Germans and remained in Germany. The Krupp copyrights to the name Mustang expired in December 1979 and all Mustangs exported to Germany after that date were called Mustangs.



Positive identification of early T5s is sometimes difficult. Ford did not use any special codes or designations on these cars but all were built with DSO codes in the 90s. It is important to remember that all T5s have DSO codes in the 90s, but not all cars with DSO codes in the 90s are T5s. The export codes were not used to designate shipment to a specific location. For model year 1965 T5s were built in Dearborn (assembly plant code F) or Metuchen (assembly plant code T). The 1966 T5s were all built in Metuchen. All early T5s built in Dearborn have a DSO code starting with 91. All early T5s built in Metuchen have a DSO code starting with 95. Generally, the only positive way to identify an early T5 is by the horn ring, emblems or the built sheet if available. Starting in 1967 the DSO codes change depending on when the car was assembled. The exact meaning of export DSO codes is not fully understood and many calls to Ford Export have not clarified the numbering system. It is important to remember that DSO codes do not signify a specific country location to which the car was shipped. Positive identification of T5s from 1967 is much more exact thanks to the efforts of Kevin Marti.



Back to my car: When I bought my car the owner was able to tell me some history about it, he had purchased it from a Kindergarten teacher in L.A. at the time it had been painted blue and was in need of a bit of TLC. The owner in L.A. was able to provide a printed booklet of some information on the T5 however the car wasn't listed in the T5 registry, as it needed to be verified by Kevin Marti. The guy I purchased it from had imported it about 3 years earlier into New Zealand and had purchase some original parts at the time. He then had it painted Red (not an original Mustang red, but a 1998 Ford Falcon Red) the parts he bought in with the car weren't fitted. The original T5 badges weren't fitted to the car but were there, to this day I haven't fitted in case they fall off, the T5 fender badges were copies of the GT versions but with T5 inserts so the owner had some made.

About a year later I ordered the full Marti report on the car and it was decoded like this:

Serial # 7T02C122058
7 - 1967
T - Built at Metuchen
02 - Fastback
C - 289-2V
63A - Mustang Fastback
T - Candyapple Red Paint
2A - Black standard seats
11K - October 11th, 1966
90 - Export ordering District
0 - 2.79 standard axle ratio
1 - 3 speed manual

The above specs made the car a one of one for 1967, it is also only one of 154, T5 Fastbacks manufactured in 1967, today only 22 1967 T5 Fastbacks are registered on the T5 website, this is one of them.

Before moving to Melbourne my wife and I belonged to the Auckland Mustang club (still do today) we have travelled the length of NZ in the T5 and it has never let us down since purchasing it in 2003. The fact this car started of life as an export car, it's funny to think that it has been exported time and time again. I think this is most likely one of the most travelled Mustangs around having been exported to Europe, back to America, then to NZ, and finally to it's home in Melbourne. I'm not sure I will ever part with the T5.

SHELBY GT TARGA RALLY FUN

Article and photos supplied by Craig Dean.

This year's Targa Tasmania is the 25th anniversary of the running of the event with a record field of over 300 cars. Certainly a great display of motorcars from the 1920's up to the latest and greatest American Muscle cars, Dodge Viper and of course our Shelby GT racer.

I have had the pleasure of having Alessandro Gelsomino ride along as my Navigator this year, professional navigator for Ken Block. Alex and I headed out on Friday to reconnaissance the stages and managed to have a look at all the stages over the 3 days leading up to the beginning of the event on Monday.



The first day consists of 4 stages for the start order of the event with a shake down stage to ease you into the event, utilising speed limited stages. Unfortunately on the 3rd stage one of the crew in a BMW lost control and were badly injured. The rest of the day ran smooth, our new Shelby team were settling in just fine as we increased in speed to start the competitive stages tomorrow.

The start of competition on day one started out a cold morning. The first stages are ones that are easy to reach the base time, Alex and I click to form the ultimate Shelby racing team for 2016. Just when you think all is well the Shelby GT's engine established a misfire and this was causing the engine to lack considerable power at times. This allowed the leading competition to get a time gap on us however we managed to be in third position in the GT2 competition by the end of the day.

Day two, beautiful blue skies - a dry run across the top of the sideling stage, awesome! Alex and I are pumped and ready for a good day of racing, even though we have been chasing a misfire with our engine. This has been frustrating and we have done all that we could to track it down, to no avail. It comes in on trailing throttle and stays with you for as long as it likes. There is a huge loss of power slowing the Mustang when it happens, but we will keep pushing while the engine is turning.

Legerwood was the next stage and the Mustang and crew did it well - we only had a couple of misfire moments. For Weldborough Pass, we got to the start and found the left front Rotor had a crack in it. Damn it!! I pushed on while conserving brakes, which

obviously cost time. At the lunch break we fixed up the brakes and put better rubber on the front. This improved the Mustang's handling, hence we were starting to make better times. We finished the day all good and, to our surprise, Alex and I are holding third in the GT2 Category, and only 2 minutes and 2 seconds off the lead. We were shocked, thinking we had a bad day. We are both very happy, all things considered.

Day Three. It was a promising day of racing as Alex and I left Launceston, heading north west to Burnie. The day's stages are challenging in their own right and the Shelby GT is raring to hit the roads. Over night we worked on the Shelby and thought I had the fix for the misfire and tried to do a crank re-learn, however the computer wouldn't let me do it, so the misfire remains. The new brakes we fitted seem to be holding up. Today's stages are very high speed for long periods and then have some downhill heavy braking that will test the brakes, on the Sheffield stage the rotors on the Front started to show cracks again, so this was disappointing. (why again the Pad compound I had chosen was creating way to much bite and heat on the rotors causing the short life of the rotor what's bizarre is I used them in the 2 day events last year without a problem!! So again I had to change my style of driving to combat the caution required, not using your brakes as hard or as much as you would like therefore maintaining mid corner speed higher than I would like. This is really challenging.



Alex and I were thinking that our day was lost. We were so surprised to see that we had maintained our lead over 4th place and remain in 3rd position in the GT2 Competition, 17 seconds in front of the Viper driven by Mike Pritchard, while the Competition leaders increase their unreachable lead.

Made it to Burnie and then worked on the Shelby GT to replace the Rotors again and fit different pad compound that came in the mail from Crossover Car Conversions overnight, After servicing the Shelby GT, the Burnie Fest was put on for the locals to see the cars and crew up close. I was absolutely exhausted and went to Terry and Cathy's house for dinner. After a hot shower and a feed I decided to mingle with the crowd and sign some posters - the Shelby GT is a real favourite.

SHELBY GT TARGA RALLY FUN

Day 4 the Shelby rid of the problems that we had experienced gave Alex and I a fresh start to the run to Strahan, 4 new stages we added to competition, the first stage the mustang preformed perfectly all cylinders and the brakes felt perfect, the second stage half way through over a crest the Shelby caught some air and landed hard causing the Mustang to drift at high speeds sideways and there was no catching it as we slid into a nearby paddock almost rolling on the roof, and launching in the air our competition had come to a hairy halt, the Shelby in a poor condition and not able to continue Alex and I escaped injury and were thankful to God.

Thank you to our friends Graham and Peter in the 1965 Shelby and Sharon and Darryl for helping me service the Shelby, stay tuned for the next tarmac Rally event.



TASSIE CITY CRUISE

Article and photos supplied by Rod Johnstone.

In the north of Tassie, we attend a fish and chip shop for some of their finest and often do a few blockies in the city afterwards. To date, we have done this of a Friday evening, however, we are about to do it on a Saturday due to the cold Winter weather here. It has been super successful and we have got plenty of attention, new members and even photos in the local newspaper.

We invite members of many other car clubs to attend and have recently had over 30 cars attend one evening. Chris Fragulous trades as Fraggles Fish and Chips, is a car lover and has 3, including a very neat zc fairlane (no Mustangs yet). Chris has recently joined our club as a member.



EL GRANDE MUSTANG

Article and photos supplied by Len van Rossum.

This story started when I purchased at 1973 Mustang Grande with what I thought was some minor rust issues. The Grande had been parked in my garage for over a year before I finally got around to starting work to tidy it up. Removal of the front panels revealed much more rust than I had imagined although the floor and rear of the car appeared to have been saved by the liberal layer of proof coat that was applied to the Grande model in the factory. The rust in the front aprons, chassis rails and associated sections had been bogged up and well hidden with proof coat and paint. The Grande was parked next to our trusty old EL Falcon in the garage. The EL had been our family sedan for 14 years but it had recently been superseded. I looked at the two cars in the garage for a while with the thought that I could possibly do something to repair the Grande and convert it to Right Hand Drive at the same time. Many measurements were taken and much head scratching ensued. I thought this might almost work. The Grande was not a valuable or significant muscle car. Failure (however embarrassing) would not result in huge financial loss. What else could I do with a rusty 1973 Mustang Grande? I could have spent several thousand dollars on rust repair sections and panels and fitted them but this would still have resulted in a Left Hand Drive vehicle.



A proposal to modify the Grande by grafting on the EL Falcon front clip was then sent to the Tasmanian DOT. An approval in principal was received in the mail from DOT shortly after. Who said the guys at DOT don't have a sense of humour?

Approval from my wife Debra would be much more difficult to gain and is still pending.

Work could now proceed under the supervision of a DOT approved automotive engineer.

The first step for the project was to remove the rusty section from the Grande.

Next, the front clip was removed from the EL Falcon and positioned to align it with the remaining portion of the Grande.



Once the two sections were aligned, they were firmly secured to a sturdy steel frame to ensure no movement was possible during the welding process. The main point of reference during alignment of the sections was to maintain the original wheel base as well as being level and square.

Several sheet metal sections including the top frame rails were formed at a local sheet metal shop. Many other sections were cut and formed from sheet steel. George, my supervising engineer suggested that I should keep CAD (Cardboard Aided Design) templates of the many sections. My response was that this was not likely to happen as it would suggest that I would be stupid enough to do this again. New reproduction front aprons were shaped to match the EL Falcon suspension towers. The original front radiator panel was narrowed to fit between the EL chassis rails. Modifications to the firewall included the addition of a section of XB Falcon which allows an XB heater unit to bolt neatly in place.



Slowly over a period of months all of the sections were welded in place. Luckily the original front guards and bonnet had been replaced with new items during the "restoration" in the USA. All of the EL Falcon steering and brakes components were used including the steering column, pedals, brake booster, master cylinder, rear discs and hand brake mechanism.

EL GRANDE MUSTANG



Anyone who has owned a 71-73 Mustang knows how poorly conceived the original pedal “hand” brake was. The EL hand brake lever now fits nicely between the driver’s seat and the console. The original Grande engine and transmission were bolted in place after a bit of paint was applied in the engine bay. The Grande still has the original numbers matching 351 Cleveland engine showing only 62000 miles. My plan for the project was to make it appear original under the bonnet at a glance, the factory air cleaner and rocker covers help create that illusion.

The position of the EL firewall, pedals and steering wheel is about 100mm forward of the original Grande units. The Grande dash unit was converted for RHD and moved forward to match the position of the EL controls. This layout results in the front seats being forward of the original position. A consequence of this is reasonable legroom for rear seat passengers. Probably a first for a Mustang. On the downside this layout also resulted in a tight fit between the Cleveland & FMX transmission to the firewall and tunnel.

The original tan vinyl was removed from roof and the body received a coat of new red paint. The original colour of the car was bronze. A coat of red had been applied during the “restoration” in the USA. I decided on a 2 tone red on top and silver (argent) lower body with matching “hockey stick” stripes. The argent and body colour two tone with stripes combination was available from the factory as a variation of the black and body colour two tone with Boss stripes (as per our Mach 1).

The Grande is classed as a 1973 model according to the VIN number but it was actually built in November 1972. Thousands of hours of labour and several dollars went into the EL Grande project. About 18 months of “spare” time was invested. The result is a 1972 car that drives, steers and handles more like a modern car. Debra’s EL Falcon key fits the ignition. The difference to drive EL Grande and our 1972 Mach 1 is like chalk and cheese. The Mach 1 feels very primitive to drive in comparison to EL Grande. Would I do it again? Not bloody likely!!!. But then again I probably should build a 1972 convertible to complete the set for the 71-73 body shape. I’ll go and see what my long suffering wife Debra thinks of that idea.



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ANZAC DAY 2016

Article written by Bruce Rigby, photos supplied by Tony Borg.

Once again our club rallied to the cause of transporting our diggers along the march from the city to the Shrine Of Remembrance.

The day started a touch chilly (@06.30) but with promises of a fine & sunny day, which it did, so our tops came down. This year 28 members & Mustangs turned out for the march. All members must be complimented on their turn out & the mustangs shone brightly in the sunlight.

The committee, members, & myself personally thank each & everyone of you for your participation in such a community event. The march got underway approx 0900 & our cars were called up soon after. Owing to the RSL rearranging the march order, being the younger veterans to lead & the older veterans to bring up the rear of the march, much confusion existed at the head of the march due to Vehicles not being required. Unfortunately some of you missed out & were told by marshals you were not required.

That was not the case & at the briefing prior to the march you were instructed to return to the Motor Pool for another task. I do apologise for the confusion to those that missed driving a Veteran that day. Something to remember for future Anzac Days. Apart from that the march continued with some members doing a couple of runs. There is no doubt there will always be hiccups with such a large number of people & Vehicles however we got a well done from the organisers RSL Vic.

To all who gave their time, from reports you enjoyed the day with the Veterans & enjoyed their stories etc. Your reports have been passed to the RSL for future planning.

Again thank you to all who participated on the day.



MY MUSTANG STORY

Article and photos supplied by Geoff McInnes.

My name is Geoff McInnes and this is my Mustang story. It's not as interesting as many others but in the light of pleas from our President and Editor for articles to ensure the continuation of our club magazine I thought I better do my bit. Maybe it will motivate others.

These days I am a sixty year old happily retired father of four (plus a step daughter) and grandfather to three. I live in the estate where AFL Park used to be at Waverley. While I have always been "a car guy" I spent my career pushing a biro and keyboard and have no formal mechanical skills.

I think I was born with Ford corporate blue blood running through my veins and really from childhood have had a fierce passion for the supremacy of Ford products particularly compared to anything from General Motors. It's like some people's rusted on support for their footy team.

I had some nice Fords in my late teens and early twenties, including one that would be worth a lot of money if I'd had the foresight to keep it, but that was then and like most of us families and mortgages throttled back the pursuit of automotive dreams for quite a while.

By 2006 I was ready to get myself a Mustang. I'd always considered them the ultimate Ford and had a strong preference for the first series – 64-66 – as the car that started the whole genre. The budget wasn't all that fat which limited what was possible but a bit of web surfing lead to me ringing an outfit called Mustangs of Melbourne about a nice looking '66 coupe on their website that seemed to be within my price range. So out I went to Kilsyth to meet our late President Steve Lond. I was salivating at the thought of getting a Mustang but really had very little knowledge about them or what I should be looking for. I assumed that like every other car purchase I had made I was going to get lied to, pressured and ultimately shafted to some extent.

What a revelation! It must have been obvious to Steve how green I was as he astonished me by drawing my attention to a number of shortcomings the car had that I would not have found for myself, or at least not until it was too late. What sort of car salesman was this guy? The only pressure he applied was to get me join something called the Mustang Owners Club of Australia.

Despite Steve's efforts to open my eyes, the car looked great on the surface, sounded great, was left hook, and was a Mustang and it was the one I could afford at the time. So a deal was done at a price I consider very fair, Steve got it roadworthied, and I took it home, unable to wipe the smile off my face. I happily drove it around for five years or so and got great enjoyment from it. A couple of things needed attention during this time like a new alternator and water pump which I managed to do myself and feel pretty pleased with myself.



Bringing the first car home from Mustangs of Melbourne

Fast forward to 2011 and I was a much better informed Mustang enthusiast as a result of a few years club membership and far too much time spent on the mustang.org.au forum. I was also in a position to put some more money into it so was looking to address the things Steve had pointed out and take the car towards the vision I had developed of what I wanted it to be. However, I was concerned about some stories I had heard of how long it took to get good bodywork done – the car needed work on the floors, doors and rear quarters – and didn't want it off the road for a year or more. So I started looking around for a better starting point.

In 2012 I found another '66 coupe that as detailed an inspection as possible, along with a very detailed photo record of the work that had been done on it, showed to be rust free with an 8 out of 10 paint job and basically all new suspension, steering and brakes and numerous other parts. What wasn't new was the tired original 289 and it was an auto when I'd always wanted a manual. The car had, however, originally been a manual and I had a top loader in the garage I had bought with the intention of putting it in the first car, also an auto.

So I bought it and put the old girl up for sale and after a while moved it on for more or less the same as I had paid Steve for it 6 years earlier. I drove the new one around for about 18 months with the tired engine and auto while planning and purchasing for a new engine and manual trans swap. The old engine never let me down but was certainly no ball of fire, with compression well down on all cylinders and 3 of them making very little contribution to motive force at all.



Out with the old, in with the new

In 2014 it spent about 4 months off the road in my garage while I removed the old engine and trans and installed a rebuilt mild 5.0 roller cam engine and 5 speed T5 transmission, having decided against putting the top loader in it. I couldn't be happier with the way it worked out. The new engine is fairly mild but feels like

MY MUSTANG STORY

it has twice the horsepower of the tired old 289 and power sapping auto and the trans is a lot of fun while great on the highway and freeway.



The car as it is today

The most satisfying part, though, is that this mechanical mug did this all by himself, apart from some muscle from a neighbour wrestling the new engine into place on the mounts, in a suburban 6 x 6 metre garage. In the process, and with many terabytes of help from the forum, Youtube and various websites, I managed to attend to things like aligning the bellhousing for no more than 5 thou concentricity run out and no more than 10 thou parallelism run out, set up and install an internal concentric throw out bearing, measure driveline angle, install a distributor, prime an oil pump and heaps of other details. This might all sound like routine stuff to many readers but for me this was the source of a tremendous sense of achievement that makes driving the car all the more enjoyable.

So now I have a great looking, great sounding, reliable, air conditioned car that has enough power to put a smile on my face, that everything works on, and a good stereo with all modern features that is great fun. And it gets lots of attention. Many people don't know what it is but they do know it's something special and appreciate it for that. It's light years from being a concours car but is fairly original in concept, not a restomod or anything. Most importantly, it's what I like.



Lovely solid chromed Hurst shifter, not a flimsy little stick like a new car

The car has been the bridal car for three of my daughters at their request (no money changed hands so no insurance issues – well the only money that changed hands came OUT of my pocket, not into it).

I get the car out whenever the weather is fine and I don't have to go somewhere where it will be parked in a risky situation. I go to several club events each year. It's on a Club Permit and my goal is to use up all my 90 days. I got the last logbook to 60 entries but I'm a bit behind with the current one due to some holidays in recent months.

I have a shelf full of other improvements to install when time permits and the weather isn't fine so the fun never stops. I often have to explain to my patient partner that the car is a project that will never be finished.

So that's my story. Hope I haven't bored you. My parting message is this. If you are tempted to do some major work on your car but aren't confident about it, have a go! If I can do it, anyone can. If, like me, you run into problems all the help you will ever need is there for the asking among the club membership and on the forum.

Happy Mustanging.



Both car and father of the bride scrub up pretty well

AUSSIE MUSCLE CAR RUN A HUGE SUCCESS

Article and photos supplied by Phil Walters.

Seven days, 2000km, motorsport, shows and loads of fun characterized the Victorian Aussie Muscle Car Run in aid of the Leukaemia Foundation. Here's the story.

Sunday May 15, and the Aussie Muscle Car Run entrants are assembled at Caribbean Gardens for the ceremonial start, with MOCA member Phil Walters' 1970 Mach 1 given the honour of leading the field off.



After the start, the 'Run visited the Holden Proving Ground for motorkhana events and a high speed dash around the Speedbowl, prior to the cruise to San Remo overnight.

Monday 16, and it's a sensational cruise from San Remo to Dinner Plain via the Maffra shed for lunch. A long day, but well worth it with participants waxing lyrical about the views along the way as we traversed the Great Alpine Road to arrive at Dinner Plain just on dusk.



Tuesday 17, and its braving the fog on the trip down the mountain to Wodonga for the Show and Shine, followed by track at Winton on the fantastically fast new surface. This was where we destroyed two of Tuckey's best Toyo R888's that were just three days old. Fastest times don't come cheap, it seems!!

Fortunately, St John of Knoxfield was on hand to deliver some spares!

The only hiccup with the Muzzie for the whole event was on this leg as we were forced to replace the coil at Myrtleford.

Wednesday 18 and we are off to Heathcote dragstrip – real Muzzie territory but upstaged by a couple of 'General' ring-ins. Still, I suppose you have to encourage them!

The Show & Shine at Ballarat was followed by dinner with guest Speaker, Glenn Ridge interviewed by Cameron Davis of Aussie Muscle Car magazine.

Thursday 19 and its a cruise to Portland via Halls Gap. Another nice road with great scenery, but spoiled a bit by the only wet day of the week.

Portland saw some more motorkhana action as the planned drags were cancelled due to the wet track.

The evening saw a sensational Show & Shine with around 500 locals viewing the cars and 'kicking the tin' for the Leukaemia Foundation

Friday 20. A nice cruise with lunch along the Great



Ocean Road to our overnight at Geelong.

Saturday 21, and a sensational finale to the event with a Show & Shine in the Steampacket Gardens followed by four leisurely(!) hours at the Ford Proving Ground followed by afternoon tea with the Big Picture People at Hoppers Crossing.

The last evening saw awards presentations, a memorabilia auction that raised nearly \$5000 and a face-to-face with Fred and Christine Gibson.

The Aussie Muscle Car Run – two proving grounds, plenty of track work at Winton and Victoria's best dragstrip at Heathcote, interspersed with the state's best driving roads, some great entertainment and first class accommodation and meals. How much better can it get?

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STANTHORPE ADVENTURE

Article and photos supplied by Geoff Griffiths.

Hi Mustangers, just thought I would share a little adventure I had a short time ago. I was invited to a classic car show in Stanthorpe, Queensland. I ummmed and ahhed a lot due the fact I am only on a pension these days. In the end my arm was twisted far enough and I decided to go. It was a 'Rootes Group Concourse', Very similar to our National concourse, but this was Hillman, Humber, English cars (which I am personally not a fan of) but it is nice to see how other clubs run.



They are having their next gathering in Victoria, and only do it every two years. I flew to Brisbane, at the airport, caught a train (wish we could do that here) to Kuruby, walked to my friends house where he was still packing for the trip. We drove down through Warrick in a 1968 Chrysler Hillman Hunter GT, this one was actually built here.

Stanthorpe is situated in Queensland near the New South Wales border on the New England highway. It was Allan Cunningham, botanist and explorer, who discovered the country where Stanthorpe is located, during Cunningham's famous exploration in 1827 when he travelled north from Segenhoe, New South Wales, and discovered the famous Darling Downs, he recorded on the 19th of June - "descended to the channel of a brisk rivulet among masses of granite forming many a grotesque figure."



In 1857, Marsh took up an 200,000 acres, Maryland Run. Arthur Wood surveyed this area and, not long after, the Golden Fleece Inn, near Maryland Station with Bartley Ross as owner, was established. In 1872 Private Greenup had the lower portion of Folkstone Run

surveyed as Maryland Street and offered it for rental. Thus the town of Stannum was established. These two areas, once a twin town, became the town of Stanthorpe.

Originally, the site of the present town was called Quart Pot Creek (Folkstone Run), when traces of tin were first discovered there in 1854. However, following up "tin rush" in early 1872, the survey of allotments and other developments, the town was named Stanthorpe by A.C. Gregory, first Serveyor-General of Queensland, the same year. 'Stan' is from Stannum 'tin and 'Thorpe' is English for village.

With boom conditions operating in the new mining town of Stanthorpe, the need for a post office was quickly met by the State Government with the appointment of Mr. T. Kelly as the first Postmaster, and the opening of a post office in Kelly's Hotel on 11-4- 1872. Mr.Kelly's salary was the princely sum of twelve pounds per annum and he remained postmaster until 9-6-1872.



Businesses grew rapidly from the opening of the post office. By 1876, 4586 telegraph messages were being handled annually. This was in excess of telegraph traffic at offices such as the Brisbane Railway Station, Goondiwindi, Helidon and many other places in the state. In 1881, the southern division of Queensland Railways constructed a new railway line to Stanthorpe from Cherry Gully, a distance of 20,68 miles, opening on 3-5-1881. On further research, I find conflicting statements, I find it says it was on 3-3-1881, (so what do you believe??) Until 1972 Stanthorpe was served by passenger trains operating between Brisbane and Wallangarra. The station remains in place and is used as a calling point by Southern Downs Steamrail heritage service. (in April 1927 the railway station was visited by the Duke and Duchess of York).

On arrival at Stanthorpe we went walk about, as you do in a new town. I found there was a Ford Dealership in town. I couldn't help myself, I had to see if there was a new Mustang in stock. It was around eleven thirty at night when we were looking for the car, so I had to explain to the security guards what I was up to.

The following day I just had to get photos. Nice car, but WAY out of my reach. Plus I found it had TOO many features for me, I buy a car to drive not have it drive me. This new technology scares me. It will be interesting

STANTHORPE ADVENTURE

to see what happens in a few years when these 'driverless' cars start to break down.

We went to an apple orchard on one of our runs, and the things these people do with apples is unbelievable, I didn't realise there was so much you can do with apples. I am probably not telling the chefs and the ladies in the club very much, but this cider, vinegar, wine, pulp, the list goes on and on. The orchard crushes the apples and sells the crushed apples to farmer who feeds that to his cows who sells the fertiliser back to the orchard, and it goes on, so it is a very close knit community.

On the Sunday we went on grand tour of the back blocks of Stanthorpe, stopped off at a few wineries. Not into wines myself but if I wasn't flying home with limited baggage space, I would have loved to bring home a few (empty) bottles. Some nice shapes.

I was VERY disappointed that I had to come home when I did, I didn't realise it was so close to Easter when I went to Queensland. I had a commitment to full fill (Wedding) on the 24th.

Otherwise I would have stayed up there, and attended our Goldcoast concourse. It would have cost an arm AND a leg to fly back on the Thursday or Good Friday. So we can't always do what we want. All through this little trip, I missed my Mustang SOOO much. Every now

and then, as we walked out of venues, I couldn't help but look for my car. But she wasn't there. She will have her chance in June.

Hope I didn't bore you too much.



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2016 QLD MUSTANG NATIONALS 'SHELBY DISPLAY'

Article and photos supplied by Nez Demaj.

It was that time of the year for the Mustang Nationals and this time it was organised on the Gold Coast at Queensland. It was just yesterday that I was in South Australia at Easter for the Mustang Nationals, how time flies. After catching up with the State Shelby Reps and the Mustang guys at the hotel, I knew I was in for a fun weekend as usual. Friday night dinner was a meet and greet with the interstate Mustang Members which was relaxing evening with a great variety of cuisine on offer. On Saturday, I attended the Mustang Judging together with Darryll Ashby (Qld. Shelby Rep) at Sunshine Ford who provided their facility for the main judging on all Concourse Mustangs. Saturday Night dinner was another full on feast at the Watermark Hotel as well on the night there were several Mustang auction items which raised funds for the Qld. Mustang Club who donated part of it to the local charity. Early Sunday morning, I was travelling in Darryll Ashby's Black '66 Shelby GT-350 to the Qld. Mustang Nationals which wasn't too far from the hotel. Several Mustangs greeted us when we arrived at 6.30am on the foreshore which was a great backdrop for a Mustang Show. Upon arrival also, there were about 6 Shelybs on display which resulted at the end of the day of a total amount of 13 Shelybs. Great effort by Darryll Ashby and the Shelby Owners to support his Shelby display. Apart from Darryll and myself, John Luca (W.A. Shelby Rep) and Fred Pascale (S.A. Shelby Rep) were on hand to assist Darryll's Shelby Display and the overall Mustang Display. Unfortunately, Brian McAllister (N.S.W. Shelby Rep) couldn't attend the event due to work commitments. On the day, there were another 5 Shelybs submitted on the Australian Shelby Registry which has boosted the total of Shelybs to 154 which is fantastic. Just to think 3 years ago at the W.A. Mustang Nationals there were 100 Shelybs registered and now 3 years on, another 54 Shelybs. The Shelby Movement in Australia is growing stronger and stronger due to the great efforts of the State Shelby Reps and the support from the Australian Shelby Owners, Mustang Motorsport and the Australian Mustang Club which is a great team effort. Come Sunday Night it was the Mustang presentation Dinner which quite a few awards

were presented including our S.A Shelby Rep. Fred Pascale for a Original Concourse Gold Award for his Acapulco Blue '68 Shelby GT-500KR and also Vic Newland for his Lime Gold '68 Shelby GT-500KR. Overall, it was a fantastic and well organised event by the Qld. Mustang Club and also by Darryll Ashby for his Shelby Display, looking forward to next year's N.S.W. Mustang Nationals at Wollongong, see you there.



2016 QLD MUSTANG NATIONALS 'SHELBY DISPLAY'



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CHEQUERED FLAG DAY

Article and photos supplied by Ron Minogue.

Sunday 15th May started well with a weather forecast unusually warm for this time of year so there was no apparent reason for car enthusiasts not to attend. Maybe it was just a perception on my part but there seemed to be less cars and people at this year's event. Certainly there were less Mustangs on display. The area that was allocated for Mustangs was around the corner from the main display area and the dozen or so Mustangs that were on display looked a bit lonely with few lookers.



Members may recall that this event was previously known as "Bloke's Day Out" and focussed on men's health as well as the cars. Once again there were plenty of stalls for groups offering free consultations for heart, blood pressure, strokes, hearing, vision, liver and men's water works etc. I regret to say that I spent almost no time at these stalls because I do have regular comprehensive health checks throughout the year. However there are still a lot of blokes that will have their cars regularly checked but not their own bodies. Maybe they are a bit anxious about what might be found. In my case as a 15 year survivor of the most common type of men's cancer I can say that I probably would not be here now if I had not had those checks. The results were devastating but at least I had the opportunity to have treatment and I am still here.



As to the cars and other vehicles on display there were some outstanding hot rods (the show is sponsored by the Australian Street Rod Federation so as you would expect there were some great rods to see). There was also a display of V8 powered tractors, motor bikes and anything on wheels. One of the most interesting was a V8 engine that was fitted with four small wheels, a



steering wheel and two pedals, one for go and one for slow. The driver ("rider" ?) sat on a small seat attached to the air cleaner.

Most of the cars were American or Australian with very few European, British or Asian examples. There were young people in Army and Navy cadet uniforms pushing raffle tickets for charities. I cannot recall what the charities were. A very keen rock group played all the good rock and roll stuff for most of the day. I doubt if the food vendors would have made much on the day. There were no long queues waiting to be served.



I hope that the apparent lower number of cars was due to too many other events on the same day, because the weather was good. The number of cars at the last Flemington All American show was also significantly down on previous years possibly due to poor weather forecasts. However, I have a sneaking suspicion that the entry fees are now getting to a stage where owners think twice before exhibiting at every car show. It has always annoyed me that the owners of the cars on display have to pay more than the public to attend shows. Fortunately I can afford it but some owners may struggle a bit to buy, restore and maintain their hobby cars. It is a bit tough that they have to pay \$20 or \$30 to put their cars on display.

For the first time in over 25 years that I have been taking cars to shows I had to open the boot of my Shelby for somebody in a high vis vest to check. What he was looking for I do not know. Maybe it is just another sign of the society in which we live now.

Despite the low numbers I enjoyed the day and look forward to attending again next year.

2016 AMERICAN MOTORING SHOW SHELBY DISPLAY

Article and photos supplied by Nez Demaj.

At the recent A.O.M.C. American Motoring show on the 1st. May due to the inclement weather, the attendance of vehicles were low in numbers. Again, at this year's event i was invited to organise a Shelby display by the director of the show, Iain Ross. There, were 18 Shelybs on paper attending this event but due to the unpredictable weather, 6 Shelybs were displayed which was appreciated. The Victorian Mustang Club also featured a display which were down in numbers as well but in saying that, the Vic. Mustang Club won the title of the best club display on the day which was a great effort, well done to all involved. Thanks to all of the Shelby Owners who displayed their vehicles on the day, Victorian Mustang Club, S.A.A.C. Mustang Motorsport and Iain Ross who invited us to the event. Looking forward to next year's event on a rain free day.



MUSTANG NATIONALS QUEENSLAND 2016

Article and photos supplied by Nick and Kaye Duyvestyn.

Easter is traditionally the time for Mustang Nationals. After the Victorian Roundup last year we decided that a trip to the Gold Coast for the Nationals was feasible and planning began. We decided to replicate a trip that we had done in 2013 when we attended the Hot Rod Nationals on the Gold Coast at around the same time. We travelled up there with friends Tony and Jan Morphett who had also been on the previous trip. Tony entered his Silver 69 Mustang in Concours Modified after receiving the Garnett Judd Award at the State Roundup.



We travelled up over 4 days, spending a night in Mittagong to catch up with our family who live in Sydney. Then it was on to Nambucca Heads for two nights before reaching the Gold Coast on Good Friday. The weather was hot and between cars moving and intense cleaning, we soon raised quite a sweat. We did not attend the Friday night function, choosing instead to wander the streets and take in the sights while having a quiet tea in one of the local cafes.

Saturday morning we were up early to reach the judging point at the local Ford dealership by 8:00 am. A final detail saw the 69 ready for judging and after a quick



briefing by the judging team, the cars were moved into the workshop and handed over to the judges.

For us it was then a case of filling in time chatting with the other entrants etc. A lovely lunch was supplied and early afternoon saw the judging completed. We then headed back to the resort for a swim prior to getting ready for the evening function. The Saturday night dinner and Auction were enjoyable and the evening passed quite quickly.

Sunday started with the weather looking a bit threatening as we drove to the Park for the Show. The Mustangs all looked fantastic on the open park and a good crowd was enjoying viewing them.

A couple of showers put a slight dampener on the event, but the skies cleared to allow the presentation to be made.

It was then back to the resort to prepare for the final dinner and presentations.

It was a great evening for Tony and Jan who achieved a Gold Award in their class. A congratulation to them as this was their first Mustang Nationals.

Our own Craig Dean, a long time supporter of the Mustang Nationals as well as the Victorian State Round up, presented the Concours awards.



MUSTANG NATIONALS QUEENSLAND 2016

On the Monday Kaye and I left for Brisbane where we spent a week catching up with family before we headed back to Sydney for more time with our family and grandies there.

Over the time away we did just over 4000 klms in the 65 which went faultlessly. The only problem was the heat but the occupants suffered more than the car did.

We both had a great time and for anyone who has not been to a National event, it is a great way to get to meet may more Mustang enthusiasts and sees our sport presented at its best.



MOORABBIN CLAYTONS CONCOURS

Article and photos supplied by Tony Borg.

Early start on the 24th of April 2016, the annual Moorabbin Claytons Concours was on again. Forecast for the day was for a mild one, and it turned out a beauty.

This year, with the event being held the day before ANZAC day, the club held the event at the end of the carpark nearest the Moorabbin/Cheltenham RSL.

The Crew with the Club trailer put on a brekky feast, with the Opperman's, Josette and Bob, Brian James and Sue Broderick, for cooking up a feast, and the burgers and snags at lunch were delish, thanks guys.

There were some 60 cars on display on the day, with some beautiful examples from every era, the judges award on the day for best on show went to Shane and Simone Collister with their Pale Blue 1965 Fast Back, congrats guys.

A number of new members were in attendance on the day and couple of the latest models too.

It was great to see so many fantastic cars on display on the day and to catch up with everyone there on the day.

Don't forget the next Claytons Concours at Bundoora on the 25th of September.



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FORD DAY AT CAMPBELLTOWN

Article and photos supplied by Rod Johnstone.

Recently in April, Mustangs from all over the state attended Blue Oval Day, a day for Fords only at Campbelltown, just north of Ross. The weather was a bit windy, but a great turn up of Mustangs, including 2 new 2016 models. Terry Parker from Hobart in his red version and Nadeen Davis from Nor West coast, with her lovely deep impact blue model, with optional high lustre wheels, complete with "pony" number plates.

Caltas, fuel distributors from northern Tasmania (part of the bonney group), donated our club a \$50 Caltex Starcard. This was drawn from the hat, our lucky club member winner was Maggie Lord (pictured). Also included is a photo of some of our cars and members, taken at the nearby Caltex roadhouse at Epping Forest, where we often stop and refuel. Pat Slalinka and staff have been good supporters of our and many other car clubs.

More lovely photos from this event next issue.



ANZAC LONG WEEKEND

Article and photos supplied by Rod Johnstone.

What a great day, which started off with a group meeting at Cambridge Park and travelling over Tasman Bridge to the Coffee bean roasting factory owned by Rachael Sansom and her partner Matt. Lovely coffees were supplied to members, a tour of the factory and photos of a group of Mustangs parked outside the doors of Tascaffe, along with Rachael's red Mustang.

After coffee, we departed for Rosny Park and joined some of the other 450 plus vehicles for Shannons Rosny Motor Vehicle display. As previously reported, out of all these, 2 Mustangs displayed finished in the top 6, a great result.





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TASMANIA FORD DEALERS

Article and photos supplied by Rod Johnstone.

We must take this opportunity to thank the Ford dealers here in Tasmania for their assistance and for the wonderful invites they have sent us. Here are some shots taken on the recent February Tassie tour by our Victorian friends, of the morning tea hosted at Gowans Ford, Cooeee. 20 plus classic Mustangs filled the front row of the used car yard alongside the showroom. It created lots of interest, Adam provided coffee and nibbles, Ian Collins got his photo in the local newspaper, a great result for all.

Tilford, Hobart, put on a great bbq lunch. We have a photo of many Mustangs on the first floor car park area before we headed off on the cygnet loop tour, which was organised by Dave O'brien, Ricky Horton and Gavin Burgess.

Jackson Ford supplied us with a lovely morning tea and we had over 30 Mustangs displayed there. Our president had local television air time and met our Mayor of Launceston city, Mr Albert Van Zetten.

Once again, thanks to our Ford Dealers here in Tasmania, we appreciate your assistance and hope you enjoyed the publicity.



MAWSONS PLACE CONCOURS

Article and photos supplied by Rod Johnstone.

In February we displayed around 30 Mustangs at Mawsons Place Concours in Hobart, Tasmania. All the Tassie cars had front row for their home show and was there ever a continuous stream of people coming through the display all morning.

Only the Tasmanian cars were eligible for a trophy. Congratulations to John Judge (pictured) for winning the Best Car Display award with his 1994 late model. John has collected quite a few trophies with this car since bringing it to this state.



CLUB RUN TO THE RAAF MUSEUM POINT COOK

Article written by Robert Wiatrowski, photos supplied by Andre Stoffers.

On April 3rd 2016, the club had a run to the Point Cook air base to view the RAAF Museum. It was a great blending of classic machines incorporating our Mustangs and rare aircraft. Thanks goes to Tony Borg for initially organising the day but sadly could not attend in the end due to family commitments (you were missed Tony !!)



It was well attended with 15 cars turning up and Melbourne's fickle early Autumn weather started off rather cool. The day then warmed up into a glorious Autumn sunny day as only Melbourne can do when it's in the right mood.

Point Cook is considered the birthplace and the spiritual home of the RAAF. It is also the airport at which the Royal Victorian Aero Club was established. It is the oldest continuously operating military aerodrome in the world, that is a significant bit of history that many of us don't know about. And it's right here under our noses. Its history and significance in terms of being the foundation stone of military aviation in Australia cannot be underestimated. This is where it all started here in our country and many airmen were trained and skilled in the art of aviation science at Point Cook. So much so, many were sent overseas to serve in both World Wars as well as Korea and Vietnam.

Point Cook still is an operating airfield, but military operations are now generally restricted to the museum itself. The airfield is used by a number of general aviation users, although it is still classified as a military aerodrome. This makes itself apparent when you



drive up to the main gate to enter the airfield. You are handed a visitors pass to remind you this is a military establishment and the government still has an omnipresent hold on the surrounds. A short drive down the road and you are at the museum facilities. The museum displays aircraft of significance to the RAAF from its inception as the Australian Flying Corps (AFC) as it was then known to the present day. It can be visited by the public on several days per week. How well set up the museum is too, with dedicated buildings for Australian themed aviation going by time lines and the roles aircraft themselves played.

We were privileged to have a tour guide give us a rundown of the museum and its collection. The museum entrance leads you into a well presented foyer and gift shop area. Yes, I had to buy my son a stuffed aircraft toy, the aircraft wasn't stuffed, it had fluff in it and, oh never mind. I couldn't get past the gift shop without my wallet taking a hit and that's all you need to know. But it is all for a good cause as donations and a portion of gift shop takings go back into the museum itself.



If beautifully presented aircraft such as a De Havilland Vampire, Douglas Boston, Mirage IIIO, Avon Sabre, CAC Boomerang and Bell UH-1H Iroquois mean little to you, then you will have to visit the museum to see real life examples of these types and more yourself. The Douglas Boston for example is the only one in Australia and was a medium twin engine bomber that served with distinction in South East Asia during the Second World War. It's like looking at our cars, you are mesmerised with the history of it all and the stories these metal works of art could tell if they could talk.

Reading all the boards and display material could take more than a day alone and that's without looking at the aircraft and watching the newsreel footage all related to Australian aviation history.

Particularly interesting was a photo of the old Commonwealth Aircraft Corporation (CAC) production line at Fisherman's bend putting together CAC P51 Mustangs. The Australian Aircraft Restoration Group of which I'm a member at Moorabin airport are trying

CLUB RUN TO THE RAAF MUSEUM POINT COOK



to acquire the oldest CAC Mustang left in the country that came off that very same production line. Our P51 Mustang of interest could be in that very same photo I thought allowing my mind to wander at the possibility.

Also, there was amusing old Movietone footage of Women's Auxiliary Air Force (WAAF) activities and how amusing it appears to be now. At its peak strength, in 1943, WAAF numbers exceeded 180,000. Although they did not participate in active combat, they undertook home front duties working at military installations. They were involved in parachute packing, catering, meteorology, radar, aircraft maintenance, transport and communications duties including wireless and telegraphic operation. It was all 'jolly good fun' for the ladies according to the presenter with beaming WAAFs smiling on cue for the camera. But there was a serious morale boosting message behind the smiles and it was important that everyone did their bit during those dark times.

There was also an inlet valve from a radial engine that belonged to a Japanese Betty bomber (Allied code name for Japanese bombers), a heavy twin engine aircraft. You could have put your fist through the inlet port that the valve married to, made my Cleveland 2V ports look puny in comparison.

Sadly, the expected Interactive Flying Display, where some of the rare museum aircraft participate in flying displays on the day and may include an aerobatic display was cancelled. Regular aircraft featured include a Winjeel, Harvard, Sopwith Pup replica and Tiger Moth. The runway was recently resealed and needed time to cure. The club's suggestion of letting our cars loose on the newly laid tarmac would be a good way to cure it we thought but for some vaguely opaque reason, we were not allowed to do so.

One of the museum's flyable aircraft is a CAC Mustang and how lucky we would be to see that legend of the skies do its routine. Just to hear the guttural roar of its Rolls Royce Merlin engine in full song would be enough to send chills right down your spine.

Here is a description of the Mustang from the RAAF Museum website to give you a bit of its history –



'Received from CAC Fisherman's Bend on 23 February 1950, A68-170 went straight into storage with No 1 Aircraft Depot Detachment B at Tocumwal, NSW. Ferried to RAAF Schofields via RAAF Fairbairn in August 1950, A68-170 was first operated by No 78 Wing. Transferred to No 2 Operational Training Unit in April 1952, and then No 23 (City of Brisbane) Squadron in October 1953, A68-170 had a short service career before returning to storage with No 3 Aircraft Depot in October 1956.

Approved for disposal, and subsequently withdrawn, in 1959, A68-170 was held by the Queensland Flight of the Air Training Corps as an instructional aid before being issued to the RAAF Museum in September 1970, arriving dismantled. The aircraft was placed on display in a semi-complete condition in the late 1970s until 1990.

Restoration to flying condition commenced in 1991 and was completed in early 1999, the aircraft having its first public outing at one of the International Air shows at Avalon'.

Overall, it was a great day out. Instructive, educational, fascinating, these club days are really worthwhile in terms of combining our love of Mustangs with activities that we can all be involved in of great interest. And the weather was perfect in the end to top it all off.



SHEPPARTON CAR MUSEUM AND THE SEARCH FOR A CAR

Article written by Barry Bolton, photos supplied by Lino Avellino.

On 10th April this year the club had a run to Shepparton to the car museum as they had a Mustang display at the time. This museum has a rotating display where they have a particular class of car as a 'core' for a while. As I understand it the cars are generally lent to them for that time.

There were about 12 cars that left the Shell servo at Donnybrook on this lovely sunny Sunday - Joe Borg was the leader on this day. On the way there we were all passed by a Ford Territory which then appeared some distance up the highway parked on the side of the Hume with the lady driver set up at the back of the car obviously doing a video of the convoy - and most impressive it was (not that I am biased at all). The message must have got ahead of us as when on the Nagambie - Shepparton road there were a number of people at one of the intersections who seemed to be waiting for our arrival with their cameras out.



After a pleasant and uneventful drive we arrived at the museum and parked as best we could - there were at least two others car clubs there and a lot of interested onlookers.

On the spot nearest the entrance (he must have been there early) - was an immaculate older model Falcon - and that is the car this story is about.

This car had belonged to Ian Roscrow - father of our member Bruce. He had sold the car earlier this year. Ian had offered the car to Bruce but there was no room in the shed so Bruce gave it a bit of a clean-up and put in an ad with Unique Cars. At about 10.00 AM on the morning the mag hit the shops Bruce had a call from Peter in Shepparton. He said he had been looking for a car the same as Ian's for about 3 years with no success of finding a 'good' one and that if one wasn't found with this issue of the mag he was giving up. After seeing the picture and discussing details with Bruce he said he was on the way with a trailer so please not to sell it until he got there. True to his word he was there and was very impressed that the car actually was as it appeared in the ad and what he was told.

What is truly amazing about this car - 1960 XM Falcon - is that Bruce's Dad bought the car new, had the original rego plates, the original purchase papers, the service and owners books, still had the dealer decal on the rear

window and all the paperwork that had been collected over the years. The car had about 160,000 miles on the clock and has had a reco engine at some time in the past otherwise everything else was original. The car had only been a local shopping, kids transport car (as Ian mainly had a company car) and had been on only 3 interstate trips that Bruce can remember - two to Qld and one to S.A.



Anyway the deal was done and the car was on a trailer headed to Shepparton.

When the trip to Shepparton came about Bruce contacted Peter and arrangements were made to have the car at the Shepparton Car Museum and Ian would come along to see his old car. As an aside It is thought that Peter may have been one of the original group that were involved in the 'start up' of the museum.

Peter has only done some minor restoration - attended to a little bit of rust, cleaned up the engine bay and put on a set of whitewall tyres. The pictures show the result.

The pictures show Ian's 1960 XM next to Bruce's blue 1970 Boss. The people in the picture are - left to right - new owners Dad, Bruce Roscrow, Ian Roscrow and Peter (new owner).

After we all had our fill of the museum, the antique shop, the chocolate shop etc (there is much to see and do at this spot on the highway) we all went off to the Peppermill restaurant just down the road for lunch. A very busy spot on this day but our place had been booked so all went well. Good menu, reasonable prices, seniors and kids taken care of. Note for a later time - order as soon as you get there as there is a queue - but the meals then come within a reasonable time.

Thanks to Joe Borg for being the organiser on the day, Lino for the photos and Bruce for assisting with the information.



BULLITT MUSTANG GT - STEVE MCQUEEN

Article supplied by Graham Bell via slotforum.com

The Birth Of Pioneer



What do you do when someone comes along with a great idea and some fantastic promises of some brilliant iconic slotcars, a very professional looking website, a totally new way of selling world wide, initially not dealing with the recognised dealers we know and trust? Run a mile! That was my first instinct too. In this world we now live in there is always some new scam, was this it? I must admit I wasn't the only one to be sceptical. Discussion was rife on the forums. Though I can recall talking to someone called "Fluffy Braids" in conversations sometime ago here on the forum so I was hoping there was some truth in the tale. Though it didn't make me confident, I have this natural aversion to risk, especially where Slotcar money is concerned. Fortunately I'm very inquisitive too, and this medium we use everyday can store all sorts of information, if you just know where to look, we are all traceable via our internet activities. I turned into a super sleuth just to see what I could find out about Pioneer the company. For reasons of confidentiality now I won't say just exactly what I found but it was enough to give me good reason to believe in Pioneer.

It was at this point that Jules contacted me directly, this made me feel a whole lot better about the whole scenario it's always better to be able to talk direct. But there was still a fear of the unknown. I personally wanted to be the first on anything new somehow there was another member on the forum who seemed to be on the other side of the world who got in before me on every snippet of news, was it getting leaked out, and he just found it first every time, you can imagine how I was feeling.

While trying to compile as much information as possible for this review to get it out as an exclusive, I kept asking questions and getting part answers never enough to complete my review. I now know this was because the build was still underway and the information was still very thin on the ground I'd been asking the impossible.

Then came the 2009 Brooklands event, I was going and I'd heard that Jules was going to be there too. I'll never make a reporter, unfortunately I was out on the track all day so missed him, luckily there's always someone with a camera handy so, this is the man behind the mystery meet Jules visiting the SF table with a proto type in his hand.



Following Brooklands one of the biggest slotcar dealers in

the UK had Pioneer cars advertised on his website, so I'm not sure who persuaded who but this would certainly help establish the name in my mind (yes there are still some of us that are always a little cautious when it come to parting with our money via the internet!)

Then came an email from Jules who had been concentrating on his cars for some time and had obviously been very busy with the business of launching a Slotcar brand, it was a bit about his life prior to starting out on this new venture that I had been pestering him for.

So a little about the man behind Pioneer which is so much like so many of us here on the forum:

I recall getting a Scalextric set as a kid in the late 60s. It was a 4 Lane job with 2 Coopers and 2 Lotus cars. As I recall the chromed exhausts on those little lightweight cars ended up very quickly as vacuum cleaner fodder. Also, the braids had a tendency to collect carpet fluff remarkably quickly until the fibres had intertwined so much with the braid material that they ended up as useless. Fluffy Braids I think. My younger brother got hold of the set in the 70s and completely finished it off.

Following a typical pattern, I left slots behind for real cars and girls as soon as I was able and it wasn't until I saw a new Scalextric set in the 80s that I had to have another go. I remember that the NSCC had just formed and I joined up as one of the early members. I can remember typing up classified ads and sending them in for publication. Seems antiquated now. Guys used to call you up on the phone and buy and then mail a cheque. Used to take ages just to sell a D-Type Jag.

I had amassed quite a collection of rare slots and buildings by the late 80s but due to pressures had to sell the entire lot. Via the NSCC, I got in touch with Steve de Havilland and he bought the whole lot. I drove away slot-less. I stayed that way until I happened upon a new brand called Fly in 1997. I was impressed with the look of the Dodge Viper and picked one up along with a Le Mans 24hr Scalextric set. The fun started again.

It has stayed that way ever since but I would describe myself as a home racer. I have visited slot clubs but have never taken part. The speed of some club racing makes me feel giddy, just trying to watch them shooting around was quite difficult. I'm sure I haven't got the touch anyway the trigger finger action of some of the pros is quite a skill.

This all leads to "why did I start Pioneer?", which you asked. Well, I have been involved in various business enterprises over the last 25 years and I decided to spend some time investigating if I could get involved in a business that I could class as fun & interesting. It was a reasonably easy decision, at first. I looked around my home office at shelves stacked out with slot cars and thought "That'll do" without really knowing the 'how to'. I spent about 3 months in early 08 researching the worldwide market for slot cars. My conclusions were that, if handled correctly, a profitable venture might be possible although it was risky largely due to the buyers loyalty to certain brands. It was going to be a difficult market to gain a respectable slice of.

BULLITT MUSTANG GT - STEVE MCQUEEN

Mid Sept 09 - At this point the launch had been slightly delayed due to some minor issues with wheel/rims. If this had been any of the established manufacturers nobody would have even batted an eyelid, but I think because of expectation all around the world. Questions started to be asked on various forums, Jules was in China but he was keeping an eye on the slotcar world too, Doing his best to answer as many posts as he could on several forums.

Next he contacted me to let me know the car had launched now it was just down to distribution times and the logistics of getting it around the world to all those eager slotters. I was on the edge of my seat just waiting to get something before my "Mr Scoop" a colleague on the other side of the world! Then came some shaky photos of the first production models yes a scoop of my own... Nope Mr Scoop had posted better ones.

The very next day I had a mail from Jules who had flown back from China over night bringing a "Bullitt" just for me, I would have it within 24 hours now I was getting excited but it would arrive on race night!

I haven't missed a race night for anything and couldn't miss this one either. The car would come with me and the boys at the club would get an early preview, or should I say I would gather their opinions.



The Car - From the Film Bullitt which was released 41 years ago, is a fairly ordinary crime drama about an unorthodox cop unravelling a conspiracy that led to the murder of a witness. What it's famous for is a 10-minute sequence in which the cop, played by Steve McQueen, is followed by, and then chases, at terrifying speeds, the two men responsible for the murder. Nearly every movie car chase since then has been compared to the one in Bullitt, and rightfully so with its jumps and its tyre-squealing awesomeness it is probably still the best car chase ever filmed. Bullitt was at the wheel of a 1968 Mustang GT initially he was being chased by the Gunman until he suddenly appears in the rear view mirror of the 1968 Dodge Charger and so the pursuit goes on around the streets of San Francisco!

The Mustang JJZ109 was actually 1967 specification in a quite drab Highland Green Metallic paint job as it was supposed to belong to a not well off cop it had a dent as he could not be bothered or didn't have the time to get it fixed, it had the Ford and Mustang lettering removed as



well as the pony and the grill lights. (I won't mention the Charger too much as that is to follow later in the year, but must say if it hadn't been for this film then the Charger would never have been used for the 01 General Lee Car!)

The Slotcar - Exterior - Superb is the only way I can describe it everything is just as it should be there are of course no decals to consider on this model. I have reviewed "First Cars" in the past and they have been somewhat disappointing, so we lived in anticipation that they would get better as the company grew. However this is not the case here, the time that Jules has spent in China has certainly been worthwhile this is what other companies aspire to. For instance the wheels are perfect they look just right, they fit the arches perfectly, I can see why Jules spent some extra time on them they are iconic in their own right.



Car Length	174mm	Width	55mm
Car Height	42mm	Weight	87 grams
Front/Rear/4 wheel Driver Height	Rear WD	Wheel Diameter	Front & Rear 12.4mm rims
Motor	Typhoon FC130	RPM	18,000
Gear	12/36		

The interior - Matches the 1:1 GT interior deluxe black no consul individual front bucket seats with no headrests. Three spoke steering wheel is spot on. I like the dash with dials just chromed, The driver figure with his hand on the gear stick is a nice touch.



The Driver - or in this case Steve McQueen aka Lieutenant Frank Bullitt and there has been much time spent on this so does he look like Steve McQueen? I have seen many attempts to replicate real driver figures such as James Dean so far I haven't been impressed I'll leave you to decide, to me I think it does, especially through the front screen though I have had several conflicting opinions. The Fair hair colour I know is difficult to represent. Though I reckon he has it just about right.



The Box - Pioneer models come complete with a spare set of tyres, replacement guide, braids and spare small items "What are small items well four spare tyres, guide and braids, mirror and new bumper. There's also a card with all the car data on it - now if that had just been done as a "Top Trumps" Card it would be great collecting slotcars to get them all.

BULLITT MUSTANG GT - STEVE MCQUEEN

The Tyres - This is another one where I know Jules was undecided as to go with treaded or slick tyres and actually asked around the slotcar community to get the feel for what was the best option. Was it to go with performance or looks, either way he knew it would attract comments. In the end he has chosen a lightly treaded tyre which can be easily sanded to remove the tread if needed.



The Guide has me foxed - it works. However why is it so tall through the chassis? I am sure Jules has a reason for it to be like this, but at the moment I'm very close to chopping off the top section I don't think that bit is needed.

The Motor - While inspecting the motor someone much more knowledgeable than I explained that it had a strong magnet "clunk" this is the equivalent of turning over a high compression engine. You can feel the draw between magnets which give the impression of quality components. This is not your Standard Cheap motor thrown in, some time and consideration has gone into this.



Performance - It is almost an afterthought with this car which is so much about looks. However it doesn't disappoint. That motor really works well on a plastic track straight from the box, (as this is how 99% of these will be used), it is as fast and stable as any of the other major market players, I don't think this will be the chase car for very long it will soon be out in the lead.

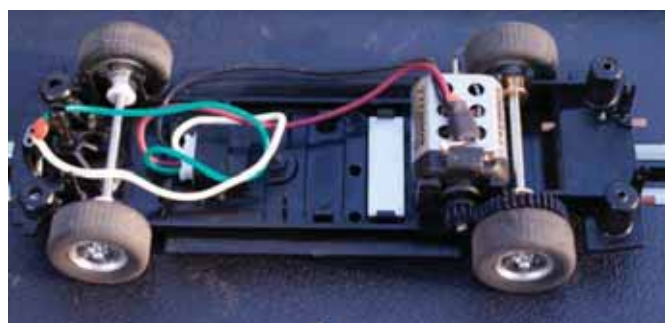


The underside of the Chassis is simple but effective. It is Digital Plug Ready (DPR) for those that wish to drop it on to a digital track and I would normally be one of those, however at this very moment in time I haven't got a digital track up and running and I felt it was more important to get this review out. So as I haven't got a DPR chip ready I didn't want



to waste time fitting a chip that I know will work. I was convinced that it didn't need to have this option however Jules has done it anyway, so good on him keeping all options open I can see the business sense behind that. This also means there's plenty of room for those that want to retro fit a standard SSD Chip too.

The inside of the chassis showing the multiple magnet positions. Both the motor and the Guide are fitted with ferrite men as well as the wires being colour coded inline with Scalextric.



The rear axle showing a nice touch brass bushing's and four small washers which allow the rear axle nice flowing movement, the front Axles has nylon versions.



That little extra in the box for the early takers a very nice little gift:



The Verdict - What we must remember is the market this car is aimed at, that is those who would normally buy Scalextric cars. I can see lots of Dads buying this for their sons, or are they really? How would this compare other leading brands of Slotcar, I believe this is as good if not better than most Slotcars I currently own.

Having taken the car to the club as it arrived on race-night - Consensus from the club guys was it was a really nice looking car, at a great price. American Muscle cars are not everyone's cup of tea, however even some of them liked this car because of its iconic status.

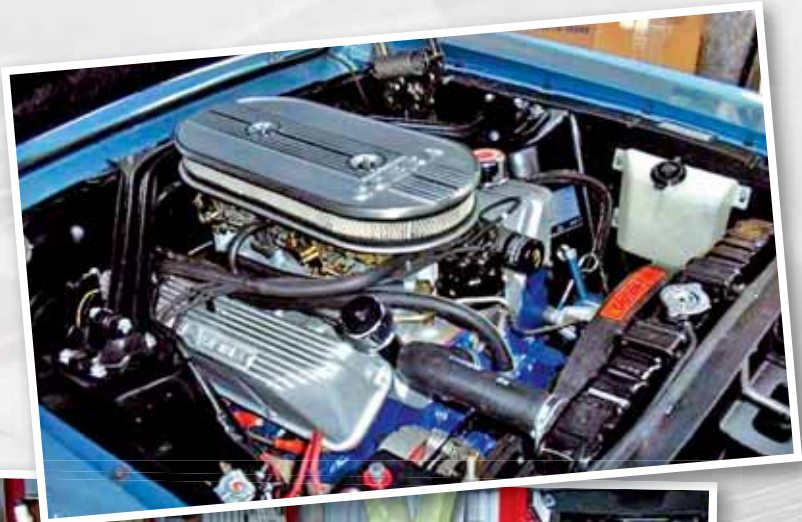
This maybe the first Pioneer car to hit the streets and it certainly won't be the last. There are some great looking successors on the Pioneer website, unfortunately I will be losing some more of my hard earned pension to aid Jules in his eventual retirement. He has lots of other ideas that really interest me such as the "Club Pro Chassis" and a variety of different motor options in development too, along with U-Paint and Pre painted Kit offers. This is no gentle approach to launching a new company this is really entering with a BANG! At this time of economic turmoil it is a very brave thing to do. I don't think he could have done better for his first car. I for one would like to wish him every success for the future.



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ROD LEE MUSEUM

Article and photos supplied by John Chapman.

Just recently the Central Vic Group had an exceptional day out with lunch at the Royal George Hotel Kyneton, we had eight Mustangs and Sixteen people in attendance.

After lunch we proceeded to a vehicle and memorabilia museum and workshop, that had been set up by Rod Lee one of our members and his Dad.

Rod's dad Ian is a Mack truck aficionado, some of which were on display "absolutely magnificent."

As we arrived we were confronted by an exceptional display of signage from all eras, including petrol bowsters, Furphy and Laughton water tanks, old tractors and a magnificent blue stone arch. Nearby two flags flew proudly side by side, one the Australian Flag, the other was the Rebel Flag. It was a great sight.

Even the Dunny stood out with its old fashioned overhead pull the chain flush.

Inside the workshop we saw an old Mack being restored with the restoration of its sleeper being a comfortable home away from home set up, one of its side tanks had been converted into a hidden BBQ.

The fully restored "Lady Di" Mack was beautiful in the extreme, the workmanship on the truck to the airbrush work externally was impressive.

We then moved on to the museum, we were gobsmacked by the display. From several thousand hubcaps (not one is duplicated), bonnet ornaments, badges, a beautifully restored Norton motorbike and sidecar, armed services memorabilia, I could go on and on but could not do the display justice. It has to be seen to be believed.

The museum contains over ten thousand catalogued items, with boxes and boxes in storage yet to be done.

Rod's mum Dawn put on afternoon tea with magnificent home made bikkies, tea and coffee.

Thanks to Rod his dad Ian and mum Dawn for allowing us this excursion as entry is by invitation only and security at this location is very tight and after the visit we can understand why.



SHELBY LAUNCHES LIMITED RUN OF 140 50TH ANNIVERSARY FORD SHELBY GT-H MUSTANGS

Article supplied by Bob Lorich via mustangandfords.com.



Any Mustang worth their chrome pony emblem knows the history of Carroll Shelby working with Hertz Rent-A-Car in 1966 to build special Shelby G.T. 350 Mustangs for Hertz's new Rent-A-Racer program. Both Shelby and Hertz felt the program would be a great way to get renters into specially prepared Shelseys and enjoy the thrill of being behind the wheel of a real performance machine. The specially prepared Mustangs featured automatic transmissions (though a few did squeak through with four-speeds) that Shelby added their traditional G.T. 350 upgrades to and then topped them off with special Hertz gold Le Mans stripes and "G.T. 350-H" rocker stripes. The companies repeated the same formula for the successful Ford Shelby GT-H program in 2006. Today, the story of the Shelby/Hertz "Rent-A-Racer" is legendary and the first two generation cars are among the most coveted by collectors worldwide. Today, Ford, Shelby, and Hertz are proud to unveil the 2016 Shelby GT-H in honor of the original's 50th anniversary in advance of the New York International Auto Show at the Classic Car Club Manhattan.



This special 50th anniversary GT-H will be a limited run of 140 units which will be available for rent beginning Memorial Day weekend, 2016 available exclusively through the Hertz Adrenaline Collection at select airport locations in the continental United States. "The 1966 Ford Shelby G.T. 350-H became a legend from the moment it was introduced," said Joe Conway, Co-CEO of Carroll Shelby International and CEO of Shelby American. "Ten years ago, the 2006 Ford Shelby GT-H earned the same 'rock star' status when it was introduced at the New York Auto Show. We worked closely with Ford Performance to make the 2016 Shelby GT-H the most exciting Mustang ever to wear the iconic Hertz black and gold livery."

Shelby American, Ford and Hertz have repeated history once again to give the new 2016 Ford Shelby GT-H

released today a truly classic, muscular and distinctive look that is instantly recognizable with additional performance capabilities from Ford Performance and Shelby American. "Our goal was to give everyone a chance to add some fun to their travel with a distinctive American pony car," said Doug White, Ford Performance Parts manager. "So Ford Performance and Shelby American sharpened the handling, improved the performance, sweetened the exhaust note and added distinctive Hertz styling to the Mustang. Anyone who rents a limited edition Ford Shelby GT-H will enjoy a very special driving experience."

The 2016 special edition Ford Shelby GT-H marks another Hertz car rental milestone in offering high-performance and specialty vehicles throughout the company's 98-year history, and today through its Adrenaline, Dream Cars and Prestige collections. "For nearly 100 years, understanding our customers' needs and interests has remained at the forefront of our business," said Matt Jauchius, executive vice president and chief marketing officer at Hertz Global Holdings. "This special 50th anniversary edition of the Ford Shelby GT-H not only underscores our commitment to deliver a fun and personalized rental experience, but it also has helped Hertz become the premium brand it is today. It's sure to be an exhilarating drive for anyone who has the chance to get behind the wheel of this one-of-a-kind ride."

There will be no mistaking the 2016 Ford Shelby GT-H for anything but a Shelby/Hertz Mustang with its iconic gold Le Mans stripes over Ford's rich and deep Shadow Black basecoat/clearcoat finish. Matching rocker stripes that include special "Shelby GT-H" nomenclature, along with special Hertz Edition emblems, finish off the exterior. Inside you'll find the Shelby GT-H logo on the seat headrests, floor mats, and on the doorsill plates. A serialized vehicle badge is found under the hood. Besides the distinctive color and badging, the Ford Shelby GT-H will have one heck of an exhaust note courtesy of a Ford Performance cat-back performance exhaust system. The Shelby GT-H also features a Ford Performance Handling Pack (lowering springs, larger anti-sway bars, and specific tuned dampers). Shelby American adds a unique vented hood, carbon fiber front splitter, and rear spoilers. Lastly, special staggered fit 19-inch Ford Performance wheels with "GT-H" center caps are wrapped in high-performance Michelin rubber.

Shelby American will build the Ford Shelby GT-H at its vehicle assembly facility in Las Vegas, where it currently builds the Shelby Super Snake, Shelby Raptor, continuation Cobras, and other Shelby vehicles. Total



SHELBY LAUNCHES LIMITED RUN OF 140 50TH ANNIVERSARY FORD SHELBY GT-H MUSTANGS

production is expected to number only around 140 units, which will be destined for Hertz rental fleets across the country. This special-edition car will give Hertz customers a truly exclusive driving experience. You can watch the actual build of a Shelby GT-H at www.shelby.com. To learn more about the 2016 Shelby GT-H, visit www.hertz.com/shelbygth. Hertz Adrenaline Collection vehicles may also be reserved through travel agents or by calling Hertz toll-free at 800.654.3131. Stay tuned to Mustang-360.com for more on the Ford Shelby GT-H as we're hoping to be in line Memorial Day weekend to rent one ourselves for a first-hand look!



Ford Shelby GT-H Specifications:

Ford Performance Parts

- Ford Performance Handling Pack
- Ford Performance cat-back Exhaust with chrome tip
- Staggered Wheel Kit

Tires/Wheels

- Michelin Pilot Sport all-season tires P255/40ZR19 (front) and P275/40ZR19 (rear)
- Matte black 19-inch wheels with GT-H wheel center caps

Exterior:

- Shelby Carbon Fiber Front Splitter
- Shelby GT-H Polycarbonate Hood with Hood Vents

- Shelby GT-H Upper and Lower Grille
- Shelby GT-H Rocker Panels with Carbon Fiber Accent plates
- Shelby GT-H Rear Spoiler
- Shelby GT-H Gold Striping
- Hertz Front Fender Emblem
- Powered by Ford Performance Emblem
- Shelby GT-H Front Grille Emblem
- Shelby C-Pillar Emblem
- Rear SHELBY Letters on Trunk Lid
- Faux Gas cap GT-H Logo
- Washer Nozzle Relocation Kit

Interior

- Shelby GT-H Dash Plaque
- Shelby GT-H Head Restraint Cover Set
- Shelby GT-H Sill Plates
- Shelby GT-H Floor Mats

Engine Appearance

- Shelby GT-H engine plaque
- Shelby GT-H engine cap kit



1966 BRAZILIAN FNM-ALFA ROMEO ONCA



TOP 10 MOST EXPENSIVE AUCTION MUSTANGS

Article supplied by Dani Duyvestyn via Mustang Monthly Magazine.

Recently the first retail 2015 Ford Mustang GT crossed the auction block at Barrett-Jackson Scottsdale and many wondered if it would be one for the record books. While it did sell for a whopping \$300,000 supporting the Juvenile Diabetes Research Foundation, it still wasn't enough to crack the list of the top ten most expensive Mustangs to ever go to auction.

10) 1965 Supercharged Shelby GT350 - \$528,000

Sold at: RM Auctions - Amelia Island, Florida - March 2007



Photo Courtesy of RM Auctions

The 1965 Shelby GT350 is a sweet car no doubt, but this one brought in a little over half a million dollars at auction. What's so special? This particular Shelby GT350 was a prototype fitted with a Paxton/McCulloch supercharger good for 306hp, the one and only supercharged '65 GT350. Starting in 1966, the supercharger became an option.

Other goodies include the Borg Warner T-10 four-speed transmission, independent front suspension and a solid rear axle with leaf springs and over-ride traction bars, a Detroit locker "no-spin" differential, front disc and rear drum brakes, and Koni shock absorbers.

9) 1969 Boss 429 - \$550,000

Sold at: Mecum - Monterey, California - August 2013



Photo Courtesy of Mecum

One car that tops many wish lists is the vintage Boss 429. While restored versions can be found at car shows across the country, a completely original Boss 429 is a different breed bringing in some big bucks. This example that sold for \$550k in Monterey included the original window sticker and plastic wrap on the steering wheel. Not only does it have all of the original parts in mint condition, less than 1,000 miles have accumulated on the odometer since its 45 years in existence.

8) First 2008 GT500KR - \$550,000

Sold at: Barrett-Jackson - Scottsdale, Arizona - January 2008



Photo Courtesy of Barrett-Jackson

After a hiatus of nearly 40 years, Ford Motor Company teamed up with Shelby Automobiles to bring back the Shelby GT500KR for the 2008 model year. Unveiled at the New York Auto Show in 2007, the car was extremely limited with only 1,000 to be produced with an impressive 540hp. The very first '08 GT500KR crossed the Barrett-Jackson stage to raise money for the Juvenile Diabetes Research Foundation (JDRF) bringing in \$550,000 for the charity, making the total \$1.8 million raised for JDRF so far.

7) First 2007 Shelby GT - \$600,000

Sold at: Barrett-Jackson - Scottsdale, Arizona - January 2007



Photo Courtesy of Barrett-Jackson

Inspired by the Shelby GT-H Hertz rental Mustang package, Ford introduced the Shelby GT. The very first

TOP 10 MOST EXPENSIVE AUCTION MUSTANGS

Shelby GT (#001) sold at Barrett-Jackson in Scottsdale with proceeds benefiting Carroll Shelby's Children's Foundation. Bids kept going with a final stopping point at \$600k with every penny going toward charity.

6) 1969 Boss 429 - \$605,000

Sold at: Barrett-Jackson – Scottsdale, Arizona – January 2007



Photo Courtesy of Barrett-Jackson

One Boss 429 went for an incredible amount raking in \$605k at Barrett-Jackson in Scottsdale back in January of 2007. Being one of the first 50 Boss 429s built by hand, it features a rare 820-S NASCAR engine with special Ford C9AE-A heavy-duty half-inch bolt rods, forged pistons, and steel crank among many other factory options. Many of these cars were built the same, except for some of the early cars said to be more collectible, holding more history with two different drivetrains. That could explain why this Boss 429 sold for so much.

Over 300 individual parts with over 800 pieces are needed to complete a 1969 Boss 429 making them very expensive to build by hand. To meet NASCAR rules, 500 street cars had to be built [to be eligible for racing]. Concours restoration was done by Meyers Cars under Ed Meyer, SAAC head judge.

5) First 2007 Shelby GT500 - \$648,000

Sold at: Barrett-Jackson – Scottsdale, Arizona – January 2006

For the 2007 model year, Shelby decided to bring back another moniker, the Shelby GT500 exciting Mustang

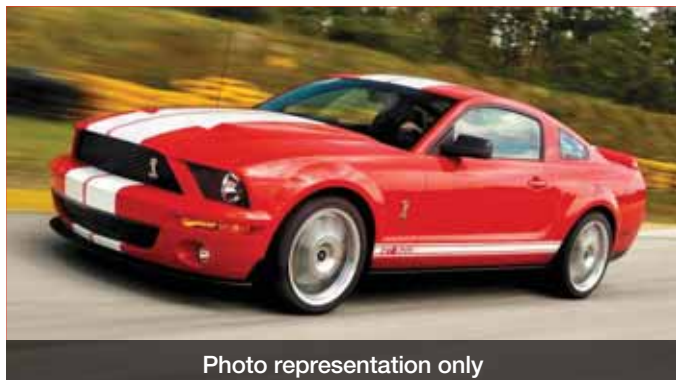


Photo representation only

enthusiasts everywhere. With the legendary Carroll Shelby putting his name on this new Mustang, it brought big-block performance and that old school attitude to the modern S197 platform. The first retail Shelby GT500 sold for \$648,000 at Barrett-Jackson Scottsdale in January of 2006 with all proceeds benefiting Carroll Shelby's Children's Foundation.

4) Carroll Shelby's 1969 GT500 Convertible - \$742,500

Sold at: Barrett-Jackson – Scottsdale, Arizona – January 2008



Photo Courtesy of Barrett-Jackson

Listed in Mustang Monthly as one of the "Top 10 Dream Cars" to own, Carroll Shelby's personal 1969 GT500 Convertible sold for an amazing \$742,500 at Barrett-Jackson Scottsdale back in January of 2008. The man himself owned this car since it was brand new. Shelby restorer Jim Cowles gave this beauty a 5-year Concours rotisserie restoration back in September of 2007.

3) 1965 Shelby GT350R - \$990,000

Sold at: RM Auctions – Monterey, California – August 2012

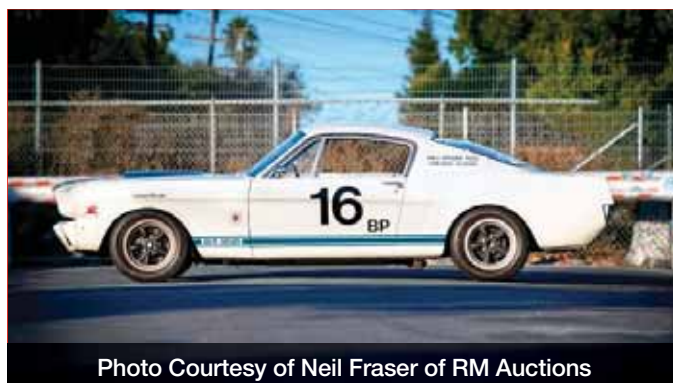


Photo Courtesy of Neil Fraser of RM Auctions

With just 34 Shelby GT350 "R" models ever built back in 1965, there's no question why this Mustang sold just shy of one million dollars. This car in particular crossed the block in August of 2012 in California with a resting price of \$990,000. With a price tag between \$900,000 and

TOP 10 MOST EXPENSIVE AUCTION MUSTANGS

\$1,300,000, somebody snatched this historic car up for a good deal.

This Shelby GT350R, originally owned by Richard Jordan, was sold with less than 4,900 miles on the clock and still maintains the original engine and transmission. It raced in Midwestern SCCA national events back in the early 1970s and was put into storage in 1986. The original Shelby American paperwork such as the invoice, titles, and racing photos are still intact.

Image by Neil Fraser of RM Auctions

2) 1967 “Eleanor” Hero Car - \$1.0 million

Sold at: Mecum – Indianapolis – May 2013



Photo Courtesy of Mecum

After the remake of *Gone with the Wind* hit theaters, Eleanor soon became a household name even beyond car enthusiasts. Everyone knew the name Eleanor and the car quickly shot to the top of many wish lists. Several cars were used in the film, but this car in particular was used in close-ups in the movie with actors as well as the movie poster. Selling at a whopping \$1.0 million, it is obvious the impact that the movie and car had in the automotive industry. We brought it to you here.

1) 1967 Shelby GT500 Super Snake - \$1.3 million

Sold at: Mecum Auction – Indianapolis – May 2013

Topping off the most expensive Mustang sold on the

list is this rare gem – a '67 Shelby GT500 Super Snake, which sold for an insane \$1.3 million. Tucked in the engine bay is a 427ci V-8 used in Ford's GT40 race cars. Used to test Goodyear's "Thunderbolt" tire line, it did so with a top speed of 170mph. The plan was to produce a limited number of these cars, but with \$8,000 price tag, it cost more than a Shelby 427 Cobra at the time which discouraged buyers from purchasing one. This initial test car was the only one built, making it the rarest of the rare and the most sought-after Mustang.

Honorable Mention

1968 Shelby EXP 500 “Green Hornet” – Top Bid \$1.8 million



Photo Courtesy of Barrett-Jackson

Almost sold at: Barrett-Jackson – Scottsdale, Arizona – January 2013

This newly-restored Shelby could have easily topped our list of most expensive Mustangs ever sold with the highest bid reaching \$1.8 million. Being one of the only prototypes to beat the odds of meeting the crusher, the bid wasn't enough to meet the reserve price and it will now stay with its original owner until the next auction cycle.

With EXP standing for Experimental, this Shelby is powered by a 390ci V-8 known internally as the Green Hornet. It went under the knife for some upgrades where it received experimental fuel injection, unique disc brakes, and independent rear suspension.



Photo Courtesy of Mecum



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OUTBACK CHALLENGE 2015 PART 2

Article and photos supplied by Kathy Batchelor.

Wednesday 30th September and our spectator point was about mid way on a stage at a large rocky outcrop a short drive from camp. A course marked by witches hats directed the teams up and over the rocky outcrop a number of times. The navvies spent nearly all of the time here out of the vehicles, helping to direct the drivers through the demanding course.



The navvies needed to provide guidance to the drivers as visibility from the vehicles would have been insufficient to gauge to best path within the course parameters. Huge boulders and nasty side angles made the course difficult, with most needing to winch on at least one occasion. Running repairs were even made by some en route. On one occasion a vehicle was at almost a vertical position when climbing an extremely steep section. But for some stern advice from the navy for the driver to back off, the vehicle could have rolled end on end. All our hearts jumped a beat!



In the afternoon we moved on to spectate "Hangtime". The competitors were required to drive up a dry creek bed and are given a marked bay on a bank at which point they had to exit the creek bed. None of the marked bays are initially driveable. Each bay was approximately 5 metres wide. The way most teams approached this obstacle was for the navy to take the sand anchor on to the ground at the top of the bank and use it to scour out the overhang by using the power of the vehicle to dislodge the earth and eventually try and build an exit ramp to a point where

the vehicle can either winch or drive out.

Of all the vehicles, the team that impressed most on this stage was Car 9, Robson Bros. Racing. The sand anchor was used as described and then by driving up the bank and back, Cass Jones gradually built a steep, rough ramp and then with a good blast on the go pedal, launched the vehicle out of the creek bed – awesome!

Late this day saw the retirement of Car 2, with a cooked engine. Shayne and Simon knew it was all over when they couldn't get it even to start.

Wednesdays stage winners were, SS14 - MGC Racing and for SS15 – Russell Andrew Mechanical, (who coincidentally had to leave the event for Thursday for outside assistance due to mechanical issues, just to rejoin for Mad Max on Friday.) SS16 was won by Car 3, Dynamic, to seal the teams 5th stage win. SS17 was won by Car 4, MGC Racing.



Thursday morning we left Mt. Gipps to travel along rough, rocky 4WD tracks to view the action on Poolamacca Station. The stage was named "Gorgeous" and it was just that. A tough route up a rocky, creek bed, which included metre cubed rocks and nasty side angles.

To get to the creek, teams again used GPS points from the stage start, which directed them from the plateau above, to descend steep, rocky ground into the gorge. Once in the gorge it was about 50 – 80 metres bone jarring trip, before the witches hats pointed the way back up the plateau and afar.

The spectacle here was excellent, with plenty of rocks for us to sit on and watch the action. We were nice and close to the teams and so you could feel the intensity and stress felt by all those competing. As usual, the marshalls were doing a fantastic job.

Car 3 suffered some sort of fuel issue in the bottom of the gorge and initially created a blocking hazard for other competitors, but after some better placement, vehicles following were able to squeeze past and resume their personal battles against the course.

Teams also helped each other in the gorge, on

OUTBACK CHALLENGE 2015 PART 2

occasion as vehicles became stuck on rocks and needing winching either back or forth to try another approach and hopefully extract themselves from the depths. Car 3 was a useful ground anchor for some.

After all vehicles conquered the gorge, we followed our leaders to another stage, where competitors arrived to traverse a sandy creek bed, which included a large pool of water. Some teams had no issues here, but for other, the water proved a worthy obstacle.



For the day, SS18 was won by Car 3, SS19 carried doubled points and was won by Car 4, MGC Racing, with SS20 won by Car 18, Scraptech.

This afternoon, we drove for about 1 ½ hours through a couple of adjoining properties to arrive at Penrose Park, Silverton – our camping location for the next two nights.

The Silverton Hotel became the mecca for the night, but the teams were still keeping a lid on it and were hoping that their vehicles would be able to last the distance on the last stage, SS21, Mad Max on the last day.

Of the 23 starters, only 8 had competed on Thursday, but a number had worked on their vehicles in the hope that they could compete in SS21 and on the Friday, 15 teams managed to start that were part of the OBC.

Apart from the OBC teams, three Ultra 4 buggies and 2 smaller Odyssey type buggies competed as a bonus. These vehicles treated the outing as a testing ground before some left to compete overseas. These buggies had awesome power provided a great spectacle.

The start of Mad Max was outside the Silverton Hotel, before the teams left on a 160 km grueling day of GPS points, rocky creek beds and open ground. The teams needed to work hard all day long, finding GPS points and nursing across the tough environment back to the finish back at Silverton. Last year only 3 OBC vehicles finished, but this year, 5 finished, even if Car 18 nearly lost a wheel!

What a great week! This culminated in a terrific presentation ceremony hosted by Chippa, the event director and driving force.

After the dust had settled and the hard working event

scorer, Alison Barkley (my daughter) and assistant Danni Micah had done their final tallies, Car 3, Dynamic with Chris Hummer and Neil Cooper on board were proclaimed the winners, Car 18, Scraptech, Dave and Simon Cameron came second and Car 4, MGC Racing, Mitch Gould and Steve Fowler came third.

Prizes, trophies and medals were awarded to Competitors and crowd favourite, Clint Read provided entertainment with reciting an amusing self written poem. The formal presentation was over by 11 am and the celebrations continued into the night.

The week was tough on competitors and marshalls alike, but once the competition was all over and it was time to relax and reflect, the feeling was unanimous. We all loved it and can't wait for next year.



Hats off to Chippa and partner, Mel, the hard working officials and marshalls, you have done a great job! Hats off too to the competitors – what a hardy bunch you are! Well done!

I can recommend this event to all prospective spectators. It is a great week. So, if you're wondering what to do with the kids next September, just take a run up to Broken Hill and take part in this great event – you won't be disappointed!

PS. Check out the Outback Challenge Facebook site or Google Outback Challenge – entries are open for next year and it is hopeful that there will also be some internationals along for the ride. There are also some great photos and videos to view.



A 700HP 1965 MUSTANG FASTBACK BUILT TO THRILL

Article supplied by Bob Lorich via mustangandfords.com.

While we don't cover Mustangs made after 1978, it is still fairly obvious today that no engine Ford built before 1978 can hold a candle in terms of pure performance potential to the 5.0L Coyote V-8 that was first released to market in 2011. But just because we leave the Fox-body-and-newer sheetmetal to our colleagues over at Muscle Mustangs & Fast Fords doesn't mean we can't take in some the mechanical glory that's afforded the late-model guys these days.



Case in point is George Russo's 1965 fastback, which makes the case for Coyote power in the same way you'd be shot out of a cannon—a 700hp supercharged cannon, no less. Commissioned and built by Bodie Stroud at his shop BS Industries (BSI) in the Los Angeles suburb of Sun Valley and dubbed the GT700S, this car furthers the two-plus-decade-old and enduring tradition of swapping the latest Mustang powertrain hardware into our beloved 1965-1970 coupe, fastback, and convertible body shells.

Speaking about the project, Stroud said: "We built this car for George and his son, Adam. George was a fun client for us. He has a love of all things Shelby and had a pretty clear vision for what he wanted. We were able to attain his vision as the car morphed from a basic hot rod restoration to a greatly more comprehensive project with a definitive Shelby vibe.

"The car has a nearly original but just slightly lower stance on its 17-inch Vintage Wheel Works Vintage 45 wheels, and we didn't make many body modifications to speak of. Fabricating the G.T. 500-style hood out of steel was the most significant body modification, and we had to do that to accommodate the Edelbrock-supercharged Coyote crate engine. Other modifications in the engine bay include a C&R Racing aluminum radiator, air conditioning, an



electric power booster for the brakes, and electric power steering. This car is truly on the cutting edge of combining modern high-performance technology with vintage style.

"As for accessing the high-tech stuff, pieces of the front end come apart, meaning you can actually take the car apart for maintenance. That's a bonus many will appreciate.

5 1965 Ford Mustang Engine Bay 6 1965 Ford Mustang Hood Hinges 9 1965 Ford Mustang Steering Wheel

"This car is called the GT700S for the engine that makes 700 hp but also produces 606 lb-ft of torque, which is not insignificant. There's also no denying the multitude of GT influences on the car. The front fascia is a Shelby R-model replica, the rear bumper is tucked and narrowed, and the chrome has a matte finish. With the Washington Blue paint chosen from a 1936 Ford pickup and slightly darkened, this fastback is a looker. The white stripes really pop against the darker blue color, giving the car a vintage Shelby look."



Another unique feature of this build is the one-piece side windows that eliminate the side-vent windows, or wind wings as they are sometimes called. Many cars of the 1960s vintage and all Mustangs through 1968, have the smaller triangular-shaped side-vent windows."

Stroud said: "Inside, the transmission tunnel was fabricated to accommodate the big T-56 six-speed transmission, but we shaped it like the original. We also used 2006 Mustang seats and customized them to look like 1965 vintage with pleats. The gray upholstery ties in well with the darkened Washington Blue paint.

"The suspension is [BS Industries]. It really hugs the road. The Edelbrock crate engine sounds great, really purrs during normal driving, and there isn't an inordinate level

A 700HP 1965 MUSTANG FASTBACK BUILT TO THRILL

of blower whine when you hit it. The MagnaFlow exhaust also sounds like a real muscle car, and it sounds as good as it drives.

“This build took about two years but the results were well worth the effort. Not only am I very pleased with the car and how it came out, but George and Adam will also be able to share their enjoyment of it with future generations.”

And so there's the fundamental idea on how two of Ford's greatest creations—1965-1966 Mustang fastbacks and the 5.0 Coyote V-8 engine—are fused to result in what is certainly one of the more otherworldly Mustangs we've seen in a good while.

There are only a few external changes on this car that are different from 1965. They include the Shelby R-model-type front fascia, the BSI-built hood that makes room for the Edelbrock supercharger, the elimination of the side-vent windows, and the custom side-view mirrors.

Edelbrock's E-force supercharged Coyote crate engine actually begins with a Ford Racing-built Aluminator long-block that has a lower 9.5:1 compression ratio compared to production Coyotes, which have 11:1. This makes it more suitable for supercharged applications. Though it uses a production aluminum block and forged-steel crank, it gets Manley H-beam rods and Mahle forged pistons, while the heads are fortified with 2012-2013 Boss 302 valve springs. The E-force blower uses Eaton TVS 2300cc rotors, an electric intercooler-water-pump, a heat exchanger, and a recovery tank. Fuel system bits include 50-lb/hr fuel injectors, an Aeromotive A1000 fuel pump, and a custom stainless fuel tank. A Ford Racing Coyote PCM makes it all run, while Ford Racing headers updated for the project by BSI and MagnaFlow mufflers are part of a side-exit exhaust system. Cooling is taken care of with a C&R custom split radiator/intercooler for the supercharger and Spal fans move the air underhood. With this sort of power being made, going cheap on the drivetrain wasn't a good idea, so a 3-inch aluminum driveshaft connects to a Currie 9-inch with a 3.50 gearset.

Besides the larger transmission tunnel to allow the T-56 six-speed to fit, a good portion of the interior retains an original look. It has a minimalist vibe we prefer, and the 2006 Mustang seats, Flaming River tilt-steering column, LeCarra steering wheel, late-model pedals, Auto Meter gauges, and Vintage Air A/C meld right in.

Size-wise the wheel and tires are on the conservative side. No 22s here and we like it that way. Bodie Stroud and George Russo went with a longtime favorite wheel builder of ours by choosing Vintage Wheel Works and the company's longest-running design that is known as the Vintage 45. Available in 15- to 18-inch diameters, the GT700S is fitted with 17x7s in front and 17x8s in back. The Kumho Ecsta SPT tires are sized for an ideal stagger, with P245/45ZR17s in front and just noticeably taller P255/50ZR17s out back. Putting the stop to it all are Wilwood brakes with 13-inch rotors all around and six-piston calipers up front and four-piston versions in back.

BS Industries designed and built the front suspension and it uses QA1 coilovers as well as a Flaming River rack-and-pinion. The company also did the same for the triangulated four-link in back and fitted Speedway Engineering front and rear antisway bars.



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PO Box 4289, Melbourne VIC 3001 by Wednesday 19th October.

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

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

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

2016 VICTORIAN MUSTANG ROUND UP & STATE CONCOURS ENTRY FORMS

Sunday 23rd October 2016

Show 'N' Shine Class Registration Form

Entrant's Name _____ Contact Ph No. _____

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

Year of Manufacture _____ Body Style _____ Colour _____

Shelby Nationals entry Yes / No

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

Please Sign _____ Total Enclosed \$ _____

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

CONCOURS Class Registration Form

Entrant's Name _____ Contact Ph No. _____

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

Year of Manufacture _____ Body Style _____ Colour _____

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

Concours Class Original ☐ Modified ☐ Shelby Nationals ☐

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

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

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Card No. _____ Expiry Date _____

Name of Cardholder _____

Signature of Cardholder _____

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

MUSTANG ROUND UP & STATE CONCOURS

JUDGING INFORMATION

ELIGIBILITY

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

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

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

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

Concours Showroom Original & Modified Classes

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

Concours Driven Original & Modified Classes

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

Show'n'Shine Class

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

CLASSES

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

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

Cost of entry into the judged classes:

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

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

Concours Driven & Showroom Original Class

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

Concours Driven & Showroom Modified Class

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

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

Show'n'Shine Class

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

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

Awards

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

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

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

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

Or Contact

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

Head Judge – Ian Blume 5474 2477

Assistant head Judge – Andre Stoffers 0411 455 755

MUSTANG MOTOR SPORTS CALENDAR 2016

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.	
Apr 30-May 1	Phillip Island PIARC State Series
May 28-29	Winton (short track) VHRR Historic Winton
Jul 22-24	Sandown ASSA State Series
Aug 6-7	Winton Festival of Speed (long track) VHRR Golden Oldies
Nov 26-27	Phillip Island PIARC Island Magic
Club Sprints: For more information on any clubs, motor sport calendars, please check their websites.	
FPV/XR	Feb 27 Sandown / March 20 Phillip Island / Apr 24-25 Winton / Jun 12 Sandown / Jul 31 Sandown / Aug 21 Winton / Nov 1 Sandown
PIARC: Public Race Meetings	15-17 Apr V8 Supercars / 30 Apr-1 May Vic State Championships Round 1 / 27-29 May Shannon Nationals Round 2 / 9-11 Sep Shannon Nationals Round 6 / 26-27 Nov Island Magic
PIARC: Participation Events	Feb 6-7 Sprint / Apr 9-10 Sprint / Jun 25-26 Sprint / Jul 30-31 Vic 6 Hour Relay / Nov 12-13 Sprint
Victorian State Circuit Racing Championship	
Round 1	Apr 30-May 1 Phillip Island
Round 2	May 21-22 Sandown
Round 3	Jul 23-24 Sandown
Round 4	Sep 3-4 Winton
Round 5	Oct 29-30 Phillip Island
ALFA Club	May 7 Sandown / Jun 19 Winton / Jul 2 Phillip Island / Aug 20 Broadford State Motorcycling Complex / Sep 3 Sandown / Oct 15-16 Six Hour Regularity Relay / Nov 20 Winton / Dec 11 Phillip Island
CAMS State Championship	
Round 1	10 Apr Phillip Island PIARC
Round 2	23-24 Apr Winton MSCA
Round 3	26 Jun Phillip Island PIARC
Round 4	14 Aug Sandown Maserati Club
Round 5	1 Nov Sandown FFCC
Touring Car Masters 2016	
Apr 1-3	Sandown Shannons (streaming/SBS)
Jun 17-19	Skycity Triple Crown V8 Supercars (Fox)
Jul 22-24	QLD Raceway V8 Supercars (Fox)
Sep 9-11	Phillip Island Shannons (streaming/SBS)
Oct 6-9	Bathurst 1000 V8 Supercars (fox/10)
Oct 29-30	Sydney Motorsport Park Muscle Car Masters (7mate)
Special Events	
Apr 25	Anzac Day Parade Melbourne City
May 1	Shannons American Motor Show Flemington
May 15-21	Aussie Muscle Car Run Vic
May 27-29	Historic Winton
Jul 30-31	Victorian 6 Hour Regularity Relay - Phillip Island
Aug 6-7	Winton Festival of Speed
Nov 4-6	Historic Sandown
Nov 26-27	Island Magic - Phillip Island
Tarmac Rally	
Apr 11-16	Targa Tasmania
May 28-29	Lake Mountain Sprint
Sep 24-25	Snowy River Sprint
Nov 6-8	Targa High Country
Dec 10-11	Great Tarmac Rally

*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.*

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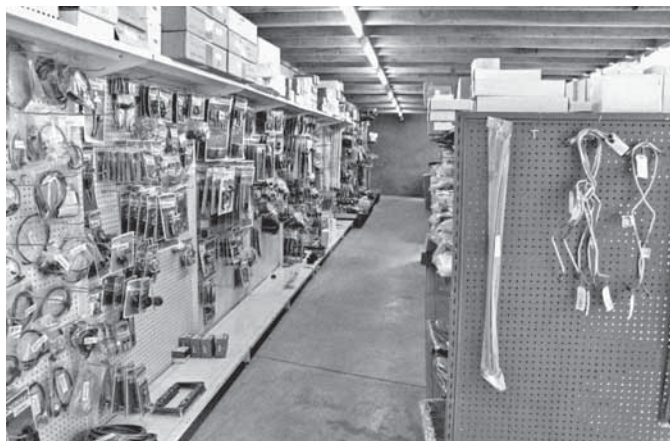
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MARCH 2016 MEETING

MUSTANG OWNERS CLUB of AUSTRALIA (Vic) Inc. GENERAL MEETING, WEDNESDAY 16th MARCH 2016 THE RICHMOND UNION BOWLING CLUB, RICHMOND

APOLOGIES

Jan Theidman, Ian Johnson, Mick Rommel, Wayne Baker, Mac Barrot, Bob Opperman, Craig Dean, Daniel Stoffers, Barry Hazeldene, Graham Andrews, Roger Williams, Sue and Mick Suttie, Peter & Lyn Stangherlin.

Meeting opened at 8.35 pm by the President.
Welcome to President of HSV car club Carl Jones.
Speaker for Leukaemia foundation Steph Herhenberger.
Ray Greenslay regarding batteries.
Pete Sheehan back in town. Bendigo members.

MINUTES OF PREVIOUS MEETING

The Minutes of the previous meeting held 17th January 2016 were read and confirmed.

Moved: B. Bolton Seconded: U. Schaak

TREASURER'S REPORT * These figures are subject to audit

Total club funds available - Feb 16	\$255,711.40
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SECRETARIES REPORT: C.McKenzie

February to March 2016 Incoming Correspondence

Incoming:

- AOMC Trafalgar Holden museum invitation
- Peter James Change of email address
- Ian Collins Info re: Tassie trip
- Bruce Rigby Vehicles for ANZAC parade
- Rod Johnstone Info re: Tassie trip
- Lino Avellino New membership renewal forms
- Davina Collins Membership lists
- Colin Falso Meeting registration?
- Tony Fable Guest speaker Ford Jeff Seaman
- Robert Giorno Meeting registration?
- Bruce Rigby ANZAC parade forms
- Tony Fable Guest speaker Ford Jeff Seaman ok
- Tony Borg A faster horse film event
- AOMC Lilydale street party invitation
- MOCA QLD MOCA QLD magazine
- Davina Collins Updated members list
- Narelle Thompson Shelby Enterprises vehicle question
- Davina Collins Updated members list
- Tony Borg Updated App by Lino to next committee meeting
- Ian Collins Change of lanyard colour
- Glen Pawson ANZAC application to B.RIGBY
- Bruce Rigby ANZAC application form
- Phil Spender Check of membership
- Troy Houston Cancellation of CPS 65 coupe
- Ted Cunningham ANZAC application to B.RIGBY
- Ian Johnson Attendance at Phillip Island racing 12/13 March
- Lino Avelino Registering domain names
- Jen Stuchberry Change of email address
- Stephan Nechwatal Jubilee Lake, Bendigo. First Sunday of month
- Ken Harrison New police Mustang
- AOMC National Motoring Heritage Day 15th May, 2016 / Mornington
- Shane Cowman Meeting apology
- Ian Collins Cars for wedding 12th March/ email out for 11th March Allan Grice
- Manisha Hettiaratchy No longer member
- Phil Waters ANZAC application to B.RIGBY
- Beverley Burgess Looking for copy of constitution/ to I.Collins
- Tony Borg Events CALENDAR
- Adam Wright Looking for Bullit car for movie car group.
- Davina Collins Updated members list
- Alan Cruse Attendance at Phillip Island racing 12/13 March
- Davina Collins Updated members list
- Phil Waters Aussie Muscle Car run 16 May 2016

Outgoing:

- Monthly update sent out All members
- Invite to Allan Grice's Night out
- Cars required for Alan Grice's daughters wedding

NEW MEMBERS ACCEPTED - Current Membership: 996

2918	Dave Simeoni	08 GT500 Orange
2919	Charlie Vella	68 Coupe Red
2920	Frank Kyle	70 Sports roof Red
2921	Rachael Sansom	68 Coupe Red
2922	John Beswick	02 Convertible Blue
2923	Carl Wagner	70 Coupe Green
2924	Ross Bromley	66 Coupe Maroon
2925	Stephen Sutherland	65 Coupe Blue
2926	Shaun Proctor	66 Coupe Silver
2927	Mike Auckland	68 Coupe Red
2928	Donald Graham	65 Coupe Silver
2929	Alan Clement	66 Coupe Blue
2930	Peter Markham	65 Coupe Green
2931	Rob Massey	69 Sports roof Maroon
2932	Dave Ross	72 Fastback Yellow
2933	Wayne Burrows	65 Coupe Blue
2934	Chas Kelly	67 Coupe Red
2935	Dick Beckett	66 Coupe Silver
2936	Colin Farmer	87 Fastback Grey
2937	Doug Reid	No car

GRAND PRIX DISPLAY: I. Collins

Had just returned from Grand Prix display. Craig Dean with new race car. Display set up.

AOMC ALL AMERICAN SHOW: I. Collins

Plan is to win the club trophy. Club is ordering new flags, uniforms to be worn by all attending members, new marquees, cars to be set up in formation, club shirts being sold, meeting before we go in on Sunday 1st May.

DINNER WITH ALLAN GRICE: I. Collins

Dinner at club rooms with Allan GRICE, race car driver. Allan chatted and answered questions on the night and gave a good insight into motor racing and its drivers at its best.

GUEST SPEAKER ON AUSSIE MUSCLE CAR RUN: S. Herhenburger

Steph was from the Leukaemia Foundation explaining the Aussie Muscle Car Run starting on 15th of May, 2016. Charity event open to muscle cars '63 to '67 and special interest cars travelling 1910 km's across Victoria. The event starts at Caribbean Gardens. Registration is \$1200.00 per person and \$2,400 for driver/passenger team. Each team must also raise \$4000.00 per car. Charity is for the "Building of Hope" accommodation for families of persons suffering Leukaemia from country areas. It is a \$9.1 million dollar project with 15 family apartments planned. Register at www.aussiemusclecarrun.com Mbl. 0422 009 955 Video on project played.

GUEST SPEAKER ON BATTERIES: R. Greenslow

Ray has designed a battery using the same design as German styled batteries. 12V 13 plate with silver coated lead. It will hold charge for 12 months without losing charge. Special for club \$195. Chole Opperman attending "Great Shave" and looking for persons to back her. Website contact available.

BULLETIN: G. Bell

Articles please. Articles needed for Hanging Rock and Gembrook. K. Harrison to supply asap.

MUSTANG RACING: B. Rigby

Members currently on the GP Rally. Teams will be attending Bathurst at Easter period. ANZAC Day entry forms at the front. Final go ahead still to be authorised. Clamp down on all vehicles to meet emission restrictions. Final numbers/members to be notified by B. Rigby.

MARCH 2016 MEETING

WELFARE: I. Collins

Angela Lond will be attending the Concourse dinner.

TASMANIA REPORT: I. Collins

Tasmania going well and have almost 90 members and going strong.

SOCIAL: T. Borg

Past Runs

Sun 21st Feb All Ford Day Geelong, 12 cars
 Sun 21st Feb Gembrook Show, 12 cars
 Sun 6th Feb Melbourne Showcase, 10 cars
 12th -13th Feb Northern Classic Cruises, 8 cars
 Phillip Island Racing
 Bendigo Coffee/Apple Fest.
 Tyabb Air show, 8 specific cars

Coming runs

3rd April RAAF museum Pt Cook
 8/9/10th April Moto Expo, Unique cars Passes available
 10th April Shepparton Cruise
 24th April Claytons Concourse
 1st May AOMC all American Show, Please have club shirts ordered.
 7th May Rochester show
 A request for a 1970 Boss for an occasion.

NEW CLUB APPLICATION: T. Borg

Lino AVELINO has arranged for events etc to be displayed on a "Team Application" Download Team app. and then log into MOCA team, then log in and member will have access to events posted online and be able to view maps, sponsorship and be able to nominate to attending events. Full step by step to be forwarded out on next mail out.

BUY, SWAP AND SELL

Number plates for sale SHLB67 \$2,500.00
 Number plates for sale SHLBKR \$1800.00
 T. Borg saw advertised 2015 @ \$75,000 Black/ silver
 D. Batchelor Number plates for sale MachII POA

GENERAL BUSINESS

Question by Peter Welsch, "What's happened about the Mustang Bonds?" Reply by I.COLLINS "Mustang offer has been handed to solicitors to verify before forwarding off to museum for enquiry."

PRIZES

Charger auctioned and won by R. McIntosh @ \$140.00

DOOR PRIZE: Ben Stoffers

MUG OF THE MONTH: Joe Borg

THE LUCKY MEMBERS DRAW:

Member 2244 won the members draw but was not present at the meeting so **NEXT MONTH THE JACKPOT IS \$900**

A thankyou to Ray Greenslow for his talk and donation of charger,

MEETING CLOSED: 10.16 pm

Minutes completed by: C. McKenzie

APRIL 2016 MEETING

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

APOLOGIES

Peter Welsh, Susan & Alan Clement, Ken Harrison, Sue & Mic Suttie, Ian & Tina Johnson, Wayne & Terrisa Baker, John Bailey, Barry Bolton, Pete & Loraine Richardson, Roger Williams, Norm Harrison, Pete & Lyn Stagherlin, Geoff Grace.

Meeting opened at 8.39 pm by the President.

MINUTES OF PREVIOUS MEETING

The Minutes of the previous meeting held 16th March 2016 were read and confirmed.

Moved: L. Avellino Seconded: R. Minogue

TREASURER'S REPORT * These figures are subject to audit

Total club funds available - Mar 16	\$250,632.16
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SECRETARIES REPORT: C.McKenzie

March to April 2016 Incoming Correspondence

Incoming:

- Greg Smith Club permit question
- Alan Cruse Checking start time for cruise
- Joe Borg Request for another contract book
- MOCA QLD March magazine
- Joseph Camenzuli Question on insurance
- Lino Avellino Pictures added to website
- All trophies quote for committee badges
- Daryl Peacock Change of email address
- Barry Bolton Motoring update
- Rod Johnstone Tasmania update
- Michael Pistrino No longer member
- Phil Waters Aussie car run invite
- Daniel De Bono ANZAC day notifications
- Bruce Rigby ANZAC day notifications

- Mustang Motorsport Craig Dean in Tassie
- Barry Bolton Contact B. Roscro, no trailer for 24th April
- Robyn Gilmour Contact for membership renewal
- Ultimate driving tours Europe 18K
- Alicia Stanway Results from 2016 Mustang Nationals
- Peter Thompson How to register for forum
- Davina Collins Member Update
- Roy Franco New Mustang GT 5.0 Ingot Silver \$85,000
Mob: 0404 842 922
- Geoff Grace Welfare Update
- Steve Harrison No. plates MUZY67 \$350 Mob: 0408 378 126

Outgoing:

- Lino pictures for merchandise on website
- Daniel De Bono pictures for merchandise on website
- Member list to club CPS officers
- Monthly update to all members
- Results from the Nationals in QLD

NEW MEMBERS ACCEPTED - Current Membership: 1000

2938 Isaak Fischer No car (TAS)
 2939 Annie Whitbourne 68 Coupe Burgundy
 2940 Kenneth Campbell 65 Coupe Blue
 2941 Mehmed Pelister 65 Coupe Grey
 2942 Michael Hopkins 70 F/Back Yellow
 2943 Adrian Verrocchi 15 F/back Black
 2944 Richard Beaumont 68 Coupe Blue (TAS)

WELFARE: I. Collins

Updates on John Bailey, Geoff Grace and Angela Lond. Result from Chloe Opperman having her head shaved for charity.

TASMANIA UPDATE: I. Collins

Now up to 90 members and going well.

APRIL 2016 MEETING

NATIONALS IN QUEENSLAND: I. Collins

Update of Nationals. Amazing food supplied at venue and some great cars on display. Congratulations to Tony Morphitt who was a prize winner in modified. Next years event will be at Wollongong and hopefully more Victorians will be able to make the drive.

DINNER WITH ALLAN GRICE: I. Collins

Dinner at club rooms with Allan Grice, race car driver. Allan chatted and answered questions on the night and gave a good insight into motor racing and its drivers at its best.

BULLETIN: I. Collins

Magazine recently sent out. Very good quality. Some members will be waiting but it is on the way. Thanks to Graham Bell for all his good work he does with it.

ANZAC DAY AND MUSTANG RACING: B. Rigby

Historic Touring Car Championships in May.

Club Sprints at Winton 24th/25th.

Sprints for everyone June 24th/25th.

Cams 23rd/24th April.

Touring Car Masters - Sandown April 1st.

All racing events are displayed in club magazine.

Results

2 crews running Targa Tasmania

Craig Dean - DNF Graham Bell - DNF

I. Blume: Was G. Bell's 15th year attending and explained should have got medallion.

Sandown 24th April - 4 hr regularity trial.

Phillip Island 30th/31st July - 6 hr regularity trial.

Teams looking for club members to help out crews.

ANZAC Day Parade - attended RSL tonight. Update in security, labels must be attached and displayed on windscreen.

SOCIAL: T. Borg

Past runs

RAAF - 15 cars. 9th April Moto Expo - 4 cars. Denolly - 90 cars. 10th April Shepparton Car Museum - 14 cars. Huntly Club - 2 cars.

Coming runs

24th this Sunday - Cheltenham Claytons Concours.

24th Sandown

24th Central Bendigo steam rally

30th lunch

1st May AOMC Show (gates open 9.00am)

Chequered flag day @ Sandown.

J. Borg Fox Museum 1st June, 7pm start \$10p/h. 8 to 9.30 tour of workshop (free). New Mustangs will be on display.

T. Borg welcomed new members John, Joe and Emily.

SHELBY UPDATE: N. Demaj

Update on what the Shelseys were up to.

13 Shelseys on display @ Nationals in Queensland.

156 Shelseys now in registry.

GENERAL BUSINESS

2016 Mustang for sale - \$75,000

Club badges next meeting \$15.00 (to be ordered)

No. plate V8302 for sale

302 69 Mustang for sale \$42 K

I. Collins - Reminder on renewals for memberships

I. Johnson - Shelby signs \$45.00

Tony - Automotive Historians of Australia discussion

Website www.automotivehistoriansaustralia.org

1st conference in September

Auction of Parking Sign - signed by Allan Grice

Won \$50.00 D. Batchelor

PRIZES

DOOR PRIZE: Mark Demony

MUG OF THE MONTH: Craig McKenzie

THE LUCKY MEMBERS DRAW:

Mike Todd won the members draw and WAS present at the meeting.

NEXT MONTH THE JACKPOT IS \$100

A thank you to Bendigo boys and Ian Johnson for distance travelled to attend meeting.

Next general meeting will be on Wednesday 18th of May, 2016.

MEETING CLOSED: 9.45 pm

Minutes completed by: C. McKenzie

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Need help?

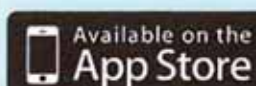
Contact: Tony Borg

Email: mustangclubevents@gmail.com

Phone: 0411406760

Follow these steps:

1. Download "Team App" from the Apple or Google Play app store.



2. Sign up to Team App. You will be sent an email to confirm your registration.
3. Log into the App and search for "MOCA Victoria".
4. You do not need to select an access group.
5. If you don't have a smartphone go to mocavictoria.teamapp.com to sign up and view this App online.
6. Done !



MAY 2016 MEETING

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

APOLOGIES

Graham Folwell, Ian Blume, Roger & Angela Williams, Andy Sumner, John Chapman, Pete & Loz Richardson, Rowdi McIntosh, Lino Avellino, Ben Stoffers, Sue & Mic Suttie, Graham Bell, Wayne & Teresa Baker, Ron Minogue, Ron Campbell, Warwick Dowsley, Bruce & Val Rigby, Pam & Tome Miller, David & Heather Skinner, Teena & Ian Johnson, David Neville, JB & Amelia Sparrow.

MINUTES OF PREVIOUS MEETING

The Minutes of the previous meeting held 16th March 2016 were read and confirmed.

Moved: L. Avellino Seconded: J. Borg

SECRETARIES REPORT: C. McKenzie

March to April 2016 Incoming Correspondence

Incoming:

- Steve Harrison Plates MUZY67 for sale \$350.00
- Nick Donato Café for meet up Cnr Craigie Rd and Nepean Hwy Mt Martha
- GT Car Club Newsletter
- Leukaemia Foundation Aussie Muscle Car Run 15th May leaving Caribbean Gardens
- Tony Lupton Automotive Historians Australia report Receipt of payment
- Bob Lorch Philip Island 6 Hr
- Devonport Motor show thankyou
- Scott Lambert Advertising by VicRoads in club magazine.
- CAMS Merchandise for sale
- Shepparton motor museum Bathurst legends.
- Kirsten O'Loughlin Convertible 65/66 not red/white for House Husbands - 0414 815 124
- North West USA Pony express magazine
- Nez Demaj Invitation to club for Motorclassica 22/10/16
- Ron Campbell Email change
- Dennis Flentje Renewal enquiry
- Adam Wright Looking for movie cars for Motorex
- Rod Johnstone Tasmania voting for events group

Outgoing:

- Monthly update to all members
- Various club permit enq's.

NEW MEMBERS ACCEPTED - Current Membership: 1010

2945	Kelvin Campbell	69 F/back Brown (TAS)
2946	Andrew Doyle	66 Coupe Turquoise (TAS)
2947	Howard Percival	69 Mach1 Black
2948	Paul Vassallo	65 Coupe Red
2949	Alan Hawke	16 GT Silver
2950	Pamela Miller	05 F/back Black
2951	Ross Lawson	66 Coupe Red
2952	Joe Staudt	70 F/Back Blue
2953	John Sparrow	No car
2954	Jodie Nalu	No car
2955	Mike Code	16 GT Red

PRESIDENT INFORMATION: I. Collins

Recent best club display at Flemington by club. Well done to the club and those that attended. A thank you to those that helped and well done to the committee for organising it.

Tasmania elections soon - vote on general committee for events.

Postage increase to \$1.00 and tabards being returned because they are too thick and extra has been paid for the postage. Ideas called for to the membership on how the tabard system could best be used and mailed out.

SOCIAL: T. Borg

Well done to Shane Collister.

Past runs

Bendigo Tractor Pull - 1 car. ANZAC day - 25 cars. Junortown run. AOMC show - 55 cars - Well done. Bendigo coffee morning. Bloke's day - 20 cars.

Coming runs

27th/29th May Winton racing
28th Bendigo coffee morning

12th June Bendigo MOPAR show and shine
Steve Lond Memorial drive/lunch at a winery possibly in November
23rd Oct Roundup
22nd Motroclassica
New calendar coming and some new software.
A welcome to new members attending meeting Adam, Sue & Alan Clement with 66 coupe Blue.

SHELBY UPDATE: N. Demaj

Update on what the Shelybs were up to.
6 cars to be on display at Motorex in July.
156 Shelybs on registry. 121 members.

LOCAL NEWS: I. Collins

The latest Herald Sun on page 9 had an article on Mustangs. Contact now in Geelong. Announced a special run of wheels made from Carbon Fibre and GT40's. When Ford closes down production of cars, 62 companies will still be making parts for cars.

NATIONALS AND CONCOURS: A. Richmond

23rd October Round Up - events poster coming soon.
Awards dinner will be \$45 per person. Drinks included (Amora Hotel).
2019 site being investigated. Accommodation 5 star.
Room tested for those likely to pay \$255 per night - show of only 25 hands willing. Ideas of show places called for.
I. C Mustang P51 bonds - info waiting to come back from solicitor re bonds.

BULLETIN: I. Collins

More items for magazine required from membership. Each issue gets better and see if we can better 54 pages of club runs and information.

MUSTANG RACING: B. Rigby

Has had a slight infection on hip and been busy.
A thank you to those that attended the ANZAC parade.
I.C A reminder to those that need to renew memberships that the new lanyard is orange.

BUY, SWAP AND SELL

I. Johnson has 4 laser cut Shelby signs still to sell to members at \$45.
Ron Cremona in USA / Detroit rear wheel tub kit suit 67/70 \$440 Barry @ Pony Parts.
Auction by K. Harrison.
Bottle for charity won by W. Stoffers - \$140.00
2nd bottle won by N. Duyvestyn - \$60.00

GENERAL BUSINESS

C. McKenzie - Membership badges for sale as worn by committee - \$15. Orders to be taken after the meeting and payment to be made.
Vote put to the meeting from the AMOC regarding CPS system and whether Campers and buses converted in motorhomes should not be valid for the system. 100% in favour of keeping them on the system if they qualify the same as any other vehicle.

A. Richmond - So far the club has raised \$4,000 this year for charity. We need input from the membership as to which charities should be considered by the committee?

Good Friday Appeal, Autism Australia, Blue Ribbon Foundation, Anti Cancer Council, Next Step Spinal Research, Alzheimer's Foundation, Beyond Blue, Seeing Eye Dogs.

PRIZES

DOOR PRIZE: Joe Borg

MUG OF THE MONTH: Peter Sheehan

THE LUCKY MEMBERS DRAW:

Bob Redwood won the members draw and WAS present at the meeting.

NEXT MONTH THE JACKPOT IS \$100

MEETING CLOSED: 9.45 pm

Minutes completed by: C. McKenzie

M.O.C.A SOCIAL CALENDAR

JULY - SEPTEMBER 2016

JULY 2016	
Sunday 10th	Just Mustangs - Nuts and Bolts Day Come along to Russell Trainor's, Just Mustangs, located in Riddell's Creek 11-13 Sutherlands Road, Riddell's Creek. The Club Trailer will be there serving its usual fare. Russel is a long standing member and sponsor of the club. A 10% discount on Mustang Parts to those attending and a lucky door prize to be drawn. Be there from 10:00. Call Tony on 0411406760, Click yes on the App, or email mustangclubevents@gmail.com to register your attendance.
Wednesday 20th	Monthly Club Meeting Richmond Union Bowling Club, 2 Gleadell Street, (Off Bridge Road), Richmond at 8.00pm. Don't forget you have to be in attendance for your chance to win one of the following: LUCKY MEMBERS JACKPOT DRAW, MUG OF THE MONTH, DOOR PRIZE, and MOCA RAFFLE.
Friday 29th, Saturday 30th, Sunday 31st	Philip Island 6 Hour Regularity Run Once again the Mustang Racing Team will be entering this fantastic event. Call Tony on 0411406760, Click yes on the App, or email mustangclubevents@gmail.com to register your attendance.
Sunday 31st	Luncheon Cruise to Philip Island You can meet at the United Todd Road Service Station (city bound) at 0845 for a 0900 (sharp) departure, or the Bunnings Cranbourne at 1015 for a 1030 (sharp) departure to the San Remo hotel for Lunch. Then after lunch, you can head down to the track to cheer on the crew or visit one of the many local attractions. Call Tony on 0411406760, Click yes on the App, or email mustangclubevents@gmail.com To register your attendance.
AUGUST 2016	
Sunday 14th	Greazefest 2016 Come along and be part of the MOCA Vic Display at this Kustom Kulture Festival. Display your vehicles meet at the Sandown Park Hotel for a 930am (Sharp) departure. Call Tony on 0411406760, Click yes on the App, or email mustangclubevents@gmail.com to register your attendance.
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.
SEPTEMBER 2016	
Sunday 18th	Cruise to the historic town of Maldon City Crew meet at Ballan Cnr Old Melbourne Rd and Geelong Ballan Road at 1015 for a 1030 (sharp) departure. Bendigo Crew meet at Rocklea Homemaker Centre Kangaroo Flat at 1100 for an 1115 (sharp) departure. Lunch at the Maldon Hotel, from noon. 58 Main Road Maldon (parking at rear in Tobin street). Call Tony on 0411406760, Click yes on the App, or email mustangclubevents@gmail.com To register your attendance.
Wednesday 21st	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 25th	Bundoora Claytons Concours Be there from 0830 to peruse our beautiful steeds before. Breakfast and Lunch will be served, so please register your attendance for catering purposes. Call Tony on 0411406760, Click yes on the App, or email mustangclubevents@gmail.com to register your attendance.

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

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



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

CLUB MERCHANDISE



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1	NITRO SHIRT - NAVY & RED (AVAILABLE IN BOTH MENS AND LADIES CUTS)	\$50
2	POLO SHIRT - WHITE, NAVY & RED	\$45
3	POLO SHIRT - RED, NAVY & WHITE (NEW STYLE)	\$50
	CHILDREN'S T-SHIRTS	from \$15
	CHILDREN'S POLO SHIRTS	\$20
4	LADIES 3/4 LENGTH SLEEVED TOPS IN BLACK / WHITE	\$35
	LADIES V-NECK SHORT SLEEVE	\$30
	LADIES V-NECK LONG SLEEVE - BLACK / WHITE	\$25
	LADIES CARDIGAN - NAVY	\$70
	V-NECK JUMPER - DARK NAVY	\$70
5	FLEECE LONG SLEEVED TOPS - NAVY ONLY	\$50
6	REVERSIBLE VESTS - NAVY WITH RED LINING	\$45
7	HOODIE - NAVY / RED PIPING OR SCREENPRINT	\$55
8	CAMBREY SHIRTS LONG AND SHORT SLEEVE	\$55
9	BASEBALL JACKET W/SUEDE SLEEVE (LARGE LOGO ON BACK, SMALL LOGO ON FRONT)	\$165
10	NAVY WINTER JACKET / FULLY LINED WITH RED PIPING (LARGE LOGO ON BACK, NAME ON FRONT OPTIONAL)	\$100
11	LIGHTWEIGHT MICROFIBRE CLUB JACKET IN RED, WHITE & BLUE (LARGE LOGO ON BACK, NAME ON FRONT OPTIONAL) LIMITED STOCK)	\$145
	CLUB CAPS NAVY / SUEDE PEAK	\$75
	LADIES PEAK HATS	\$120
	BEANIES	\$20
	MEDIUM BAG WITH LARGE LOGO - NAVY, RED & WHITE ONLY	\$15
		\$50

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7

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9

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11

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