

MUSTANG OWNERS CLUB OF AUSTRALIA - VICTORIA INC.



MUSTANG ROUNDUP

CLUB NEWS FROM ACROSS VICTORIA & TASMANIA

APRIL - JUNE 2021



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MUSTANG
ROUNDUP

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MUSTANG
ROUNDUP

WINTER 2021

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ABN 33 821 241 698 PO Box 450 Hawthorn VIC 3122
www.vic.mustang.org.au email: mocavic@mustang.org.au

Affiliated with: The Mustang Club of America, The Association of Motoring Clubs and Motorsport Australia.

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

M.O.C.A. Vic monthly meetings are held 3rd Wednesday of every month at Legends Bistro at the Moonee Valley Complex Thomas St, Moonee Ponds at 8.00pm.
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PRESIDENT'S LETTER



Dear members

I hope you are all surviving the latest lock-down. It is hard work but we will come through and like all things we will look back in amazement at what has happened.

The Spanish flu hit the world hard just after WW1 causing millions of deaths including my grand father

who was a serving police officer when he caught the flu and died. We moved on from this terrible time and we will again move on from COVID.

The committee is meeting and still planning events and as soon as we get out of the latest lock-down we will run events and catch ups.

One poor girl has put her Wedding back three times because of lock-downs. Our very own JB and Emelia could not hold their wedding with guests, they did manage to tie the knot but limited to just a couple guests.

As soon as possible we will start general meetings again. Certainly the duco on the car has never received such attention and as I slip the cover on; the car screams out for a drive just to catch up with Mustang mates.

Through all this Colin is still producing the magazine so with extra time I am expecting more articles for the greatest Mustang Magazine in Australia possibly the world. Let everyone know what you are up too and little things you are doing to your car.

How lucky the club was to be able to run the 'Christmas in July' function and what a great night it was. Seventy revellers joked danced and were quizzed. A few raffles were held and I must remember not to bid after a couple of drinks I bought back a prize I donated. That's the sort of night it was.

Many thanks go to Kenny Harrison and his band 'The Three Amigos' for a fantastic night of Rock and Roll, along with a few special songs requested by the crowd.



A big thank you to Tony Borg and his organising crew, and also to Johnny and Sonja at the Central Club Hotel, a well known band haunt from the past.

We are planning the Round Up for November 7th at Dandenong so keep that in your mind; provided the COVID gods allow such fun.

I know you are going to say Bathurst has changed to that weekend, well unfortunately, they will have to bear that cost because we decided on the date well before them.

Our wonderful secretary is working on some TV coverage at our event and I am sure Bathurst will want updates from how the Round Up is going as well.

Having a project in lock-down times help you to keep sane and your mind ticking over. If you know any member that is struggling please let us know and we will be able to help them.

So lets look ahead and with positivity we will have a few runs, meetings and coffee catch ups as soon as we are allowed.

So look out for your magazine and keep writing and sending in your articles.

On a sad note we lost a 15 year member a couple of months back. Graham Eve passed away. Many of you will know Graham as soon as you see the pictures of him with his car in an article in this magazine. A lovely man that will be sadly missed. Graham's wife and daughter will remain members so we hope to catch up with them soon.

Keep on Mustanging

Ian Collins
MOCA VIC President
president@mustangclubvictoria.org.au

EDITORIAL



G'day fellow Mustangers.

No.... you didn't miss an issue of the Club Magazine..this is the Winter Edition, but you're probably (hopefully) reading this in September all going well.

It's now Spring and Lock-downs are over (hopefully).

Magazine articles have been a bit 'thin-on-the-ground' over the past few months, hence the well over-due Club Mag you have in your hands right now.

This is just a friendly reminder that if you dont send me anything I can't put together a worth while magazine that has relevant, up-to-date and interesting content.

More importantly, I really need to have your articles in my email inbox on the due deadline dates, not 3 or 4 weeks later. Otherwise the flow on effect is old, out-of-date info, stories and social calendar events that you may have wanted to attend or needed to book but are already done & dusted/ gone.... by the time you get the magazine in your letterbox.

So...I've been thinking lately, that maybe we live in such a fast-paced, electronic/online world now that perhaps this printed magazine, like many other printed magazines is heading the same way as the dinosaurs.

Personally, I still prefer to touch and feel, and for that matter, smell... a quality printed magazine or book. I like to have it sitting on my desk or table and just be able to pick it up and thumb through it at leisure.

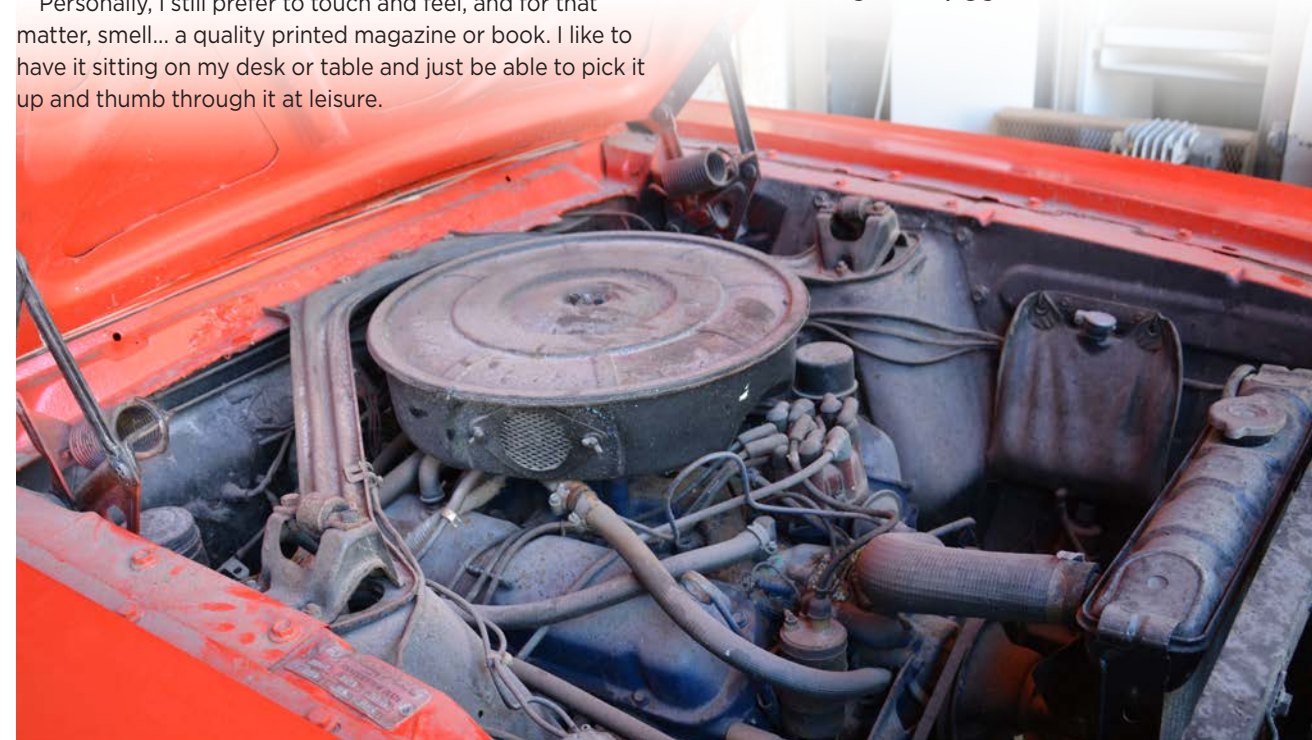
No unlocking of screens, scrolling to folders, double clicking, downloading an app to open it, no sore arm or wrist holding up an electronic device at such an angle as to ensure the ambient light is optimum for viewing, swiping and worst of all, pinch-zooming in to try and get a good close-up look at a pic or small text. I don't know...maybe I'm just old-fashioned and one of the reasons why I like driving old classic cars with carburettors, clunky gear boxes and noisy diffs.

Don't get me wrong, I love the new 'electronic world' modern stuff as well; it's very nice having heated seats, adaptive cruise control and reliable, silky smooth drivetrains but sometimes, I think it's refreshing to 'detach' one-self from the 'new-world rush' and get back to basic and simple. Isn't that what steered us all into this Classic Car Culture hobby in the first place?

Anyway, I know I'm rambling on a bit. But I think the future of the Club Magazine is in your hands, keep sending in stuff, often and on time and we all good. Otherwise the alternative you may not enjoy as much.

See you soon.

Colin Falso
MOCA VIC Editor
colinmustangroundup@gmail.com



DEADLINE FOR NEXT MAGAZINE - SEPTEMBER 15

Please email all your articles ASAP directly to colinmustangroundup@gmail.com

2021 MUSTANG ROUNDUP



FEATURE DISPLAY
3RD GENERATION MUSTANGS



**SUNDAY 7th
NOVEMBER 2021**
10am to 3pm
DANDENONG SHOWGROUNDS
Bennett St. Dandenong

INCORPORATING THE SHELBY NATIONALS
& BOSS MUSTANG DISPLAY

CONCOURS/SHOW & SHINE

ENTRY COST: ADULTS & MUSTANGS \$2
KIDS UNDER 16 FREE • ALL MUSTANGS WELCOME

**CLUB GEAR
FOR SALE**

**NEW
MEMBERS
WELCOME**



2021 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 8th October 2021.**
- 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 Display and Judging areas.

Concours Driven Original & Modified Classes

- Entry form & payment to be received by the M.O.C.A. Vic Secretary no later than **5pm Friday 8th October 2021.**
- 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 Concurs class trophy within the last 5 years.
- Entry form & payment can be prepaid by **5pm Friday 5th Novemberr** or by **10am on the day.**

Continued over >





2021 MUSTANG ROUND UP & STATE CONCOURS Judging Information

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 trailered 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 \$25.00 pre-entry or \$30.00 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 in to 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 Concours 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 scorer 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



2021 Victorian Mustang Round Up & State Concours Entry Forms



SUNDAY 7th NOVEMBER 2021

SHOW 'N' SHINE Class Registration Form

Entrant's Name _____ Contact Ph. no. _____
Membership No. _____ No. of Cars _____ Reg. no. _____
Year of Manufacture _____ Body Style _____ Color _____
Shelby Nationals entry Yes/No _____
Entry Fee Per car **\$25.00 Pre-Paid** or **\$30.00 on the day by 10am.**
PLEASE SIGN _____ Total Enclosed \$ _____

CONCOURS Class Registration Form

Entrant's Name _____ Contact Ph. no. _____
Membership No. _____ No. of Cars _____ Reg. no. _____
Year of Manufacture _____ Body Style _____ Color _____
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 8th October 2021

Please debit my ☐ Visa ☐ MasterCard for \$ _____
Card no. _____ Expiry Date _____
Name of Cardholder _____
Signature of Cardholder _____

Payment via EFT is subject to approval only.

Send Cheque or Money order & Completed entry registration form to M.O.C.A.
Vic PO Box 450, Hawthorne VIC 3122

Concours and Show'n'Shine entries to be in allocated display area by 9am and confirmed at the registration desk by 10am on the day.

For further details please call Concours Coordinator Adam Richmond 0423 449 125

Please see Judging information for Eligibility rules for all judged classes.





2021 M.O.C.A Vic Annual Presentation Dinner



SUNDAY 7th November 2021

6.30 pm to 11.00 pm

**Amora Hotel Riverwalk
649 Bridge Rd Richmond**

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IN OUR SOCIAL EVENT OF THE YEAR

DRESS

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Presentation Dinner Registration Form

Name _____

Partner's Name _____

Please Reserve Me _____ Place/s for the Presentation Dinner

MOCA Vic. member - \$60.00 per person

Non MOCA Vic. member - \$80 per person

I have enclosed a payment for the Total of \$ _____

Please debit my ☐ Visa ☐ MasterCard for \$ _____

Card no. _____ Expiry Date _____

Name of Cardholder _____

Signature of Cardholder _____

Payment via EFT is subject to approval only.

Send Cheque or Money order along with completed form to M.O.C.A.Vic

PO Box 450, Hawthorne VIC 3122 by Wednesday 3rd November

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

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

concours/concourse

Ron Minogue



What's the difference between LHD and LSD?

The letters look similar but they mean different things.

Most of us know LHD as Left Hand Drive but it also means Amphibious Assault Ship or Landing Helicopter Dock.

Most of us know LSD as Limited Slip Diff but it also means a drug (Lysergic Acid Diethylamide) commonly referred to as acid and for us older folks it means money; pounds, shillings and pence.

What has all this got to do with our car club?

I am not much of a mechanic but I do understand the difference between CONCOURS and CONCOURSE and maybe our computer spell checkers don't know the difference.

To help make it clearer, the word CONCOURS is a contraction of the French phrase CONCOURS D' ELEGANCE which in English generally means a display of classic motor vehicles.

So when we talk about our Mustang Car Displays and Roundup the correct word to use would be CONCOURS.

The word CONCOURSE usually means a large area inside or in front of a public building such as a station concourse.

Just a little something to think about next time you see the word CONCOURSE used incorrectly.

concours

noun

an exhibition or parade of vintage or classic motor vehicles in which prizes are awarded for those in the best or most original condition.

This is what we do



concourse

noun

a large open area inside or in front of a public building: a station concourse.

This is NOT what we do



DEADLINE FOR NEXT MAGAZINE - SEPTEMBER 15

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VALE - Graham Eve

Ian Collins with help from Ken Harrison



The loss of a member hits the family foremost and we feel for Graham's wife Jill and Daughter Jacqui.

When you are part of a large Car Club family it brings sadness from members; especially ones that have met Graham and the family.

I am sure plenty of you will be saddened by the picture of Graham and his car.

Graham and Jill were members since 2006 and were regularly seen at events.

Graham enjoyed working on his car and had done quite a lot of improvement's on the interior and exterior.

Graham worked at Karcher where he was National Sales Manager for the professional products.

When he and Ken realised they both had an interest in Mustangs the friendship grew.

Graham would often ask Ken a long time Mustang devotee for advice on where to go and what to do with the car.

We will miss Graham very much, but are very pleased to report wife Jill and daughter Jacqui are going to remain MOCA VIC members.



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 smart phone, go to mocavictoria.teamapp.com to sign up and view the App online.
6. DONE!

TEAM App MOCA VICTORIA

DOWNLOAD THE 'TEAM APP' & STAY UP TO DATE WITH ALL THE LATEST CLUB EVENTS.

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NEED HELP?

Contact Tony Borg

via email: mustangclubevents@gmail.com

or phone: 0411 406 768



Two Post Hoist Suspension Hang Fix

Joe Borg



Wheel up with tape measure



Wheel hanging down with the tape measure



Lower rubber squashed



Lower rubber not squashed

When storing or working on your classic Mustang using a two post car hoist.

This article is not about two post hoist safety because if you're using one, you should be fully aware of all the safety precautions necessary when operating it.

This article is about looking after the front shockers and in particular the lower shocker rubbers when your car is on a hoist. If you are using a drive on four post hoist, you won't have the shocker issue.

Two post car hoists are becoming common place in some enthusiast's garages, mine included.

Using one is a fantastic way of working on and cleaning your pride and joy which saves your back, lying on the floor working on my cars, is certainly over for me.

So what's the issue?

Early Mustangs and Falcons have a front suspension system that utilises top and lower control arms.

The front coil spring is located in the spring tower and connected to the top control arm. The front shocker is located in the middle of the spring.

The upper section of the shocker is connected to the top shocker mount and the lower section of the shocker is connected to the top control arm by a spring saddle.

The problem arises when the car is lifted up on a hoist and the front suspension starts to hang down then left that way for a long time.

The only thing that stops the front end from hanging down too far are the front shockers.

The concerns are, that the huge amount of force from the front spring as they start to expand, acts on each end of the shocker which tends to squash the lower shocker rubbers and sometimes the top shocker rubber as well.

These rubbers are not designed to withstand this constant force and after a while, the rubbers will start to disintegrate and you will end up damaged shockers and a very noisy front end.



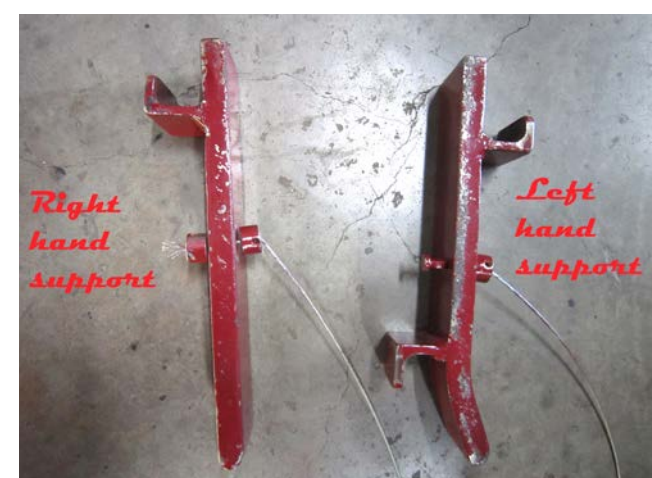
Damaged lower rubbers

To prevent this damage from occurring, Ford produced a diagram in its front suspension section of early model Mustang and Falcon workshop manuals which sets out the dimensions (you'll need to convert the measurements to metric) necessary to build your own supports.

These supports are also designed to assist in carrying out repairs to the front suspension components.

In the series of photos, you will notice the suspension hanging down without supports and the lower shocker rubbers getting squashed and one with the suspension supports installed and the shocker rubbers under no load.

I made my own supports and you will notice that the left hand one is slightly different than the one Ford suggests. The reason is that I didn't want to undo and move the fuel line out of the way every time I put the car on the hoist.

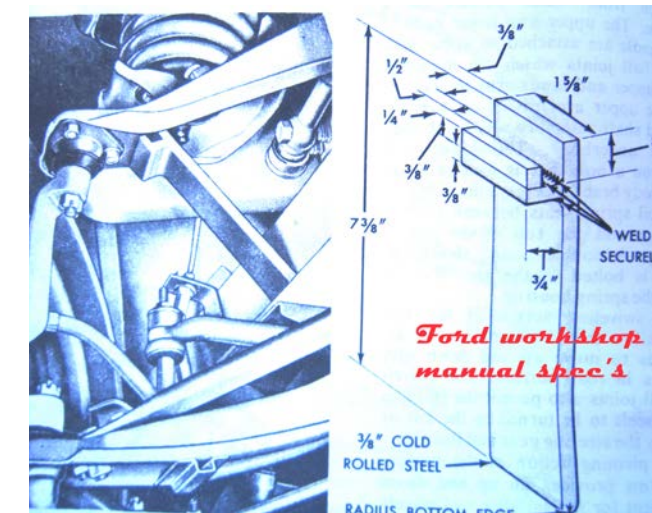


Supports

I've also attached a cable to both of mine which I place just under the bonnet catch so when I lower the car back down to the floor I can easily remove the supports.

To install the supports is fairly straight forward.

While the car is on the ground, install the supports between the inner section of the top control arm and the lower section of the front frame rails.



Ford spec diagram

Carefully lift the car stopping when the car has just started to clear the floor and check to make sure that the supports haven't moved.

If all is ok, continue lifting and now the suspension is supported and there is no load on the shockers.

The rear shockers don't suffer the same problems as the fronts. The rear shockers have stronger upper and lower rubbers compared to the front lower ones and they normally have enough travel to allow the suspension to hang nearly all the way down.



Car back on the hoist under cover

In this position the rear shockers have very little load placed on them.

Just remember to remove the supports before driving off, hence the reason for the cable attached to the bonnet catch which also acts as a reminder.



LH support in



RH support in



Yellow shocker showing the lower rubbers locations



Cable

Bikes, Cars & Coffee Show @Jay Leno's Garage

Rob Wiatrowski



On 1st May 2021, the Bikes, Cars and Coffee Show was held at Jay Leno's Garage in Airport West, a new outlet selling car care products all designed to enhance and protect your car, truck or bike.

The products follow similar lines as Bowden's quality range of car care products and they are very worthwhile items for purchase. No need to travel to the outlet, you can peruse the range at the comfort of your own home over the net.

And the way things are going, it may be a long time before the governments get their act together and allow you the freedom to escape your man cave.

You may be lacking in vitamin D, but you have the luxury of spending extra time with your ride/wife/family, preferably all to keep in the good books.

The show was held in glorious Melbourne autumn weather and was organised by the Northern Classic Cruisers of which Nez Demaj and his brother are members and had a hand in setting up. So thanks goes to them for a great show and keeping the weather Gods happy.



Seems like we were in-between the serendipity cycle of unplanned lockdowns and the large number of cars that turned up was indicative of how much people were hanging out to get their babies out and give some of them a long overdue run. Perhaps some of us needed a Vitamin D fix as well as getting out of the house and socialising again was on top of the list.

Kick off was planned for 2pm although I got there at 1.30pm and already there were a large number of cars and bikes on show: so it promised to be a big one... and so it turned out. Based on my broad visual look around the venue there must

have been around 150 cars and multiple bikes making an appearance throughout the afternoon.

Like a Cadbury's Box of Roses, it was an all sorts packed field of delights with Euro, Japanese and of course, Uncle Sam being well represented.

Many nice bikes as well, and as usual, friendly people happy to share their stories and happy just to get out and talk to real people and not tap away with others over electronic devices at an impersonal distance.

It was instructive to look at other makes such as Jags, Mercs, Skylines and BMWs. Everyone was happy to share the passion and everyone seems to have deep pockets, or badly depleted bank accounts (wonder how many tell their partners what they're spending the kitty on?)

Well done to the organisers and another great show put on by the Cruisers. Will be looking out for the next one and highly recommend you catch it when it's on next.



ATTENTION ALL VIC CLUB MEMBERS

DO THIS...

Take some photos at the next Mustang Club Event.



OR THIS...

Write your Mustang Report, News, Tips or other Mustang Related Stories.



THEN THIS.

email all your files to
colinmustangroundup@gmail.com
and be in the running to...

...WIN THIS!



Contact committee for full details

**MUSTANG
ROUNDUP**

1970 Mid-Engine Mach I Mustang

Rob Wiatrowski



Some of you may be familiar with the Boss 429 powered LID Mustang built by Kar Kraft back in 1969. But have you seen the latest iteration of the concept, yes, there's more than one and this is the story of one incredible build from an enthusiast that has to be seen to be believed.

Read on to discover how this 1970 Mach I, sadly or appropriately depending on your point of view, as this car was originally in good condition, became an engineering showpiece that was chosen as one of the top 10 Mustangs of the 50th anniversary of the Mustang in Charlotte, NC in 2015.

— Rob Wiatrowski



How Building a 1969 Camaro Inspired This 1970 Mach I

Wes Allison photographer; Thom Taylor writer - Hot Rod Magazine

Bobby Johnson built this mid-engine 1970 Mach I Mustang after the reaction he got from his previous build, a 1969 Camaro. He thought the complexity and quality of his red Camaro would draw accolades and attaboys.

But before all of you Ford lovers pipe up with sarcastic comments, be aware that his Camaro was radical—with late-model Corvette Z06 driveline and suspension. It was essentially a Z06 Corvette hiding under a 1969 Camaro. Says Johnson, "It was way more difficult than this Mustang." He included all of the features of the then-new Corvette like

mega-adjustable heated and cooled seats, all of the original electronics, and a lot more. "It took me four months just to wire the thing," he says.

"Rust makes me tired just looking at it." — Bobby Johnson

But the sad part for Johnson, and the reason he took the approach he did with this Mustang, was that for as absolutely stellar as the Camaro was, it looked like just another red 1969 Camaro. "A guy would have to look really hard to even begin to see how involved it was, most everyone just passed it by," Johnson says. If he's building an incomparable shrine to the Chevy brethren, said brothers should at least take notice—right? He needed an adrenaline shot to the heartbeat of America. He wants his passion for building unique, exciting cars to stand out.

Johnson likes to build those "different" cars in his 8,000 square-foot shop at his house in Georgia—that is, when he's not working all day running his paint and body shop. "I work 14-hour days, starting in the body shop and then coming home to work on a project," he says. "My wife and daughter are into horses, while building a car every 15 to 18 months is what I like to do, so the whole family has their own extracurricular activities." A busy family is a blissful family.

Bobby's Mach I started coming together in his head about the time his Camaro was evaporating into the crowd, around 2006. "I bought the drivetrain out of a wrecked 2006 Ford GT and was looking for a car to put it into." Going mid-engine



with the 5.4L supercharged V8 and six-speed manual sure was different, but obviously required a radical reworking of the 1970 Mustang.

"This was a real nice, original car—in fact, I used to change the oil for the owner when I was 16," Johnson says. An older gentleman had owned it for decades, but when he became ill, he offered to sell it to Johnson, and that's when combining the GT driveline and Mustang coalesced. To some, cutting up a nice 1970 Mach I is like the Texas Chainsaw Massacre—with sheet metal—but Johnson is pragmatic about it. "When you start with a nice car, you end up with a nicer car." And he does virtually all of the work himself, so it saves him time from having to put aftermarket panels onto it. And Johnson's most compelling reason? "Rust makes me tired just looking at it."

Johnson built a jig for the car onto a surface plate in his shop to hold the drivetrain and C6 Corvette front suspension, and then built a new square-tube frame around those components. He wanted to retain as much of the original look of a 1970 Mach I as possible, but with a functional 1969 quarter-panel vent and a lift-up hatch to reveal its hidden, mid-engine magnificence nesting inside. The only concession he made was adding 2 inches to the wheelbase at the rear to give him a little more legroom up front for what would now be a two-seater.

"I drive my cars, and I wanted to be comfortable in long-distance situations," he says. That part, he nailed. With more than 6,000 miles on the ticker, he says it drives fantastically, is comfortable for his 6-foot, 4-inch frame, and he is easily able to drive Power Tourtype shows 400- to 500-mile daily hauls. In fact, we first noticed the car at our 2015 'Tour.

Once he built the frame, he added a roll cage and then placed the Mustang's shell over the fabricated chassis. And we do mean shell. To mate the body to the newly fabbed frame, he first cut out the entire floor and cowl. From there, he welded the body to the structure and then filled in the

floor and cowl panels, as well as creating a bulkhead behind the front seats to isolate the engine. He kept the bottom of the body relatively flat, in keeping with the race-car-type construction of the chassis.

Though Johnson was able to use carbon-fibre pieces throughout the car, the majority of what looks to be carbon fibre are actually aluminium sheets dipped into the hydrographic vat to replicate carbon fibre. He created a driveshaft tunnel that mimics what a front-engine car has, but instead of a spinning driveshaft, he packaged the hoses leading from the standard location Avco aluminium radiator to the engine out back. He also snaked some

electrical lines through it as well.

He built out the suspension from the Ford GT's transaxle using C6 Corvette hubs with axles fabbed to slightly narrow the track width from a stock GT, so as to fit within the Mustang's narrower footprint. Up front Johnson incorporated a Stiletto aftermarket rack-and-pinion that steers C6 Corvette spindles on C6 A-arms, also with a narrower track width than a production C6. Phat Racing coil overs were used front and rear, as were Wilwood 14-inch discs and six-piston callipers. The Evod one-off wheels are 18x10s up front and 18x12s in the rear, from a design by Eric Brockmeyer resembling Cobra and McLaren wheels from the 1960s. Bridgestone tires are 235/35R20 in front and 345/40R20 out back.

Johnson says for better brake feel he uses electric hydroboost on all of his builds because it works so well, and the one used for his Mach I was scavenged from a 2003 Mustang Cobra.

Once the new front and rear bulkheads were made, Johnson adapted a 2000 Mustang dash inside

and used Sparco seats that copy the original 1970 Mustang pattern, stitched by Sammey Freeman. The rest of the interior is stock, including the door panels, headliner, and miscellaneous pieces.

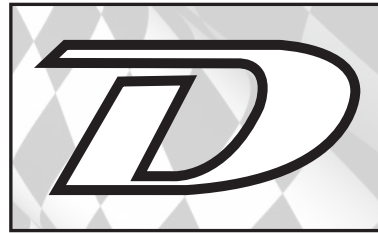


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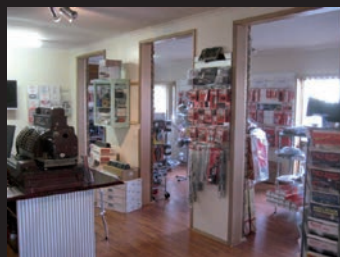


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One of the easier modifications was creating the hatch. Johnson welded in the rain channels and machined the hinges. Gas shocks aid opening and closing. Because of the way the rear of the top is constructed, it lent itself to this seemingly difficult modification. Says Johnson, "It's fun listening to 'experts' tell their friends how rare the hatchback option was." For the record, there was no hatchback Mustang from its inception in 1964 up to 1973, when the Mustang II debuted the feature in 1974.

Once the Mustang was back together, Johnson performed the minor bodywork that was necessary to hide some of the changes he made and then painted the entire car in PPG 2008 Shelby Mustang yellow. Johnson says he uses PPG products exclusively at his shop and on his own personal projects.

The larger wheels and lower stance help to hide the 2-inch wheelbase extension, and without the hatch up, it's hard to know what has just pulled up next to you at a stoplight—but you know better than to try a speed contest just from the sound it makes idling.

"It's fun listening to 'experts' tell their friends how rare the hatchback option was." — Bobby Johnson

This isn't the first 1969/1970 Mustang with a mid-engine conversion HOT ROD has featured. Both Johnson's 1970 and Terry Lipscomb's 1969 were started and completed at the same time and were mutually exclusive, so neither builder knew of the other's similar state of mid-engine mindset. And both are completely different in terms of their overall approach to the mid-engine madness.



Johnson's Mach I was chosen as one of the top 10 Mustangs of the event, and it has also won its fair share of trophies at other events Johnson has attended.

Concludes Johnson, "Every time anyone builds a car, he wants to do something different or better than the previous build—it's just human nature." This car is a by-product of that mindset.

How Rare Is a 1970 Mach I?

Total 1970 Mustang production was 190,727 units, of which a tad more than 20 percent were 63C Mach Is. All were Sportsroof or fastback body styles—none of the 40,970 units made came in coupe or convertible versions. Engine options spanned from the 351 Windsor two-barrel engines, up to the "drag pack" 428ci Super Cobra Jet engine.



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Cruise Between Lock-downs

Peter Polazzon



Hope this finds you fellow Mustangers well. Looks like 2021 lock-downs are here for the long haul yet again and we need to make the most of the breaks in restrictions that we can. This is exactly what we did in between lock-down 4.0 and 5.0, or was it a different .0? All this seems to drive you towards drinking to .05.

Either way a late Saturday afternoon message was received to see if anyone was free for a drive out to Heathcote the following morning. Taking the opportunity when presented was certainly worth it. The weather was looking reasonable for a mid-winter Sunday and who knew when the next lock-down would be upon us yet again.

Five in all made the trip and we decided to not take the straight run up the Hume and Northern (M31 and B75 if you're accustomed to numbered roads rather than highway names...geez doesn't that make me feel old).

Instead we took the C743 out to Bulla toward Sunbury, then took a right at C325 (Melbourne-Lancefield Rd) toward Lancefield through to Tooborac where it met the Northern Highway and finally headed toward Heathcote.

The road was a bit bumpier than we would have liked, especially in the older Mustangs. It was the weekend after the big storms that ravaged the Dandenongs and we could see plenty of trees that had been cut up and cleared to the side of the roads in this region.

With travel restrictions recently eased it was great to see plenty of people visiting the small regional towns and supporting the local businesses.

After a little walking around Heathcote we finally settled at the Paling Bros Brewery. The meals were very nice and we all chose the beer sampler option.



More importantly, it was great catching up with mates and enjoying each other's company.

As a wise person often says, you can have a great time at the local Milk Bar if you have the right company. The cruise was just the icing on the cake.

All in all, a great day out and hope we can get more of them in soon and especially getting some club runs.

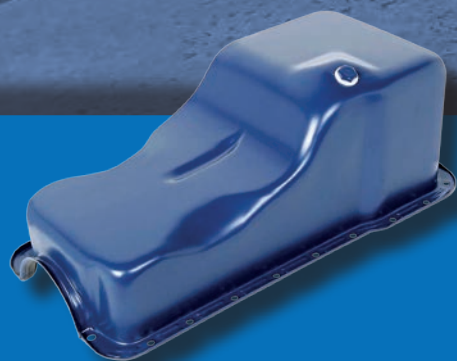
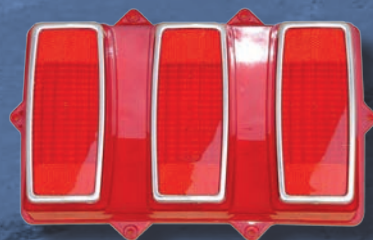


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CAR CARE Tools, Techniques & Tips

Episode 12 - Show Day Preparation

Peter Alderson



You've spent some hours cleaning and prepping your car for the next car show – and the day has arrived.

Off you set, paintwork gleaming, and a big smile on your face as you cruise to the show.

But wait, it's drizzling. Luckily you remind

yourself that your ceramic coat, wax or other protective layers should work to make the droplets just roll off.

You've arrived at the car show. But wait, you spot a muddy entrance with a puddle or two. The officials tell you that the committee has had the tractor cut the grass in the display area. Ahh! Loose grass and mud are going to flick up under your mudguards.

Well, looks like there is some Show Day Preparation to do before the crowds arrive!!

Sounds familiar? Well, in this episode I'll explain the tools and steps you'll be likely to use for a final prep.



The Tools – You might use some of these tools

The Tools

You'll need a few products for the car show. It's a good idea to have a carry bag to store these. A bag with plenty of pockets to separate items into groups for easy access is good. You'll be likely to use these:

The Tools – Show Day Prep

1. A carry bag and several plastic bags for storage.
2. 1 x pair of gloves to protect hands.
3. 6 x General-purpose microfiber cloths - damp.
4. 6 x General-purpose microfiber cloths - dry.
5. 4 x Big Blue Softie – damp.
6. 2 x Big Blue Softie – dry.
7. 2 x Bowden's Big Green Sucker – damp.
8. 2 x Bowden's Big Green Sucker – dry.
9. 1 x Bowden's Drop Bear for final buffing.
10. 1 x Bowden's Clean Detail spray.
11. 1 x Bowden's After Glow or Boss Gloss spray.
12. 1 x Bowden's Tyre Sheen and applicator pad.
13. 1 x Bowden's Naked Glass spray and microfiber.
14. A selection of long-reach Wheel Woolies.

Why do we need all of these products?

There are specific reasons for each of the products and tools I have listed. There seem to be so many of them as well. Wouldn't just one or two cloths be enough I hear you ask? Well, stay with me and I'll explain why these might all be needed.

1. A carry bag & several plastic storage bags

As you have so many cloths and cleaning items you need to get at each quickly and to be able to store dirty cloths away from clean ones. A place for everything, and everything in its place, is my mantra.

Damp microfiber cloths are all stored in one plastic bag, used when needed, and then dirty ones all stored in another plastic bag. These cloths are stored in the main body of the storage bag.

2. A pair of gloves to protect hands

As we will be cleaning wheels, engine, bodywork and interior, we need to keep our hands free for later in the show. Not taps and soap here, so gloves!

3. 6 x General-purpose microfiber cloths - damp

You will use one damp cloth for cleaning brake dust from each rim. Four will be used in total. The two left over are used for the wheel arches, the engine compartment and exhaust tips. Once used and dirty, store them in a plastic bag.

4. 6 x General-purpose microfiber cloths - dry

These are used to dry the wheel rims, the engine compartment, exhaust tips, and wheel wells - one for each wheel.

5. 4 x Big Blue Softie – damp

To be used with either After Glow or Boss Gloss to soak up any rainwater, or dust, from bodywork.

6. 2 x Big Blue Softie – dry

Used to perform a wipe over of the inside of the car to remove any dust.

7. 2 x Bowden's Big Green Sucker – damp

Just in case there is a downpour during the day, these can be used, along with After Glow or Boss Gloss, to efficiently soak up any rain from the bodywork.

The large size, and super absorbency of these cloths, will see the entire car dried in one go.

8. 2 x Bowden's Big Green Sucker – dry

You will use these if your car is dry, but dusty, along with Boss Gloss, to efficiently remove any dust from the bodywork. The large size of this cloth will enable you to quickly remove dust from paintwork using a dry wash procedure explained below.

9. 1 x Bowden's Drop Bear for final buffing

After drying the bodywork, especially if you have used After Glow or Boss Gloss, you will need to perform a final buffing to remove any haze.

10. Bowden's Clean Detail Spray

Can be used to help clean brake dust from rims using the damp microfiber cloths. If needed, it can be used anywhere to perform a cleaning action without rinsing. It can be used on all paint types, wraps, matte surfaces, glass and plastic, and is anti-static.

11. Bowden's After Glow & Boss Gloss Spray

Either of these can be used to help wipe away any rain from the bodywork. Both help lift the water and draw it into a damp Big Blue Softie or Green Sucker.

12. Bowden's Tyre Sheen & Applicator Pad

Tyre Sheen will be reapplied to ensure your tyres are looking their best. It can also be used to coat the plastic on the interior of your wheel arch.

13. Bowden's Naked Glass Spray & Microfibre

Any water spots, bugs, tree sap and dust can be removed leaving your glasswork crystal clear.

14. A selection of long-reach Wheel Woolies

These will be used together with the general-purpose microfiber cloths. The brush will be wrapped with a cloth to perform the cleaning of each rim.

Remember, you do not have any water for washing so the damp cloth is used with Clean Detail to clean the rim of any brake dust, dirt and water.

The Technique: Show Day Prep

You've arrived at the car show, found your spot and parked your car. First thing to do is examine the entire car and determine what cleaning needs to be performed, and in what order.

Let's assume the worst scenario

The car has been rained on, and there are some grass clippings caught on the tyres, and under the wheel arch. Glass has dried water spots from the rain, as does the bodywork. What to do? Here is the order that I would suggest in this situation.

TIP: If your car has not been rained on; there are no grass clippings; the glass is not in need of a clean; and, the interior is spotless, then what you will probably find is that the rims and wheel arches DO need brake dust removed. Lucky you, that means there is little to do, but it is a dirty job.

Order of cleaning

Just in case you do need to give your car the once over, make sure you do it in the correct order. You need to work efficiently, and carefully, ensuring that what you do clean does not leave marks. So, I clean the outside, inside and then the dirtier parts – the wheels and engine. Follow these steps:

TIP: Having driven to the car show, your engine, brakes, and rims will be hot. I leave them to cool first before I go anywhere near them. Open the bonnet to let the engine cool. Turn the steering wheel one full rotation, either left or right, to have the tyres pointing out a little. This lets more air into the wheel arch and aids cooling.

1. Bodywork
2. Glass
3. Interior
4. Wheel arches
5. Tyres
6. Rims
7. Engine

1. Bodywork (a) Cleaning wet bodywork

If your bodywork has been drizzled or rained on, you need to remove the water before it dries.

Put on your gloves. Grab your damp Big Blue Softie OR damp Big Green Sucker. If there is considerable water, then I would choose the Big Green Sucker. Spray about 6 squirts of After Glow onto the microfiber to act as a lubricant, and to aid absorption of the water into your microfiber.

Lay the microfiber on the bodywork and slowly draw it along in a straight line, absorbing the water as it goes. As each panel has water removed, wait for a slight haze – dried After Glow – and buff with a dry Drop Bear. Continue around the car to eliminate water. One final buffing all over with a dry Drop Bear will ensure all haze has been removed.

(b) Cleaning dusty bodywork – A Dry Wash

You may be lucky enough to have missed any rain and your bodywork is dry – but a little dusty. I would want to have this dust removed, but it's a tricky situation to face, as you do not want to create micro scratches. Luckily, you can remove light dust without washing – it's called a **Dry / Waterless Wash**.

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Spray Boss Gloss over part of a panel where you want dust removed. Spray enough to leave a slightly damp surface. Grab a **dry** Big Green Sucker, hold it lengthways across the panel, and then slowly draw it down the panel rotating the leading edge of the cloth up, and away from the bodywork, as you move the cloth along the panel.

This will lift the dust away from the panel rather than dragging the dusty cloth over the paintwork. It is as if you are rolling the cloth up as you move it along the panel.

Continue slowly running it along the panel, lifting the moisture into the cloth. A slight haze appears. Wait for this to dry a little, and buff with a dry Drop Bear to a clear finish.

Do not use the same side of the cloth again! It is impregnated with dust and you do not want to scratch the paintwork with that. Turn your cloth to a new section and clean the next panel. Continue to use new cloths as you remove the dust from all panels.

One final buffing all over with a dry Drop Bear will ensure all haze has been removed.

3. Turn the microfibre over to the long pile side and buff to a clear finish.
4. Continue around all glass areas.
5. A final polish can be performed with a dedicated glass cleaning cloth – very short pile. You can also use a cleaning wand to apply added pressure to the cloth against the glass. Done!

TIP: *How much glass cleaner spray to use?

If it is cold, spray less glass cleaner, and if it is hot spray more glass cleaner as the different amounts will help account for evaporation rates.

TIP: What pile side to use?

*When using a **Big Blue Softie** use the **SHORT** pile side to spread the glass cleaner. This side is less absorbent so more product is spread to clean the glass. The **LONG** pile fibres lift off more product compared to short fibres so are better at removing the haze and product.*



The Dry Wash Procedure for dust removal.

Image sourced from the Bowden's website.

2. Glass

It does not matter whether you have been rained or drizzled on or not, just use Bowden's Naked Glass spray, or your favourite glass cleaner spray. Follow these steps:

1. Use a damp general-purpose microfibre to wipe over the glass, removing water and dust.
2. Spray the glass cleaner* onto the glass, and with a dry Big Blue Softie, short pile side, spread over the glass until a light haze appears.



Glass: Spread, remove product, buff then polish.

3. Interior

Move now to the interior. Again, not too much here but some rearrangement of mats will be necessary. First, a quick dust over with a dry, long pile microfibre cloth. This will lift and trap dust from all surfaces.

I use a Drop Bear cloth for this as the longer pile helps go into, and lift dust from, any joins between surfaces and grooves around seats, dash, centre console etc. Work from the top down so any dust that falls will be picked up towards the end.

You will probably have a floor mat you used to drive to the car show. It might show some signs of dust, or dirt, or grass clippings from your arrival. Remove it and replace with a 'show car mat', either made of rubber or carpet. You can also just show the original carpet in the car without any mat on top.

I keep a new set of car mats I received when I purchased the car as my 'show mats'. I remove the rubber mats, both front and rear. These are my everyday driver mats, and put the 'show mats' in place for that brand new look.



Carpet mats replace my everyday rubber mats

TIP: That little extra

My rubber car mats have a Mustang logo on them. This leaves an imprint in the carpet. So, I put my car show mats under my rubber mat as I am driving to the show. Once the rubber mat is removed, there's a Mustang imprint on my carpet!

4. Wheel arches

Grass clippings get caught in the wheel arches. If there are none, then just a simple wipe over with a damp normal microfibre will suffice.

However, I'll assume the worst scenario here. This is what I do.



Clean wheel arches with a damp general-purpose cloth then dry with another dry cloth.

Use a damp general-purpose microfibre cloth. It will get really dirty with contaminants. You could use a new damp cloth for each wheel arch – check, as you go, to see it is still cleaning well. Pay attention to directly under the rim where judges can run their fingers to check cleanliness. Dry the arch with a dry general-purpose microfibre cloth to finish.

The arches are cleaned first, as some of the contaminants will drop down onto the tyres and rims – these will be cleaned next. Store cloths in another bag after you use them. Like cloths are kept together, and prevents contamination between those used for different cleaning or buffing purposes. These could be used in other dirty areas of the car – such as the engine and exhaust tips – just shake them off first.

5. Tyres

Tyres may be clean but a quick wipe will remove any contaminants – assuming the worst. I use a wet normal microfibre for each tyre. Wipe all around the tyre and in the tread as well.



Removing contamination from tyres / treads.

Don't apply tyre treatment just yet. Apply this once the rims are cleaned, otherwise contaminants will spread from the rim onto the newly applied treatment.

6. Rims

The rims will be cool enough now for cleaning. There may be a fine layer of brake dust, or at worst, grass clippings and wet road grime as well. A few extra tools will be used in this cleaning procedure.

TIP: We don't use Orange Agent or Sublime Clean here, as both need to be washed away with water – but not at a car show! Clean Detail however, cleans just as well, and evaporates eliminating the washing stage. After cleaning, buff over with a clean long pile microfibre cloth.

(a) Cleaning the rim

First, clean the barrel of the rim – the inside portion behind the spokes. Cover a large Wheel Woolie with a damp general-purpose microfibre.

Spray the cloth, and inside the barrel of the rim, with Clean Detail. This is an effective cleaner and will help leave the rim

CAR CARE Tools, Techniques & Tips

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clean, and not just smeared with what you are cleaning away. The cloth will lift, trap and carry away the brake dust and contaminants.

TIP: Clean Detail will evaporate away quickly so do not hesitate to clean the barrel once sprayed. This is also the reason we allow the rims to cool before we attempt to clean them.



Wrap Wheel Woolie with damp microfiber cloth sprayed with Clean Detail.

Gently move the Woolie back and forth to dislodge any contaminants. Work your way around the barrel. When you come to the disc pad area your Woolie may be too large to fit between that and the barrel. Change Wheel Woolies to a smaller Woolie. Wrap it in the cloth and continue to clean.

Once you have gone around the entire barrel, grab a dry general-purpose microfiber, wrap it around the Woolie and buff the barrel dry using the appropriately sized Woolie as needed.

Now you are ready to clean the exterior of the rim - the spokes and outside rim surface. Turn the damp microfiber cloth over and spray liberally with Clean Detail. You could spray the spokes and rim but I find this drifts into the barrel and that would mean drying it again. I use the liberally sprayed cloth to do the job.



Cleaning the rim and spokes with Clean Detail.

Gently clean around the outside of the rim, and each of the spokes. Be careful to use your fingers in the cloth to get into tight spaces, and grooves, to remove brake dust and contaminants. Wipe behind the spokes as well!

When cleaned, use a dry general-purpose microfiber to wipe the entire rim dry. I give a final buff with a plush microfiber, such as a Drop Bear, or the long pile side of a Big Blue Softie, just be to be sure.

Move to your next wheel and remember to use a **new damp general-purpose cloth for each**. You do not want to be transferring brake dust and dirt from one rim and grinding it into the next rim. Scratches!

(b) Dressing the tyre

Once you have cleaned all rims you can safely dress* each tyre - I like to use Bowden's Tyre Sheen. It dries to a clean, dry, matte finish.

*TIP: *Dressing a tyre. You are at a car show so dressing each tyre is VIP. I believe the WHOLE TYRE needs to be dressed; otherwise a very inconsistent look will detract from the dressing you have applied. Dress the tread then the sidewall. This stops your arms from getting dirty.*

Your front wheels are pointed outward so dress this portion of the tyre first - both left and right tyres. Leave the hidden part of the tread to the next step. Spray Tyre Sheen onto an applicator pad and work your way around the tread being careful to get into the grooves. I use a soft long fibre applicator that helps ensure the dressing gets easily into all grooves.



Dress visible tread first - on both front tyres.

Now, turn your steering wheel in the opposite direction so you can dress the other portion of the tread that was hidden under the wheel arch. Once dressed, move on to the sidewall of the tyre.

Carefully work your way around the sidewall making sure your applicator penetrates all grooves, and lettering, with your dressing. Complete all tyres.

The rear tyres will present a little more difficulty when dressing the tread. Go carefully and try not to dirty your arm or clothing when reaching in and across the tread as you apply the dressing - from the inside to the outside helps keep arms clean!



A poorly dressed tyre v correctly dressed tyre.

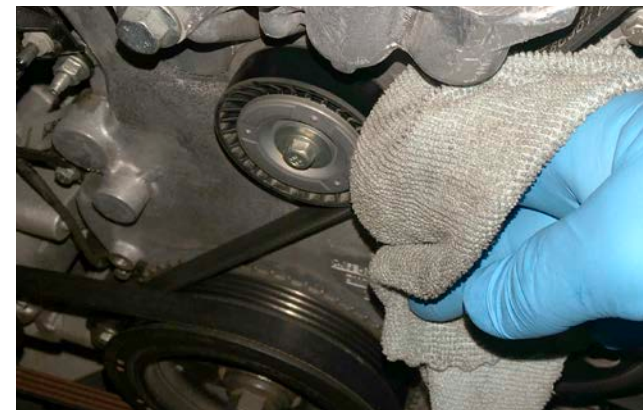
7. Engine

The final step is to give the engine compartment a once over. There should be very little to do here as most rain, if there was any, will not enter this compartment. Maybe some light dust to clean away, and a few tricky areas to check, are all that's needed.

Start by using a dry general-purpose microfiber cloth. Use it to gently wipe over all surfaces cleaning away any dust or raindrops. Be sure to go everywhere you can reach. Judges will run their finger along all visible surfaces, and even under them. Check all hoses and belts.

I run the cloth around all belts to ensure, if touched, they will not leave a dirty mark on my fingers. Check all pulleys and wipe them, and their surrounding area, as well. If judges can reach anywhere they may, so it's best to be careful here.

During the day do not be too concerned about dust or rain. These things happen, and judges will understand. Use the above techniques, if you want, for maintenance during the day.



Clean all surfaces of the engine so, if touched, a judge's finger will stay clean.

That's it. You're done cleaning and ready for display.

The Tips - Show Day Prep

1. Use **After Glow** and a damp Big Green Sucker to remove water from paintwork.
2. Use the **Dry/Waterless Wash** Procedure to remove dust from paintwork.
3. Use short pile for spreading glass cleaner, long pile for removing haze and very short pile for polishing the glass.
4. Replace driving mats with show car mats.
5. Use a long pile microfiber to clean all grooves and tight areas of the interior.
6. Ensure the rim and tyres have had time to cool before attempting to clean, or dress them.
7. Clean wheel arches first, then rims and tyres.
8. Use a wet microfiber to clean tyre tread first, then the rim barrel, then spokes and external rim. Use Clean Detail on the rims.
9. Use **Wheel Woolies** wrapped in a wet microfiber cloth sprayed with **Clean Detail** to clean the barrel of the rims. Change cloths with each wheel.
10. Dry and buff rims with dry microfiber cloths.
11. Dress the entire tyre with your chosen tyre dressing. Dress the tread first, then sidewalls.
12. Dust the engine bay - everywhere a judge might want to check.
13. Wipe over all hoses, belts and pulleys and the area surrounding these to ensure cleanliness.

What's up next?

After all of this car show prep cleaning, it's time to show off your car to the public, and judges, if that is what you like to do.

So, in my next article, I'll be writing about "How to Display your Car".

Happy Cleaning!

BONUS SECTION

BONUS #8

Caring for Microfiber cloths

You've been using all the correct microfiber cloths, haven't you? Well, now you need to know how to wash them correctly, so they continue to give you the best service for your car - being soft, and gentle on your paintwork, with little chance of scratching, or leaving smears on paint or glass.

All microfiber cloths should be washed in a washing machine, and not by hand. However, before you throw them all together into your washing machine you **MUST** separate them into piles - the dusty, the greasy, and the really dirty. Which is which? Read on.

CAR CARE Tools, Techniques & Tips
Episode 12 - Show Day Preparation

The DUSTY cloths

These cloths include those used for interior dusting, window buffing, final exterior buffing of painted surfaces and glass. These cloths do not get to see anywhere near the same degree of chemical other cloths have to deal with.

They need to be kept separate from others so they are less likely to become cross-contaminated.

The GREASY cloths/pads

The greasy cloths were those used for product application, and removal with window cleaning; clean detail spray; waxes; polish; leather cleaner and conditioner; external drying aids; gloss enhancers; sealants; engine cleaning; and, the pads used for spreading many of these products.

All cloths/pads trap ingredients that can contaminate them and, even after washing, may still contain residual elements of chemical that could smear or smudge paintwork or glass.

We do not want to pass on any of this greasy, waxy contamination to our dedicated dusting/buffing microfibre cloths.



Separate cloths for washing – Dusty OR Greasy.

The REALLY DIRTY cloths

This group of cloths includes pads and general-purpose microfibre cloths. They are the ones you buy in bulk from Bunnings and use for tyre and trim blackening, cleanse and restore application, and engine cleaning.

Of importance, this group of cloths also includes those general-purpose cloths used for brushing wheel wells and tyre treads free of dust, mud and grass on show day.

They need to be checked carefully to remove any grit, grass, and solid contaminants before washing. Throw the cloth away if it is too dirty.



A REALLY DIRTY cloth. Remove contaminants before washing OR throw away if too far gone.

The correct wash settings

It is vital that you understand why it is important to wash all microfibre cloths in a way that will not harm them. If you make any mistakes you can ruin the fibres themselves and potentially damage your paintwork with scratches from the cloth itself.

Microfibre cloths, were explained in detail in Episode 2 Issue October – December (Spring) 2018. This is available on the MOCA website – About Us – Roundup Back Issues. Here is the link: <https://vic.mustang.org.au/>

The most important feature of microfibre cloths is that they are made from polyester and polyamide of varying percentages.

As polyester and polyamide are man-made fibres, based on nylon, they will be badly affected by high temperatures. Temperature control is therefore a vital part of washing and drying.

Ensure you set the following on your wash cycle:

1. Program – for polyamide, polyester (nylon)
2. Wash type - Normal OR Intensive
3. Wash temperature – 60°C (never higher)
4. Spin 800 - 1000 (Average)
5. Dry – LOW temp

1. Program Type: for polyamide, polyester (nylon)

Choose a program that is for polyamide, polyester nylon or acrylic. Its agitation and temperature won't damage fibres. If your machine does not have this setting then choose – gentle.



Wash Program: On my machine, Easy Care is for Polyamide / Polyester (nylon).

Here are the individual settings I use for my wash.



Machine settings for microfibre cloths.

2. Wash Type

This controls the agitation and length of washing cycle. For Good cloths choose Normal. For Greasy and Really Dirty cloths choose Intensive.

3. Wash Temperature

This is crucial. Nothing over 60°C. We want to preserve the structure, separation and softness of fibres. This temperature is designed to ensure this.

4. Spin

This is where water is extracted from the cloths after washing, and before drying. Average is fine. Higher could shorten the next step of drying.

5. Dry

Drying microfibre is a crucial final step. Do NOT hang them out to dry in the shade or sun. They will dry hard, the fibres will mat or knot, and will be prone to scratching your paintwork.

A LOW* temperature is vital. Polyamide and polyester, being nylon, will MELT if the temperature is too hot.

*TIP: *LOW Temperature. Microfibre cloths must be dried on LOW TEMP. This will take a little longer but will ensure you still have quality, soft cloths instead of melted cloths!*

The correct wash liquid

Before putting your cloths into the washer, wipe out the barrel with a general-purpose cloth first. This ensures there are no loose coins, fluff or other objects, and no leftover solid or powdered washing powder. These would contaminate your cloths, and coins and other hard objects, can cut the fibres.

Only use a dedicated microfibre wash with all of your cloths. This must be a liquid, as powders may not fully dissolve, can be caught in the fibres, and will lead to scratching of paintwork!



Use Bowden's Microfibre Wash liquid.

Once you have deciphered you washing machine settings, perform THREE washes – one each for Dusty cloths, Greasy cloths, and Really Dirty cloths.

Final inspection and storage

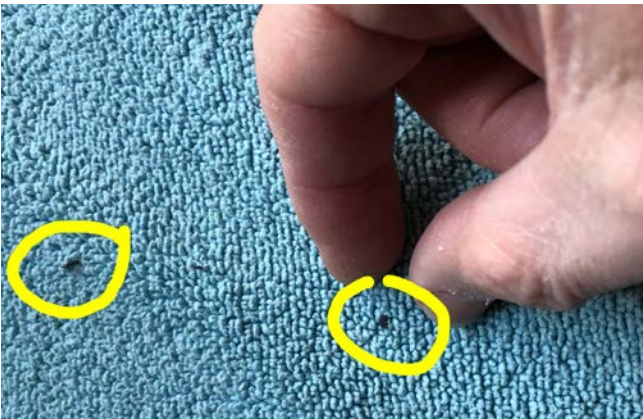
Once washed, and dried, remove your cloths and set them aside for an hour or so as they cool down.

Inspect* each cloth carefully. Look for, and remove, any contaminants embedded in the fibres.

*TIP: *Cloth Inspection. Hold the cloth against your chest and let it hang down. Look down and you will see more clearly any embedded objects, compared to looking at the cloth straight on. Trust me – this trick actually works! Give it a try. Carefully pick out any bits, rotate the cloth 90°, and repeat, checking until you get back to the start. Turn the cloth over and inspect this other side following the same procedure.*



An acute angle easily shows the grit – circled. Looking straight on I cannot see the grit.



Inspect cloths and remove contaminants.

Store your beautifully clean, soft, and fluffy cloths ready for your next detailing day. Put them in a sealed plastic tub, or bag, away from dust and household/garage contaminants.

Job well done!

AUSTRALIAN SHELBY REGISTRY



The Australian Shelby Registry was created back in 2009 by the Australian Mustang Club and affiliated with Shelby American (SAAC) Australian

Shelby Owners and Mustang Motorsport. Nez Demaj was elected the Australian Shelby Registrar by the Australian Mustang Club and certified by SAAC in 2009.

The main objective of the Australian Shelby Registry is to create a data base of early and late model Shelybs and establish the amount and wherabouts of all Shelybs in Australia. Also, to have links with SAAC and to update their records, change of ownership and any relevant information of each Shelby produced.

Once a Shelby owner has submitted their details such as their name, state of residence and Shelby details such as VIN and Shelby numbers then their information is loaded in the Australian Shelby Registry. Once submitted, the Shelby owners details are kept confidential at all times and never published in any magazines or websites. In each state of Australia, there are State Shelby Representatives who can assist any present Shelby owners with any questions relating to their Shelybs.

There are advantages in being an Australian Shelby Registry member as there are many Mustang and Shelby displays organised around the country so every Shelby member is contacted via email whenever there is an upcoming Shelby display. Also, when a Shelby owner decides to sell his/her Shelby, they can inform the Australian Shelby Registrar and he will email all Shelby Registry members.

The Australian Shelby Registry is a group of Shelby owners who come together at various Shelby displays around the country while enjoying each others company and their vehicles.

So, please submit your Shelby details in confidence directly to the Australian Shelby Registrar, Craig McKenzie.



Australian Shelby Registry
shelby.org.au

Australian Mustang Club
mustang.org.au

Mustang Motorsport
mustangmotorsport.com.au

Australian Shelby Registrar
Craig McKenzie

Victorian Shelby Representative
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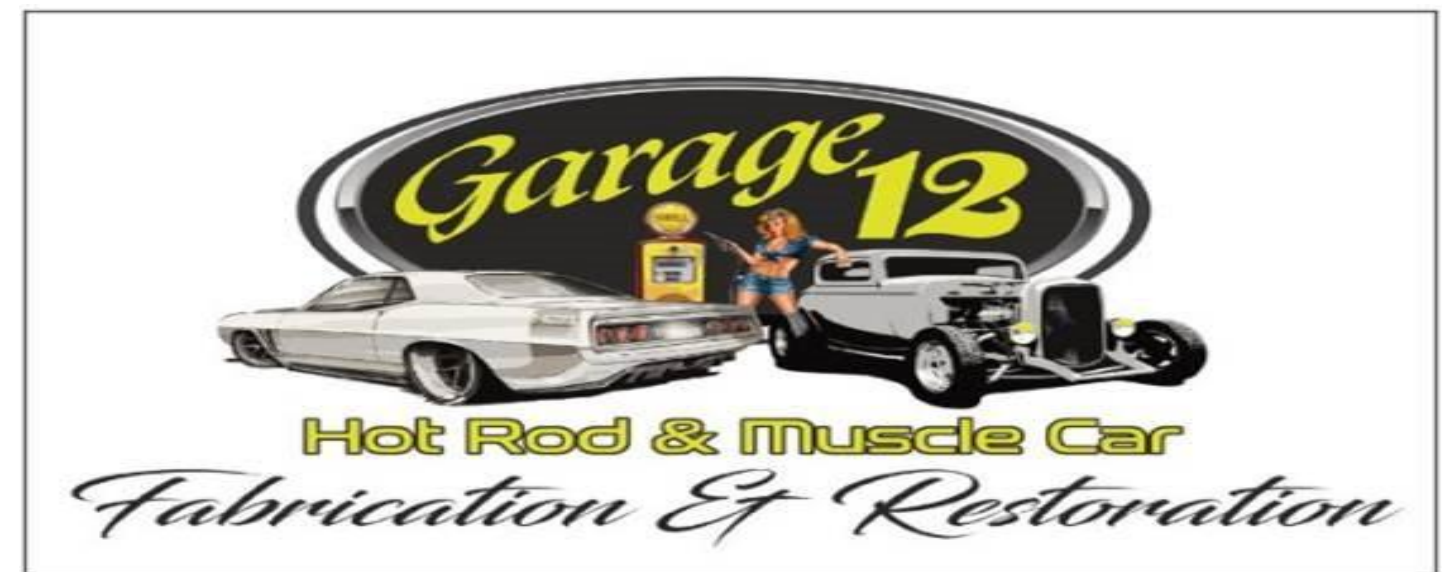
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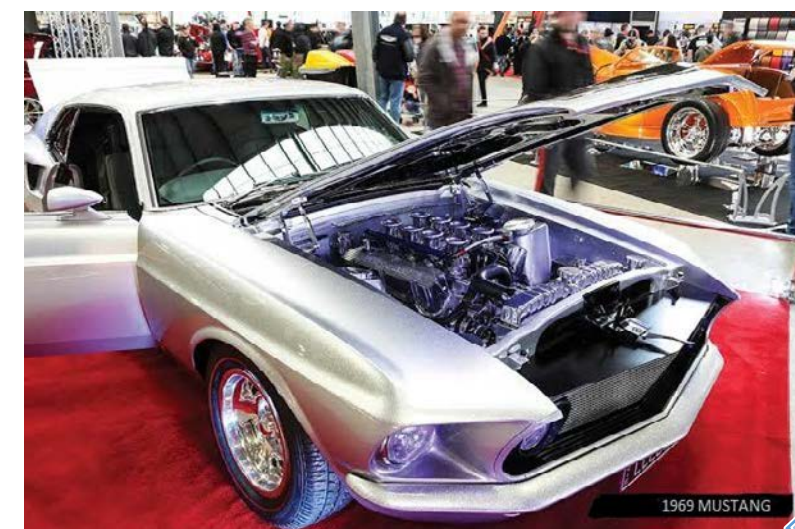
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VICTORIA CLUB SOCIAL CALENDAR SEPTEMBER 2021



SEPTEMBER 2021

SUNDAY 5TH	SHOW CARS OF MELBOURNE, ACLAND STREET DISPLAY Meeting in Cavell Street St. Kilda at 8am Show Cars of Melbourne are once again providing this fantastic opportunity to display our cars, please book at www.trybooking.com/BSMGF Call Tony on 0411406760 to advise you have booked An area has been arranged for our display, so please ensure you complete your application with the following details. Note: when booking please select "Premium Park Display, O'Donnell Gardens" so you will be displaying with the club. Please include "Mustang Owners Club of Australia" as the club. Venue - Acland St, Shakespeare Grove, O'Donnell Gardens, Luna Park
WEDNESDAY 15TH	MONTHLY CLUB MEETING - NEW VENUE Legends Club Corner Wilson Street & Thomas Street Moonee Ponds VIC 3039 Dinner is served from 5.30pm, Meeting starts at 8.00pm Don't forget you have to be in attendance for your chance to win, LUCKY MEMBERS JACKPOT DRAW, MUG OF THE MONTH, DOOR PRIZE, and MOCA RAFFLE.
SUNDAY 12TH	BEAUMARIS CONCOURS CAR & BIKE SHOW Location: BEAUMARIS SHOPPING CENTRE 10:00am Reserve Road Beaumaris Come along to this fantastic charity event, this annual event is in its 9th year and gets bigger and better every year. The group booking has been made for this event, so if you want to come along, contact Tony on 0411 406 760 to register. Then register and pay using the link below: www.eventbrite.com/e/beaumaris-concourse-car-and-bike-show-2021-tickets-162942893581
SUNDAY 26TH	THE AOMC ALL AMERICAN DAY, YARRA GLEN Location: 9:00am Yarra Glen Racecourse, Armstrong Grove, Yarra Glen It's Back, after a two year hiatus, the best All American display in Victoria is on again. To attend this event you must pre-book by following the below instructions: All display vehicles will need to be pre-booked via Trybooking. Note all occupants of display vehicles need to be nominated and included in the booking process. The Trybooking link is: www.trybooking.com/BQTBj A cost per display vehicle of \$15 applies and includes all occupants of the vehicle. Once booked and paid via the above link, please also contact Tony to register your intent, call or text 0411 406 760 or say yes on the APP. And, don't forget, as in previous years, there is a theme for this event, this year it's..... Surf Side 6 So come along in your best beach going gear, bring along an esky, beach umbrella, or anything you think goes with the theme, and don't forget your cossie.



OCTOBER 2021

WEDNESDAY 20TH	MONTHLY CLUB MEETING - NEW VENUE Legends Club Corner Wilson Street & Thomas Street Moonee Ponds VIC 3039 Dinner is served from 5.30pm, Meeting starts at 8.00pm Don't forget you have to be in attendance for your chance to win, LUCKY MEMBERS JACKPOT DRAW, MUG OF THE MONTH, DOOR PRIZE, and MOCA RAFFLE.
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DEADLINE FOR NEXT MAGAZINE - SEPTEMBER 15

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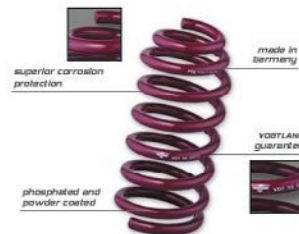
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MUSTANG ROUNDUP

circa: @late 80's early-mid 90's Here's a few snapshots of past MOCA VIC events & runs.



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