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MUSTANG ROUNDUP

CLUB NEWS FROM ACROSS VICTORIA & TASMANIA

DECEMBER - FEBRUARY 2022



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FULL PAGE - NO BLEED	180mm (W) X 260MM (D)
FULL PAGE - WITH BLEED	210mm (W) X 297mm (D) + 3mm BLEED ALL EDGES

ADVERTISING RATES x 4 EDITIONS PER YEAR

TYPE	1/2 PAGE	FULL PAGE
BLACK & WHITE	\$150	\$250
COLOUR	\$500	\$750

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SUMMER 2022

MUSTANG OWNERS CLUB OF AUSTRALIA VIC. INC.
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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.

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PRESIDENT'S LETTER



Dear members

I hope your Christmas and new year went well. We are now going to have to live with Covid in our lives but we are beginning to move with Covid and I feel we will all need to be careful but not stop living.

The club has fired back into life like a dormant tree after a bushfire. The leaves are back and the birds are again singing.

Just before Christmas we had the two Christmas parties, grown ups and kids. My god it was great to see everybody smiling again. The Christmas party was an outstanding success and lived up to what we expect for a Christmas party from our great new venue.

Thank you Mooney Valley, the food was great and the lovely staff were wonderful as usual.

During the meeting, we asked for nominations for committee and we were happy to except any but in the name of fairness I fully believed that the present committee were owed a chance as the last two years have been less than fair to anyone who put their hand up for committee position.

The committee was returned unopposed, especially good for two members who joined just prior to the covid years where we could do nothing but hold committee meetings on line with no way of knowing when we would be able to re-ignite.

Brian James and Sue Broderick have fitted in and both are tireless workers. We have also held the January meeting along with our AGM for 2021. Awards were given to members of the year John Chapman already a life member was awarded country member of the year, thank you John your a fantastic club member. Dee Colledge and Neil Butler received the city members of the year well deserved and we thank you both for your tireless work.



As we started to open up and were able to hold the annual Kids Christmas party which involves a car rally prior to lunch run by the Borg brothers, these two could actually be the Marx brothers re-incarnated. They do a wonderful job organising the rally and the party that all enjoyed at the Tooradin club.



The old man in the red suit appeared for the kids. The day was hot and Santa was warm in his North Pole clothes but lasted the distance but did have to rush to make more toys and needed an ice cold beer reviver. A great day was had by all.

We had a run to Ackland St and Drysdale both shows awarded our club and members trophies and the annual Australia Day gathering was held again at the wonderful Mt Eliza grounds.

This was a wonderful day with 104 cars attending from all over Victoria. We had the wonderful Ken Harrison band The Tree Amigos. Barry 'Burger' Bolten and his staff worked tirelessly to supply breakfast and lunch.

We also had several first time members attend, they were amazed you get breakfast, lunch and a band thrown in.

Wonderful job Tony Borg and Gary Anderson and all the helpers, the club appreciates your input.

Future car events are plenty and we are just about to take off for Tassie. A wonderful trip organised by Dee and Neil. Anyone who has not been on this trip is missing out.

Please remember this magazine is for you all and requires help and articles from all club members to make it great, we give a \$50 voucher to the best article in each mag.

This magazine is a tribute to Colin Falso and the to the members who contribute make sure that it's you next time.

The club is off to a great start this year and please remember the club is yours and you have a special part to play and help the magazine thrive. If you help at events you will get that special rewarding feeling only those that help get.

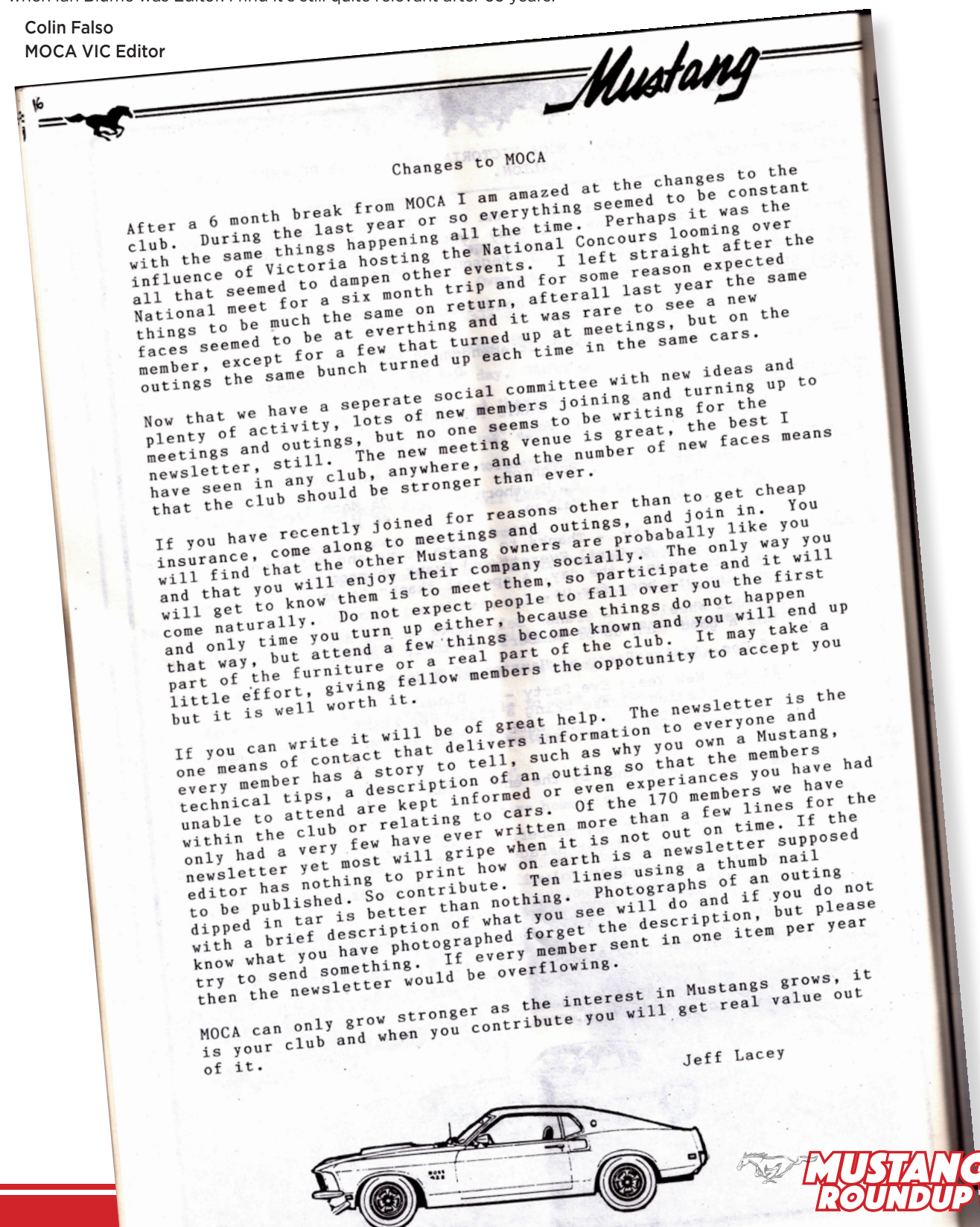
Keep on mustanging
Ian Collins
MOCA Vic President

EDITORIAL

G'day fellow Mustangers.

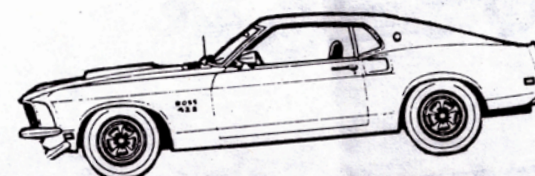
Here's an article from our Club Newsletter by a former member named Jeff Lacey. It dates back to December 1989 when Ian Blume was Editor. I find it's still quite relevant after 33 years.

Colin Falso
MOCA VIC Editor



MOCA can only grow stronger as the interest in Mustangs grows, it is your club and when you contribute you will get real value out of it.

Jeff Lacey



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Central VIC Christmas Get Together

Angela Williams



The Christmas get together in Bendigo is one of our most popular events we have. Roger and I starting hosting this event a few years back and we always enjoy having the Mustang Owners at our place.

This year the event co-incided with the Melbourne get together so we didn't have as many as we normally would but it was still a great day.

People started arriving from 11am and some were in their stangs and some weren't and the day went right through until around 5pm in the afternoon.

There was lots of food and drink to be consumed and there was plenty of laughter as well. We had around 20 people and loved the fact that we had so many beautiful cars on our front lawn.

We are looking forward to this years function already and hope we can have even more people can attend.



DEADLINE FOR NEXT MAGAZINE - APRIL 6

What No Round Up Again?

Peter Polazzon

Unfortunately Round Up 2021 had fallen victim to COVID for a second year running. Understandably with no certainty on which restrictions would ease, when or how many people could gather, the committee would have had to make the difficult decision to cancel.

It was somewhat frustrating to hear and see the Spring Carnival pony gatherings a week earlier allowing thousands

a day of hearing regional travel was allowed. I enquired about booking a lunch at a Mornington Peninsula brewery two weeks in advance only to find out they were already fully booked. Great for the venue but not so much for us. A cruise destination for another day I'm sure.

Undeterred we needed to think of somewhere else to go. I recalled a photo a friend had on his PC wallpaper of his



of patrons to attend yet our relatively small gathering by comparison fell through. It's a shame, as Round Up is one of the better events we get to attend during the year.

Stay at home restrictions probably even provided the opportunity for some of us to get an extra shine on our cars. I imagine Warwick wasn't one of them particularly as he would have had that patina look to uphold.

The old saying of what to do when life gives you lemons is apt on this occasion. Upon learning that we would not have a 2021 Mustang Round Up a few of us agreed to keep the date free in the hope restrictions would lift and we would head out for a cruise. I'm sure many Victorians had the same idea as within



motorbike in front of an old barn with old sign writing and always thought that would make a great photo opp for some classic ponys. Next task was to try and recall where this place was and how far it would be. Turns out it was in totally the opposite direction of the Peninsula in a very small town within the Gold Fields region near Creswick.

The town is called Dean and is so small you would miss it if you blinked and it look like it had a local pub or Post Office. There was a brewery though it was basically door sales without the option of ordering a meal whilst sampling the brews.

Deciding on whether to go on the day relied a little on the weather. The forecast during the week leading up to the



Sunday cruise wasn't looking the best and we decided to wait until Saturday to make the final call on whether to go or not. Those early forecasts were for rain through much of the week including Sunday which put the cruise in doubt.

I confess that I'm not a big fan of taking my car out when it's wet which is mostly down to wanting to avoid the grime that gets sprayed up from other vehicles.

By Saturday afternoon the forecast was indicating heavy rain during the night with showers easing through the morning before clearing by the afternoon. With the desire to get out for a run and also catching up with mates we decided to go ahead regardless of the weather.

Yes, the roads were wet, yes, there were showers as we made our way to Dean with spray from cars and trucks and yes the car would now need a thorough clean. However it was great to get out and I'm so glad we did.

The photo opportunity was pretty good too. We took a few group shots from different angles as well as some individual ones. Down the road was the own's Hall and Mechanics Institute which also provided a nice backdrop for another photo opportunity.

We hadn't pre-booked a lunch venue as we knew Creswick was close and had a number of cafes if the local hotel was full. The other option would have been to head toward Ballarat which likely had even more options.

We settled on heading to Creswick as it was closer and likely to have lost more business during lockdowns than Ballarat. The local hotel looked nice and we were offered the beer garden area. At first this was a little worrying since the day was overcast and a little colder than we would have liked for outdoor dining.

As it turned out there was nothing to worry about as there was a sheltered gazebo which was perfect. I'm sure if we tried booking in advance, we may not have gotten such a nice spot.

All in all it was a great day and although we missed another Round Up, the cruise and the company were fantastic. I'm looking forward to improved weather, more opportunities to cruise and to attend some club events.

BTW anyone wanting to visit the Dean & District General Merchants building in Dean, the address is 1384 Daylesford-Ballarat Rd, Dean, Victoria.



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Fire Extinguishers

Handy to have...

Ian Collins

When I saw this story about the burnt out Shelby on the web it brought back memories of my own car fire where I was just minutes away from losing my 1972 convertible which I have had for 38 years.

A car fire happen so quick all I remember was smelling a bit of fuel. Those that have carburetted cars will know that it's not unusual for a bit of fuel smell. but...when I got closer to work I saw slight smoke from under the bonnet just as I drove into the car park. Then the car rolled to a halt. I opened the bonnet and all hell broke loose, flames leapt from the engine bay.

My mate Trevor who saw what was happening went for the fire hose I beat him with an ABE extinguisher and that had the flames out very quickly, but the engine bay was already damaged including wiring, hoses etc.

A couple more minutes and no car would have been left. Folks an extinguisher is a handy item.

Parkes Body Works did a great job of fixing my Stang. Thank you Trevor Parkes for all your help. I was lucky, unlike the owner of this '69 GT500 Shelby Convertible recently spotted for sale on barnfinds.com



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North Tasmania Cruise.

Muzza & Len Van Rossum

Our northern captain, Len van Rossum organised a super sunny day for a great drive with a Pony friends from Launceston, Devonport, Ulverstone and Burnie to stretch the legs of our "Stangs" heading for Parmi 'n' Pot at the Pub in Smithton.

Brian has nominated his co-pilot to take the controls of his R-Spec, George lead the way in his Eleanor GT-E LTD, Mick & Kay have reversed parked their Red Rocket and Vicki wasn't giving up her seat in the cock-pit for anyone.

We have meet for our morning coffee with the likes of Bev & Harold in their PONYGT and DONNO in his limited edition Orange Oracle, Phil has rolled up in the black stealth like ROUSCH, where soon after Di & Pete arrived in their new GT-H Hertz right in pole position.

The Pony Train began its way for a leisurely cruise along the northern coastline of Tassie, taking in great views of Bass Strait and rolling fields of dairy cattle.

All in all we had about 22 Mustangs with all their drivers and passengers, 47 in total filled the Bridge Hotel for lunch.

We have then all made our way for a group photo, where shortly after the wolf pack breaking for the day, and each of us continuing our tour of exploring the beautiful roads and places within one of the best parts of Tasmania, all at our own pace.

Was a great day, some great stories with a great catch up, but most of all some awesome Mustangs on show who all got to stretch their legs.



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MUSTANG ROUNDUP

My Mustang Story

Maz Romandini

My deep-seated attraction to all things chrome bumpered, two doored, racing striped, blown, lowered or customised and intense passion for hearing the sweet, sweet rumble of a V8 engine purring in the distance is not something most girls identify with or understand.

I am an old school car girl and I have always been from a young age now maturing into a fully pledged rev head woman!

Growing up in the south eastern suburbs of Melbourne in the 70's & 80's I followed my Dad, cousins & brother around who were all into cars. We worked on cars, we cruised in them, we attended car meets and raced on the weekend and then drove them to work on a Monday morning!

My Dad purchased a brand new XB Falcon 500 Hardtop Coupe in 1974 as a family car. 'Yellow Blaze' in colour it was big, bold and bad ass!

That car had killer curves, cool looking stripes & bonnet scoops and made a real statement - this is where my love affair of muscle cars started!

Dad taught me all the basics of mechanics and how to drive in that car. From then I always aspired to owning my own V8 muscle car, with the iconic two door Mustang with her wild beauty constantly at the forefront of my mind.

When looking to update my daily driver six years ago there was nothing on the market that really interested me at all. I then started to look for an older mustang that I could update all the drive line in so she could be my new daily - iconic muscle car style with modern handling. Well, that was the plan - red was my favourite colour, she had to be a V8, a coupe and I wanted a right hand drive car for everyday driving ease.

After a steady search there was nothing really available that met both my brief and or budget. This was all at the time that Ford were releasing their six generation Mustang and had just confirmed RHD Australia delivery - the choice was now obvious!

Sight unseen (there weren't any cars in the country yet) I paid a \$1,000 deposit and ordered a new Race Red 5.0L GT Fastback and opted for over the top racing stripes and boot

spoiler from factory. My local Ford dealer advised there was a 12 month wait for delivery and I excitedly poured over the internet reading anything I could about the upcoming 2015 model and anticipating my 2016 delivery.

Two weeks after ordering the 2015 Mustang my husband Adrian was attending his monthly car club meet and was chatting to one of the other members who started telling him that his brother in law was desperately selling his mums 1966 Mustang.

Adrian didn't really think much of it until he was told the car was red, was a V8 and was a right hand drive. He immediately thought of me and came home telling me all about it, 'but we've just ordered the new model' I retorted. His response was 'but it ticks all the boxes, and we have nothing to lose just going to have a look right?'. The rest is history, two days later we drove this newly acquired stunning '66 Mustang home. I was absolutely besotted, it was like we were driving one of our babies home from the hospital for the first time!

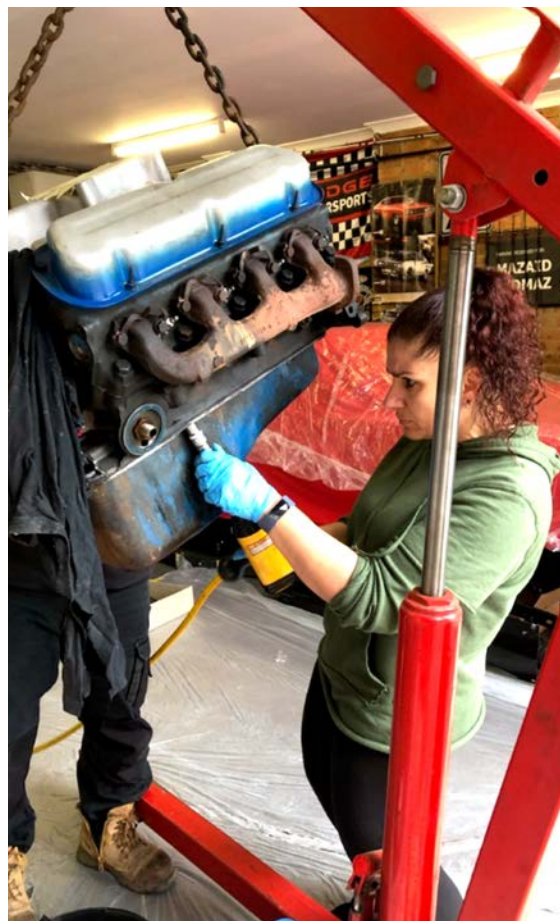
From then on, I drove the 1966 Mustang absolutely everywhere I could, and I was easily spotted with my aptly named customised plates MAZTNG!

Twelve months later my 2016 Mustang order arrived from the US and my stable was now full with two red Mustangs that were exactly 50 years apart, yet both wildly beautiful at heart.

Having trouble distinguishing which car I was referring to; the 1966 Mustang became affectionately known as The Old Girl & the 2016 Mustang was baptised Veruca. The name Veruca came from the Charlie & The Chocolate Factory character Veruca Salt, as I truly felt spoilt owning two Mustangs.

There have been many modifications made to both cars over the last few years. Firstly on the '66 a custom exhaust with pacemaker headers were fitted for a sweeter note.

A few years later I removed all the interior and insulated the shell with thermal and acoustic properties. Then I restored or replaced most of the interior with new, including reupholstering the seats with TMI seat covers and new carpet throughout.



We replaced the tired old 289 engine with a freshly built 347 stroker, as well as updating the diff centre, new lumpy cam, bigger carby, stall converter, tail shaft, upgrading the auto to a C10 and a new radiator with thermo fans.

A Dakota digital dash and electric boot release have been the latest updates and the Old Girl is booked in for a much needed respray next year. I'm proud of the fact that I'm not scared to get my hands dirty, and I've learned so much by pretty much pulling the car apart and putting it back together!

Whilst I enjoy all the modern features and undeniable muscle car styling of the late model Mustang, I must admit I have total adoration for the Old Girl and the whole driving experience she brings.

From the shine on the chrome bumpers, through to the sound the solid doors make when closing and I love hearing my aggressive small block engine rumbling and waking the neighbours! I enjoy looking out over its long hood and gazing out to the round chrome side mirrors and the size of the car is perfect for a shorty like me! There's absolutely nothing I enjoy more than fat arming it down the road, engine roaring and music blasting.

Owning the two Mustangs has also bought about some fame and recognition which is a further nod to the cars' wide spread appeal (not that MOCA members don't already know all about that!).

In 2018 I was cast for a role as a real-life car enthusiast for the Magic Hand Car Wash 'Beaming Back At You' campaign with an extensive video and photo shoot, and in December 2020 as a woman with classic cars, featured in Australian House & Garden Magazine 'Great House Great Car'. I've ended up with some great photos and video footage of the cars as lasting memories from these features.

Classic cars and motoring is a real way of life for me and my family. We are actively involved in the Melbourne car scene and love nothing better than cruising to a meet with likeminded friends to admire and appreciate the multitude of classic cars there are.

My husband Adrian has been painstakingly restoring a 1969 Dodge Charger that is finally only weeks away from completion - we just need restrictions and lockdowns to lift so we can actually cruise in our cars and along with so many others get back to doing what we love!

What a great story Maz!.. Fantastic to hear about both your Stangs and your journey with them so far. So lets here YOUR Mustang Story. Don't be shy.. simply email me with some pics and a bit of text to: colinmustangroundup@gmail.com



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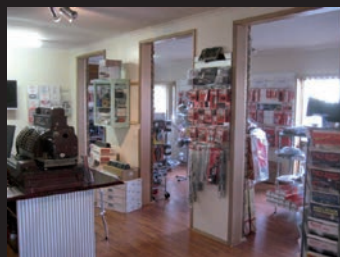


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Swansea Road Trip

Len Van Rossum



Winter has been a bit quiet down here in Tasmania for MOCA members as is usually the case. The lockdowns in Victoria may have restricted Mustang related activities there at times and we may not have been in lockdown here, but us Tasmanians tend to go into a form of hibernation in winter anyway. Luckily, we have still been able to go out for the occasional get together and meal.

Thursday night and at the Swansea RSL club on Friday night. Both venues were easy walking distance from our accommodation. Happy hour before dinner and a nightcap after were enjoyed by our group in the spacious cottages.

A MOCA club run from Hobart to Orford for lunch on Saturday had been organised so a couple of our group headed off from Swansea to join them. We explored



To celebrate the end of winter a small group from the North West of Tasmania took their Mustangs to Swansea for a couple of nights away on the 26th & 27th of August. We also had a couple of members from the South of the state join us for a relaxing and laid back getaway. Our accommodation was provided by Rob and Toni at Swansea Cottages. These are very comfortable cottages located near the beach and the hosts are MOCA members as well.

We did have a couple of light showers while we were away and the weather was generally a bit cool but that did not stop us from getting out and seeing the sites.

Our group spent Friday morning exploring Coles Bay, including a coffee stop, and then we headed up to Bicheno for lunch.

After lunch we checked out the waterfront sights of Bicheno and then cruised back toward Swansea. A stop at the Devils Corner cellar door along the way allowed us to restock with some vital supplies for later on our trip.

Dinner was enjoyed at The Bark Mill restaurant on the

Triabunna and Orford and stopped for coffee along the way.

Lunch at the Eastcoaster resort at Orford gave us the opportunity to catch up with southern members as well as some northern members who had travelled from the Launceston area. After lunch was finished we headed for home via the Lake Leake Road.

It would have been nice to stay a bit longer but heavy rain had been forecast and we had nearly 300 kms to travel. Luckily we arrived home before the rain came.

Thank you to our members who came along to Swansea and made for an enjoyable and relaxing getaway. Thanks to Rob and Toni at Swansea Cottages for

looking after us and joining us when they could. Thanks to Gav and Viv for organising the lunch run to Orford on Saturday. Hopefully there will be many more events to enjoy the company of MOCA

members (and potential members) and opportunities to get our Mustangs out of the garage.



**MUSTANG
ROUNDUP**

1972 Q Code Mach 1 Mustang Restoration

Terry Usher

I started the restoration project in August 2020 the plan was a full rotisserie restoration, I began with the purchase of a rotisserie then the strip down began.

I documented most items and placed all the parts in bags for the rebuild later on, My Phone camera was my best friend as well, I think I must have taken maybe 500 photos of the strip down.

Then the plan was to restore or replace every item that needed it, I began by placing consolidated orders with NPD in the US who were great to deal with, but freight was pricey.

So, I fully stripped the paint from the whole car inside and out with paint stripper, messy job but effective, then repaired the whole outside. Luckily, there was only one tiny rust hole in the rear quarter, no rust anywhere else.

There were a few dents to repair as well as a previous rear end collision which was never repaired correctly and another in one of the doors and both quarter panels as well.

I finished the whole outside as close as possible to a metal finish with only light skims of body filler to finish.

After several coats of high fill primer and a lot of blocking back I had it ready for paint.

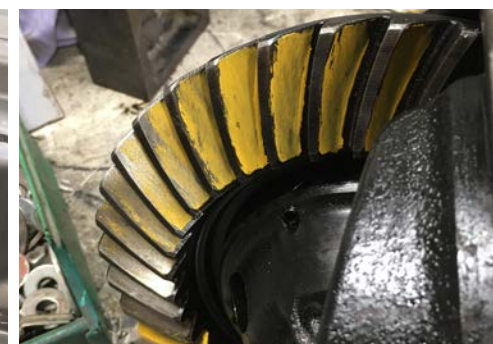
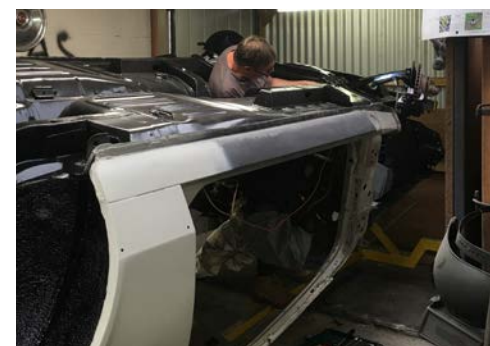
I hired a Spray Booth in Bayswater and got the paint original Light Pewter color on including all the Satin Black highlights which turned out great.

After a couple of weeks, I cut and polished the car all except the black and started the re-assembly with all the restored or new parts.

Some specs.

- Restored and upgraded C6 Transmission
- 93 stroker upgrade to original engine, roller cam, roller rockers, original reworked 4V heads etc.
- Beefed up tail shaft
- Rebuilt 3.25:1 diff
- All new suspension and steering components
- All new Braking components
- All new upholstery and roof lining
- New carpet
- Everything Rechromed or repolished and re anodised
- All new rubbers plus much more.....

Just trying to get it on the road now can't wait...first stop the local Petrol Station.



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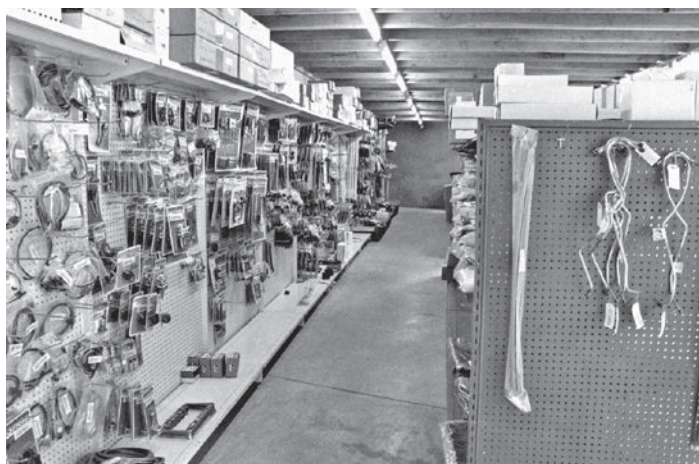
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Covid Can Make Your Pride & Joy Sick!

Brian James



I attended the Rotary Club Car Show on Easter Sunday at Hastings last year between lockdowns.

Fantastic show and worth the drive. Being quite a long way, (for me), I filled 'er up the day before. As usual I caught up with Ron Minogue with his Shelby and it was a fun day.

Before heading home, Ron's son, Brendan asked if I would like to go for a spin in his new Tesla P100d SUV. (I hope I got the designation right. If not Ron will let me know).

It's a weird feeling as a front seat passenger. No gear stick, and just one huge screen detailing every setting and mode.

Once off the dirt access road, Brendan straightened it up and stopped on the bitumen and then just floored it.

Holy Shit! My inner ear had toppled before we went 100mts. The acceleration is just breathtaking and.....quiet.

I'm sure we have all had exhilarating car rides in those we have owned and others. This was next level. It's like being fired out of a gun...without the "bang".

I have seen the You Tube video of the drag race between the Tesla and a V8 Supercar. The V8 Supercar is embarrassingly thrashed!

Now I no longer believe the video was edited.

But I digress. A nice diversion, but not what I wanted to talk about.

After the Hastings show the car stood idle, along with everyone else's.

I'm sure, like me, we all get a bit toey with no motor action. So after a substantial period of lockdown I had to take it for a run to blow out the cobwebs.

I noticed it didn't run as good as usual and even had an engine miss under heavy acceleration, but once warmed up it seemed OK.

Subsequent lockdown drives, (for supplies of course), the miss seemed to be more evident. Time to sort this out.

I'm thinking electrical, as occasionally under hard acceleration it cleared its throat and went like the cut cat I'm used to. But then the miss returns.

Replaced Coil lead. Still faulty.

Had Dizzy checked. It's OK.

Replaced all plug leads. Still miss firing.

Cleaned out a little corrosion in dizzy and replaced rotor and cap. Still not happy.

Replaced a suspect water temp sensor connector to engine ECU. Surely now it MUST be OK.

Nup, still not right. After the usual flow of expletives while still on this test drive, I notice I'm getting a little low on Juice. After a drink of around 30litres, I head for a drink myself and meet Lino for a coffee.

On the way there it seems to be running a little better but still not right. Pissed off with it, we enjoy a coffee and I head off home.

Hang on, it seems to be running OK. Give it a bootful and the response is as clean as a whistle. Serve it up to it all the way home and doesn't miss a beat. Running just like it was on the Hastings run. When was that?

My Permit Log reveals it was 4 months from Hastings to its next outing, and a few runs over 3 more months trying to sort out the problem, and no fresh fuel in the meantime.

Clearly, the fuel had "gone off".

No fresh fuel for 7 months had my pride and joy behaving poorly. It obviously took a little while for the fresh fuel to replace the bad fuel in the lines, which is why it wasn't immediately OK after the stop.

So "Covid" was responsible for making my car ill.

I have never experienced sour fuel before, but will be more wary in future. I guess if Covid didn't exist my car wouldn't have sat idle for so long. It's also good practice not to park your car after a run with a lot of fuel in the tank.

So before you start dismantling your pride and joy after a long layoff because it's not running as it should, check your Log book for the last fresh fuel intake.

Mine was probably due for an electrical system overhaul anyway!

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**MUSTANG
ROUNDUP**

Top Five Highs & Lows of Owning a Classic Mustang

Reprint from Rocky Mountains Mustangers Club
Graham Hutchins



For some people, classic cars are a business or investment. But for most of us, owning a classic Mustang is about passion. There's not much practicality in a 1960s American icon sitting in the garage most of the time. But just looking at it can instantly bring about those cherished feelings of nostalgia. And when you can take it out on the road, wow!

Of course, it's not all good times. Owning a classic Mustang can also be frustrating, annoying and even downright heartbreaking. So, here's my list of highs and lows of being a classic Mustang owner.

High: Whenever I park my classic Mustang in public, people want to talk to me. They tell me about the Mustang they owned, their brother owned or their friend owned.

Their eyes get big as they scan the clean lines of my car. They smile wide as they talk about the great times they had in that Mustang going to the lake, going to the mountains and going to the drive-in. Sometimes they even tear up. They thank me for bringing back such memories as they walk away; constantly looking back.

Low: Sometimes people wanting to talk to me can be annoying or even exhausting. What I dislike most are the clowns who immediately pop off with, "What's it worth?" or "How much horsepower?". I'm certainly not ashamed of those numbers. The value of my 1970 Mach 1 has increased quite

nicely in the years I've owned it. And the 351 Cleveland under the hood gets up and goes, thank you.

But those questions miss the point. Prices and power numbers are not what my classic car is about. Then there are the self-proclaimed experts. They want to tell me about the Mustang they had with a 289 that preposterously made 500 horsepower.

Another oft-told tale is the Falcon, Ranchero or Country Squire wagon they drove that had a factory Boss 302. They're sure of it. No amount of polite correction can sway them. After all, although they drive minivans, what do I know?

High: I really like the simplicity of my classic Mustang. The lack of electronics, automation and insulation makes for a great driving experience. I can feel the road through the steering wheel. I can choose exactly when to change gears with a big knob on a mechanical shift stick. No beeps. No bells. No buzzers. No kidding.

Low: Real world driving situations can make me long for modern automation. When caught in the rain on a hot day in bumper-to-bumper traffic, nice wipers and an automatic transmission sure would be nice. Air conditioning? A gift from Heaven. But no. I'm pushing in the clutch, again and again, trying to see out the windshield and getting a serious case of swamp bottom.



High: Few things are more satisfying than restoring, reconditioning and repairing a classic Mustang to get it back on the road. Hearing the motor roar and feeling the wind rush through the windows is exhilarating. Sure, you can get those things from a new Mustang, but there's something extra special about it after so many hours, months or even years of sweat, struggle and maybe even a little blood. Yeah, Baby!

Low: The reconditioning and repairing never ends. Sometimes I just want to turn the key and go, but my classic Mustang has other ideas. Maybe it's just a misadjusted choke. Or maybe the clutch stayed on the floor when I pushed it in. Either way, I'm not going anywhere. My buddy with the 2019 Bullitt Edition is going to make the cruise, but I'm not. Time to get out the tools; again.

High: Most classic Mustangs were not street terrors. But a few models were downright fast. And with a little massaging, it's not hard to make those Mustangs a fire-breathing dragon of the road. That speed, along with a slight sense of danger, makes a classic Mustang even more fun. And, shoot, a 1970 Mach 1 looks like it's going 100 MPH just sitting in the driveway.

Low: A fast classic Mustang on the road can be like a gunfighter walking through old Dodge City. Every two-bit cowboy wants to take me on and prove his worth. Sure, I get on it now and then.

But no, I'm not going to race that Asian sport coupe through a school zone. "Slag off, punk!"

High: When you own a classic Mustang, you are a part of a very special community. My very first car was a Mustang and I soon learned that other Mustang people welcomed me and appreciated me. My fellow high-schoolers and old-timers alike offered me advice, assistance and encouragement. That sense of belonging is a big reason why I'm still a classic Mustang guy.

Low: Here in the 21st century, that community is getting smaller. Calling that go-to machinist and learning he retired is a bummer. But not getting an answer and learning he has gone to the Great Big Garage in the Sky can be downright heartbreaking. My high school friend Troy drove a clean, 1969 fastback in Acapulco Blue. A few years ago I got a call informing me Troy had lost his battle with cancer. I miss the classic Mustang people who have passed and I pause at the reminder of my own mortality.

— Patrick Germain
Rocky Mountain
Mustangers Club USA



Trip across the Nullabor

York - Western Australia
Vicki Thorton

Street
MACHINE

NEWS FEATURES EVENTS SHOP

W M 44 8 WHICH



Photo from <https://www.whichcar.com.au/features/ex-speedway-1965-mustang-fastback>



We were lucky to get away in April 2021 to have a holiday in our Wonderland caravan in between lockdowns. We were travelling further west than we'd ever driven. We crossed the Nullarbor free camping and enjoying the night skies once the tail of Cyclone Seroja had passed.

We travelled around

the south of WA waiting to meet up with my brother and his wife to then continue our travels together.

Dale and I decided to go to York when we saw they have a Motor Museum there. So, after many interesting k's we pulled into what I would describe as a beautiful town full of late 1890's buildings. York is the oldest inland town in WA - 1931 but it didn't get going until the Gold Rush started as it was the

last train stop on the trip east to the goldfields.

The York Motor Museum is full of unique vintage, classics and racing cars, motorcycles, bicycles and memorabilia.



Photo taken from google maps

Each car comes with information on it and in some cases a story on who had it or why it is so special. The car from Crocodile Dundee doesn't need much of an introduction but some are from prominent locals or just have exceptional stories. soe of the examples on display were:

- Australia's oldest VW Beetle (1946 built after WW2 and imported to Australia in 1951). Reputed to be the oldest in original condition VW Beetle.
- WA's first car - 1898 Benz - 10.5 single cylinder - the owner was fined for furious driving over the speed of 18mph
- The Australian built 1919 Australian 6 Tourer is one of sixteen surviving examples.
- Morgan Sports PV Y Model 1938 is a three-wheeler and has an early four cylinder motor - the 'Coventry Climax'
- A bright yellow 1901 Clement is an elegant car that was the Governor of WA's daily driver. It rates No. 7 on Unique Cars list of 'One Off' cars in Australia.
- Rosco McGlashan is Australia's Fastest driver - holding the land speed record in 1994 at 500mph (802.6kph) on Lake Gairdner, SA. His earlier efforts in 1980 were in a hydrogen peroxide rocket kart to the speed of 253mph covering a quarter mile in 5.97 seconds. He couldn't bring it to Australia at the time because United States Government prohibited the export of the hydrogen peroxide fuel, describing it as an implement of war. Drivers were killed when they exploded and would often wear a parachute for if they parted company with the kart.
- and....Last but not least an ex-speedway racing Mustang - there's an online article about it if you're interested. refer to link here <https://www.whichcar.com.au/features/ex-speedway-1965-mustang-fastback>



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All I Want... Is a Mustang!

Stephen Harrington



My Mustang Story unfortunately cannot feature photos of me with my own Mustang, driving stories or on location photos of my car as sadly I am still not yet a Mustang owner.

I have tried and got close on a couple of occasions, but now it seems further away than ever what with lock downs, the massive prices being paid now (good for sellers, but not for buyers) and with that dreaded COVID a bit of uncertainty about what the future holds.

My first attempt at a purchase was a car in the USA. A good mate of mine Terry (who also has a passion for fine old cars, his being a beautiful '57 Buick Special 2 door pillar-less model) had been looking on line for Mustangs for sale in the US as he was travelling there and was happy to check one out for me and buy it if he thought it was ok.

After several weeks he found one that he reckoned was a good prospect. Consequently I transferred my \$38,000 to his account and waited to hear from him and his travelling mechanic companion once they were in the States.

Sure enough, they check out the car, only to be a bit concerned about some aspects of what they saw "in the flesh" and so on the basis of "would they buy it if it was their money"? - no, they let me know that this was not the one for me. Terry transferred my money back but I happily gave him \$500 for his efforts.

Next up was a nice looking specimen for sale in Camberwell. Powder blue color, '66 Coupe 289 engine nice clean good looking car.

I again called on the expertise of Terry who came along with me and did his stuff of getting under the car with his torch to look at things that I have no idea about.

Giving it a tick of approval, we head off for a test drive. Now I have driven LHD cars before (in Italy when on holiday amongst the speeding impatient Italian drivers on their narrow country roads) and I find it very disconcerting and difficult to relax as I need to concentrate so hard on what I am doing. "You will get used to it in time" says Terry, but I am thinking I do not want to have to get used to it, I want to enjoy the drive straight away. Consequently I passed on buying this one.

Then my good wife Janis gives me a wonderful 60th birthday present - she has booked a RHD '65 White Convertible from Pete's Classic Garage, Moorabbin for a 24 hour use.

She is such a good girl! Well we had the most fantastic time taking the Stanger up to Marysville, driving through the Black Spur and just cruising along the Maroondah Highway to Buxton and beyond, top down in the sun.

A RHD is for me I decided. What follows next is looking at a very nice specimen at Burns & Co Auctions Bayswater, Candy Red, RHD and a really fine example. Terry comes to the party again (he must be getting sick of me now) and checks out the car and says I should buy it!

With a price indicator of \$45,000 - \$50,000 I go to the auction ready to pay \$55,000 if I have to. The fine print on the auction brochure speaks about a 10% buyer's premium which means that my \$55,000 already needs to be more than \$60,000 in fact. The opening bid is in the low \$50's and it reaches \$60,000 very quickly and I have not even placed a bid. It sells for \$68,000 which means \$75,000 with the buyer's premium and other costs.

So here I am subscribing to Shannon's Auctions (they only have 5% premium - big deal!) but the prices are crazy



and I am not even bothering to bid. Our youngest daughter is due to be married in late January next year and she has agreed to let me drive her to the wedding in a Mustang - she

is a good daughter!

In case I do not have my own by then, I have booked the '65 white convertible with Pete's Classic Garage for that weekend to make sure that at least I have something to drive her in!

Happiness has been described as "Having something to, someone to love and something to hope for". I have the first 2 points covered, now I am hoping someone might be able to help me?

All I want is a Mustang. Does not need to be flash, nor jazzed - just a nice clean 65-67 coupe, 289 or slightly larger, RHD, Auto. you can contact me on 0408 948 797

New MACH 1

Phil Browne



One day in October last year I was browsing various news services via the internet when I stumbled over an item with some detail about a new Mach 1 that was going to be released in Australia.

A limited number with some interesting features, I read the article, sat back, cogitated on the subject, later on told Her Majesty about it then announced that I didn't think that I really wanted one. Let's face it, the price would be prohibitive and we already had 2 pony cars in the stable.

The next morning I woke and announced to my fair lady that I was going to take a drive to Bendigo to discuss this new model with the guys up there who sell Ford cars.

We arrived in Bendigo and I was introduced to a friendly young bloke (aren't all salesmen friendly?) and said I was interested in the new car. I was told that each dealer would likely be offered 1 unit. I asked if any other people had enquired and was told that I was the first. Good. Pole position!

They took down contact details and we left to do some shopping in the Goldfields metropolis. An hour later I suggested that perhaps we should have left a deposit to confirm my intent.

We returned to Epsom and made the suggestion of an initial payment to stake our claim but was told that they did not have a stock item to hold it against so could not accept it. In the hour since our first discussion they had received 2 enquiries by phone. I pointed out I had driven an hour to discuss the matter and was first in the door so I was still claiming Pole Position.

Forward a month and I received a phone call asking what my preference was for colour of the soon to be delivered vehicle. I had received a hard copy of the sales brochure and I had done some research and realised that Red was not an option (in Australia, anyway) and the most attractive to my mind was the Velocity Blue. (I won't bore you with my opinion of the other colours.)

I made another trip to Bendigo and we signed a formal contract for the sale of a Velocity Blue Mach 1 with 6 speed manual transmission and standard seats. (I tried the Recaro ones in another vehicle but got wedged in and besides, Her Majesty really enjoys the heating/cooling of the standard ones.)

This time they did take my money and told me that they were actually getting 3 vehicles but I would still have the first one. Delivery was expected in March or April, 2021. I have never had to wait more than a week for a new car so this was taxing my expectation tolerances.

Over the next couple of months I received a call from Greg (the sales rep) who became known as Santa as that was how he introduced himself on one of his early calls.

A monthly "keeping in touch" call, probably designed to reinforce my interest. Hey, they had some of my money so I was not going to be losing interest too soon.

Each call was opened with a discussion about option packs. Did I want the tow pack or the bull bar, how about the air horns that played "Dixie"? Her Majesty asked if they had a roof rack with a set of bunny spot lights. This could be the most optioned muzza ever.

By the end of March the expectation of delivery was pushed back until "probably late June". I asked "which year?" I did have a set of plates for it - BLUMC1 - (the ones I wanted were all gone) and by mid March I had a VIN for the car.

I learnt along the way that you could track a new vehicle through the build/delivery process if you had the VIN but try as I did, I never found out how. Even the guys at Bendigo Ford couldn't do it.

Another issue was where to park it. Obviously one of the current cars was going to have to make way for it. The convertible was ideal for summer months and a natural pairing for the intended blue one. Apart from that H. M. loved driving the Canary and had never driven Sally (the 2005 coupe) because she needed both feet to be able to push down on the clutch. Besides, I knew somebody who had always admired the silver car and after a brief discussion a deal was done. I was even offered "visitation right" if I needed a fix to be reminded of my first pony car.

In May I received a disturbing call from Santa. He had to read me a prepared statement about the changes in vehicles being delivered from the original specification sheet. I comprehend better when I can read information so asked for an email with the details. It took several days before it turned up. A couple of the changes were minor but some were quite serious.

Cruise control was being downgraded from Adaptive to standard and no rear parking sensors. What? Every car these days has rear parking sensors. Well, at least it had a rear view camera, but then every car these days has one of them too. Worst of all, no Mach 1 floor mats. The cruise control and reverse sensors could not be fitted because of other suspension options but why no Mach 1 floor mats? Perhaps I can pick some up from Kmart later. The compensation offer was either a Ford Performance Experience or a complimentary "A" service. Later I read another article on the internet that the package was now the Performance Experience plus first 3 scheduled services free. A later conversation with Santa and he had not heard that but would investigate. I also received a phone call from Ford Australia confirming the upgraded package but the promised email confirming the details never arrived.

Late June and a call from Santa to say that the blue flash was in the yard and being prepped by the detailing team. A trip to the bank to organise the folding stuff to be exchanged for the keys.

Next day it was a train trip to Bendigo, Santa arrived to drive us to the collection point. Spondoolies for keys, a promise that the confirmation re: the compensation package would arrive (still all verbal) and then the unveiling of the new toy. Chassis number M1969 - an omen? It looked as good as I had hoped. A few tips on various features - the controls on the steering wheel are not exactly like the ones on the 2017 model so future confusion is guaranteed - and finally we were driving it through the main street of Bendigo taking the baby home.

First official drive was to Coburg to discuss with the people at Detail Mode re: a ceramic coating. They sponsor another club but offered to treat our wheels for the same discounted rate. Told not to drive it before treatment (to avoid stone damage) we still needed to try this beast out on the open road.

A couple of days later and it was to Myers Flat (near Bendigo) with some friends who take a mid-week drive each month, for a visit to the Great Stupa, a Buddhist temple under construction. Some unmade roads but cautious travel at low speeds and avoiding other traffic then a visit to a car wash for a brushless clean on the way home.

Eventually an email from Ford (Aust) with a variety of packages. I opted for a cash refund that will cover most of the cost of the ceramic coating. The treatment is spectacular and will help protect the investment value of the vehicle.

The treatment took a couple of days and involved several processes. After a thorough cleaning it was off to have a



protective film applied to points most likely to be damaged by flying boulders or small stones. Then the ceramic coating applied to the whole vehicle. While it was in their workshop we had a tint applied to the windows before they did a thorough internal and engine bay clean. The final cost was a little more than I expected but the end result is amazing.

We were supposed to take it back a week after delivery to have a lesson on how to clean the new protective coating, but you-know-what got in the way. In the end I received a parcel of cleaning products and instructions on how things should be done. (Sorry Peter, but this is part of their post delivery service.)

So now we have the blue flash sharing the stable with the yellow canary. And how does it drive? Bloody fantastic. To steal a line from Pretty Woman, it corners like it's on rails.

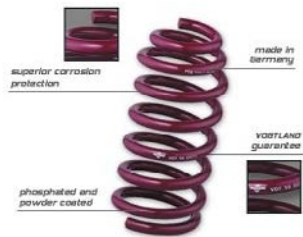
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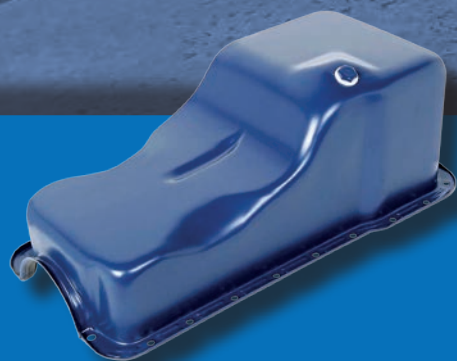
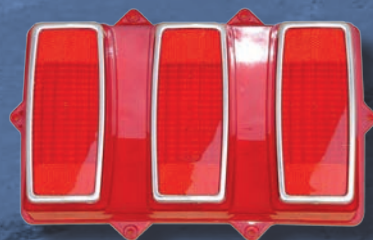
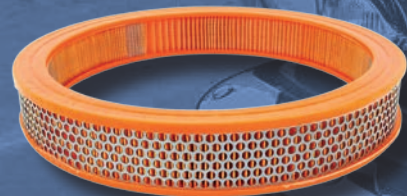
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CAR CARE Tools, Techniques & Tips

Episode 13 - How to Display your Car

Peter Alderson



After all of the car show prep cleaning you have just finished, it's time to show off your car to the public, and judges, if that is what you like to do. So, in this article, I'll be writing about "How to Display your Car".

Decisions about displaying your car start as soon as you enter the display area. You need to choose a spot where you can show your car to its best advantage.

Take the following into consideration:

1. Closeness to other cars.
2. The ground where you are parking.
3. Sun or shade outside.
4. Inside might be an option.

1. Closeness to other cars

I try to park somewhere that allows people to move freely around my car. I like to have one, or both, doors open, so extra space around the car is important. Parking at the end of a row can be helpful here, otherwise, when parking, ensure to leave a little extra space between yourself and the car next to you.

It's a good idea to open both doors as soon as you park, so the next car that comes along will not park too close to you.



End of row, everything open, clean grassy spot.

2. The ground where you park

There was one car show I attended I remember vividly for the awful treatment we were shown. It was an open car show and all makes, models and styles were on show – modern, classic, hot rods and heavily modified were there.

It looked fabulous, and the display area was tarred, dry, and clean. But, we were told that the first display area was full, so we would have to proceed to the next area.

It was abysmal to say the least. A narrow, dry, and heavily dusty roadway, where all cars were parked really closely together – and the parking marshals were in strict control of that! Once I parked, my car was already covered in dust. The tyres and exhaust from every other car that passed blew huge clouds of dust everywhere. It was a huge problem, and one that could not be fixed.

It was pointless trying to clean the dust off in such a situation as it was impossible to stop the dust from both cars, and people generally walking around, besides any form of cleaning would have scratched the paintwork. I vowed never to attend that event ever again.

The lesson to learn here is to look carefully for the best place to park for display. Sealed surfaces first, grass next or pebbles /stones as a final choice.

Bare dirt – never! Look around as you enter the display area and make the best choice you can.

3. Sun or shade outside

In my last article I explained the benefits of displaying in the sun. I would usually choose the sun, as it will create more sparkle from the paintwork/chrome, illuminate the engine compartment, interior, and wheels to better advantage than would be possible by parking in the shade.

You might also like to take into account the movement of the sun – across the car, from left to right, or along the car, from bonnet to boot.

It can make a difference to how the various areas of your car are illuminated. If you want to have sun illuminating your engine all day, then sideways travel of the sun can be important.

Choose a spot with your car pointing towards the sun so, as it travels through the day, from side to side, your engine will always be pointing towards this source of illumination!

If that is not possible, then you could choose to have your engine illuminated in the morning, or in the afternoon, depending upon the sun's path of travel along the car.

4. Inside might be an option.

It may possible for you to park inside the display venue. This is always an advantage as dust will be kept to a bare minimum and lighting will be fairly even throughout the day. If you have a concours car, or just want to go that little bit further with your display, you could consider adding ropes, lights, and special flooring to the ground to enhance reflections.



Indoor checkerboard flooring – reflections!

So, you are in position. Next, you need to add a few display props that will help protect your car, communicate information and, be conversation starters with viewers.

The Tools - Props

Here are the props I take to car shows.

1. "Do Not Touch" signs.
2. Display board - Vehicle Place in History.
3. Display board - Previous Awards and Credits.
4. Provenance detail documents.
5. Original vehicle promotional materials.

1. Do Not Touch signs

You will place these in some strategic places:

1. On your front seat – driver side.
2. On your engine
3. In your trunk /boot.
4. On your dashboard – near provenance docs.

These signs remind visitors that, even though the car is open, that's NOT an invitation to sit in, or touch the car, or any of the materials you have on display.

However, there are times when I do invite visitors to sit in the car. It will be obvious that some people linger longer at your car. Have a conversation with them, and you'll soon realise that allowing them to sit in the car would thrill them tremendously.

This makes a great photo opportunity for visitors – and isn't that what it is all about! So, the signs serve their purpose, but it is your choice to allow people to touch, or sit in your car if you decide.

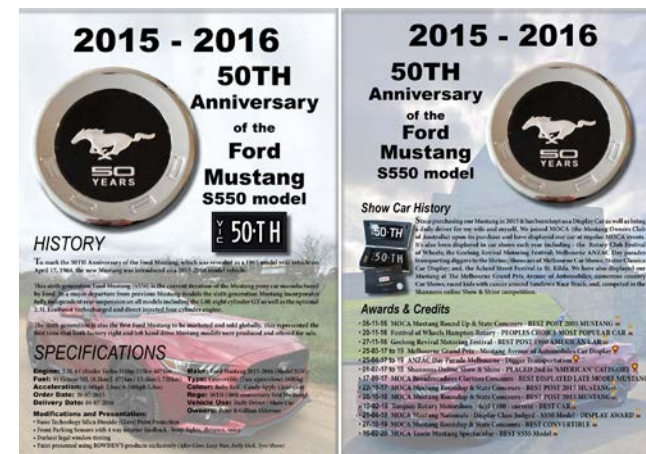
TIP Not sure where to get the Do Not Touch signs?

RACV and Shannons attend larger car shows and offer the signs for free. You can also purchase them in store at Autobarn or Supercheap Auto, or online from Bowden's who sell quite a comprehensive collection of signs.

2 and 3. Display Boards

It is a great idea to have a display board. This can become a permanent prop that attracts visitors and, once there, they have a reason to stop, look, read, and possibly ask questions of you about your car.

The display board could include this information:



Two sides of my display board.

1. Your vehicle's place in history.
2. Facts about the car's design / build.
3. Vehicle specifications:
 - a. Production date and build location/s
 - b. Model and Type
 - c. Engine type / size / fuel
 - d. Performance stats – mileage
 - e. Performance stats – speed
 - f. Horsepower
 - g. Paint name / code (very popular)
4. Modifications:
 - a. Paintwork and protection
 - b. Engine
 - c. Exhaust
 - d. Brakes
 - e. Interior
5. Awards and Credits
6. Personalized registration plates.



Display board helps visitors learn about your car.

4 and 5. Provenance/Promotional Documents

Provenance documents show details about your car to prove its origin, modifications and place in history.

Included amongst these documents are items such as the following:

- a) Vehicle build sheet.
- b) Original vehicle order / delivery / invoice.
- c) Original Fuel consumption certificate.
- d) Original promotional brochure/s.

CAR CARE Tools, Techniques & Tips

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Display Documents. You might use any of these.



Reading documents.

I display these on my front dash. Remember to position them so they can be easily read by anyone looking through the windscreen. You can also display some, like the promotional brochures, on the seats, in the trunk or on the centre consol. It is up to you whether you have laminated photocopies of original build and vehicle order documents, or if you show the originals.

All of the information contained in these documents will certainly answer many questions people may have, spark further interest, and can often lead to questions they would like to ask of you.

In addition to having the right positioning and the appropriate props displayed, there are some other tips you need to keep in mind when displaying your car – whether just for the general public, or if your car is being judged.

Car Show Display Categories

Be sure you know the theme of the show. Is it open to everyone? Are there particular categories, or is it for special cars only. If you are competing, the focus of the car show, and the categories available, will partly determine your likely success in receiving an award. Is the show for the most unusual; the cleanest; dirtiest; biggest engine; loudest engine; most chrome; particular models (Ford); best original; barn finds; modified; or any model and make of car, so open to everyone who comes along – so loads of different categories.



Best Hot Rod, Original, Chrome? What category?

I've been to some shows that awarded their prizes to the loudest and most chrome, so obviously I had no chance at all. If you do know the focus, then be sure you know what category into which enter your car. Entering the incorrect category can mean winning, or losing, to someone who better meets the category specifications.



Wow! Oldest, most rusty, original? Categories?

I just love the car above. Not my usual clean style, but a great original, barn find even. It would easily attract attention at any car show. And, it was fully registered as well!

The Techniques: Car Show Display

There are a number of techniques you need to perfect, and be able to apply quickly after you choose your spot and park at the car show.

These techniques will ensure your car is presented in its best light, and hopefully, will enable it to catch the eye of visitors and judges alike.

These techniques cover cleanliness; consistency; openness; engagement and, interaction.

- 1. Cleanliness.** Visitors, and judges in particular, will be impressed with a car that is clean. Sounds simple, but if you take into account all that I mentioned in the previous article, there is potentially a lot to do to achieve absolute cleanliness once you arrive at the car show, and before your car is ready for final display. Double check exterior, and interior, including small areas such as air vents, carpet, fingerprint free navigation screen, inside of rims and wheel arches, engine belts and hoses, wiper blades, petrol cap area, glass, and of course paintwork. A final wipe over to all of these areas can lift the overall cleanliness to its highest level.
- 2. Consistency.** This is often overlooked, but a car that has attention paid to this area really stands out as being presented beautifully. Ensure your front seats are in the same position – same distance from the dash, same height, back rest at the same angle, headrests at the same height and angle, and all seatbelts arranged in an identical manner front and back. If these items are all consistent then the overall impression given is of a cohesive presentation compared to being a haphazard/uncoordinated appearance.



A beautifully presented, and consistent, interior.

- 3. Openness.** The key here is to open everything! Externally, the bonnet, all doors, boot lid and petrol flap should all be open. Internally, the glove box and centre console storage area should be opened, with nothing stored in them. You want the viewer, and judges, to see the car as if it were brand new – empty and clean.
- 4. Show everything.** Remember you are at a Car Show - the operative word here is SHOW. Your task is to show the car in all of its glory. This is why we have opened everything, so that everywhere can be seen. You've nothing to hide, so be proud, and happy to invite really close inspection – everywhere. One area that is often overlooked is the wheel arch. Showing it serves two purposes. Turn your steering wheel one full turn, to have your wheels slightly pointing out. Visually it gives a sense of movement

to the car, and secondly, it opens the wheel arch for closer inspection. If you've prepared it, as I outlined in the previous article, it will be spotless. Showing it off will be noticed, adding to the overall proof of cleanliness.



Show wheel arches - movement and cleanliness.

- 5. Engagement.** This will attract viewers, keep their interest for longer, offer them something new to see, and will help them to have any questions answered, or prompt them to ask questions of you. People like to learn something at a car show, and you will enable this to occur more easily through engagement. So, ensure you have your original provenance, and promotional documents, on display. Arrange them so they can be easily read. Have your display sign positioned so it will attract people to the car. Place it in front and to the side. People will want to take photos of your car, so you do not want to spoil the pic by having the front of the car blocked by a sign. Have it to the side, and far enough away from the car, so that if it is knocked or blown over, it will not fall on, or scratch the car.
- 6. Interaction.** This follows from the previous technique. As you watch people looking at your car it will become obvious what attracts people and what holds their interest for longer. Some people will stay longer than others and this hints at their deeper interest. This is your opportunity to approach and interact with them. Ask if they have any queries or questions. You'll be amazed at their openness and desire to learn. This is also the opportunity to offer them a sit in your car for a photo opportunity. If you are having your car judged, then you should also interact with the judges. This is how YOU can learn more about the judging process and what they are looking for – and of course, how you can improve your preparation and presentation techniques. They may want to learn of any modifications, and you could ask them what you could do better next time. It's a learning process for everyone. As they go around your car watch what they are inspecting, and take note of things they are noticing that you may have overlooked.

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Interaction also works for you as a viewer yourself. Speak with other car owners. Speak with others who have won before and ask their advice. Inspect their cars so you can see how their preparation and presentation differs from your efforts. We all have something we can learn from others.

If your car was being judged, then after judging, you do not need to keep everything open. The idea of this full openness is to allow judges to do their job more easily, and for you to have no points deducted if judges could not inspect an area.

There is nothing worse than for a judge to want to inspect your boot only for it to be closed, or full of items you have not removed. If your doors are closed and locked judges cannot view the interior. If your bonnet is closed your engine cannot be examined. Simple things to do, but if areas are not open points cannot be awarded.

It's your choice what to leave open for viewers to see. My attitude is that it is a car show, and I do want viewers to see everything. At least one door open, so they can see the floor and interior space, bonnet for the engine, and boot space as well. This is also a good spot to display any trophies you have received.

We all take pride in our cars and will appreciate those that respect our cars as well. Be sure to follow these etiquette 'rules' and everyone will be happy.

1. Respect all cars. Don't talk a car down. Remember, the owner is probably nearby, and you do not want to offend. That's just rude.
2. If you are wearing your club tags, or have a shoulder bag, kids with you, or your dog, make sure you all keep clear of the cars as they may inadvertently scratch the paintwork. Just being mindful shows respect.

3. Never touch someone's car. Look and admire and ask the owner for permission to touch – if you really must. They may invite you to do this to judge smoothness, but get permission first.
4. Avoid smoking, or vaping, near the show cars. No one wants fumes, and their smell, around or inside their cars. Smoke, especially, can settle on the inside surfaces, and the odour can be difficult to remove.
5. People attend car shows at various times throughout the day. Some visitors come early and others after lunch. Try to stay at the show until it is over. Visitors, the organizers, and any food or souvenir vendors, will appreciate more people rather than fewer people.
6. Spend money at the food trucks and certainly look at, and maybe purchase some souvenir's to ensure the success of the event so it will continue next year.
7. Have fun!! Enjoy the cars, food and visitors.

1. As far as you are able, park away from other cars so you can have all doors open.
2. Choose to park on sealed surfaces, grass or stones to minimize dust through the day.
3. Park in the sun to maximize reflections.
4. Park inside if you can for even lighting, and a more dust free environment.
5. Concours cars can 'go to town' with their display if it is inside, and power for lighting is available.
6. Have your car show 'Props' on display to tell the story of your car, and to invite interaction.
7. If competing, take care to enter the category most suited to your car.

8. Ensure everything is clean - inside, outside and under wheel arches, etc.
9. Be consistent with your interior display.
10. Open everything so everything can be viewed.
11. Turn your wheels to highlight under wheel arches, and imply speed or movement.
12. Engage your viewers with provenance and original promotional documents.
13. Interact with people, and judges alike. People appreciate information and love to learn. You can also learn from other presenters, and judges advice.

After all of this car show pre-prep, and display day prep, it's time to get down and dirty. So, in my next article, I'll be writing about "How to clean an engine".

Happy Cleaning!

In this episode I have another bonus for you.

What? – I'm driving a GT!

Many a head was turned when I was seen arriving at the Wooralla Homestead Picnic in the Park, driving a new 2020 GT - Shadow Pack. Well, this was not the first time I've driven a GT.



2018 Mustang launch at Calder. Track Day fun!

It was the second! In 2018, Ford invited me to its debut of the new GT at Calder Park for a day of test-driving. A great, fun day!

This time, Chadstone Ford lent me the 2020 GT Shadow Pack Mustang to show off at our car show.

My car was in for repair, would not be ready for show day, so Jeff Boyle, one of my service managers at Chadstone, happily offered to lend me the GT for about 5 days to try it out.

He knew I wanted to test its mileage capabilities by travelling up country for some highway driving, and to show off at our car show.



Shadow Pack parked with everything open.

At Wooralla, I chose a raised, grassy spot, and set the car up with everything open.

It was really clean, as I wanted to display it in all of its glory. I had spent 2 full days giving it a 'Peter Clean' detailing - inside, outside, and under the bonnet, as it had been driven for around 5000k.

The car had loads of visitors throughout the day and many were converted fans after I spent time explaining its standard specs, options, and how I had enjoyed its impressive performance, handling, and active exhaust - Roaaarrrrrrrr!!

How was my experience? Well I'd have to say it was 'Ten speeds of fun!' The GT's 10 speed auto transmission, with Magna Ride suspension, gave an incredibly smooth, well-behaved, and well-controlled ride.

The car felt firmly planted on the road and body-roll was almost negligible. The standard seats were comfortable and enveloped our bodies securely, so there was no sideways sliding – even around sharp turns. After having driven it to Kyneton and Geelong, country-travel mileage was impressive.

Over the five days I drove it around the city, and had two country trips. One to Geelong, and the other to Kyneton. I like to drive with Cruise Control always on.

I was surprised when I approached other cars in front of me that it slowed automatically, and kept a safe distance, then sped up again when the traffic ahead pulled away. Magic! I didn't have to brake at all in these circumstances. Adaptive Cruise control was working fine, and it comes as standard, and helps lengthen the life of brake pads and discs - bonus!

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Kyneton Trip. After city and highway driving.

Mileage was quite reasonable - better than I had expected. In the city it did vary quite a bit, and quite quickly, depending upon how traffic was flowing. It was down as low as 3km/L in slow changeable traffic, but overall though, I achieved 9km/L city driving, and considerably better on highway driving - 11.8km/L.

I suspect that if I had put in a full day of highway cruising I would have managed even better figures, hopefully up to 13 or 14km/L - 7 litres per 100k in alternate language. With 61 litres of fuel on a highway you can expect to achieve 700 plus kilometres.

Now, for the instrument panel - it's fabulous. Loads of info to display, and after a little digging, you'll have it set up just the way you want.



9.0lm/L city driving and 11.8km/L on the highway.

So, what is the Shadow Pack?

As the name suggests, you get blackout, factory added features with this Pack:

- Black graduated door-bottom side strips.
- Black graduated bonnet stripes.
- Black 19", 10 spoke glossy alloy wheels
- Black 5L front guard badge with red dot.
- Black high-gloss roof, and
- Black high-gloss grille Pony badging
- Your choice of Grabber Lime, Twister Orange, Iconic Silver, or Rapid Red.
- A factory fitted high-gloss spoiler is optional.

Coming in as standard are included items such as the 339kw - 454 horsepower V8 engine, Bang and Olufsen sound system with a subwoofer in the boot - Booom!

An active exhaust with the 4 modes of quiet, normal, sport and track, give a sound and presence on the road to put fear into the competition.

One thing I think all Mustangs, and cars in general, should have as standard are front mounted parking sensors. Given the long bonnet it can be hard to judge how far away you are from the gutter, or other objects in front.

There is a rear-parking camera combined with rear parking sensors - overkill, especially when there is nothing at the front to assist with judging distances. Please Ford - address this. If you want this additional safety feature then speak with your Ford service manager as my convertible had one fitted before delivery. I'm so please with it.

I have to say that this was a complete driving package. It was such fun to drive, and I felt in control, always in control.

I know what you're thinking. My preference - a V8 GT or my Turbo charged Ecoboost convertible? What a silly question. It's obvious - I like all Mustangs! Speak with me at the next show and I'll explain why!

The Shadow Pack attracted much attention throughout the day.



MACH WON!

OLD MEETS NEW



AMERICANS HAVE HAD THE MACH 1 SINCE 1969
AUSTRALIANS JUST GOT THEIR FIRST
WE BROUGHT THE FAMILY TOGETHER

WORDS MARK HIGGINS ★ PHOTOS GUY ALLEN

Recent 4pp Road Test article from Unique Car Magazine Submitted by Joe Borg

58 TradeUniqueCars.com.au

TradeUniqueCars.com.au 59

**MUSTANG
ROUNDUP**

OLD MEETS NEW

LEFT Mach 1 is a head turning showstopper.

RIGHT Old meets new.



"THE MACH 1S SUCCESS
SAW THE AXING OF THE GT AT
THE END OF 1969"

Let's start by winding the clock back to 1969. A year etched in our memories for man walking on the moon and, for blue oval fans, the Mach 1 Mustang. Although the Mustang was an instant hit in 1964 a mere five years later it was in trouble, its sales chart plots were opposite that of its dyno sheet. Alarming sales were half those of 1966. Something had to be done.

While the Mustang remained the king of muscle cars opposition was growing, prompting Ford to introduce the Mach 1, the name paying homage to Chuck Yeager the first person to break the sound barrier. The Mach 1 slotted between the GT, SVT Cobra and the Shelby models.

Available only as a sportsroof or fastback as we know it, the Mach 1 was the perfect antidote to boost the Mustang's reputation and reverse the sales trend. It became famous for its shaker bonnet scoop, like the Phase III GT-HO.

The Mach 1's success saw the axing of the GT at the end of 1969 with sales of 5396 units compared to 72,458 for the Mach 1. The GT badge didn't reappear on a Mustang until 1982.

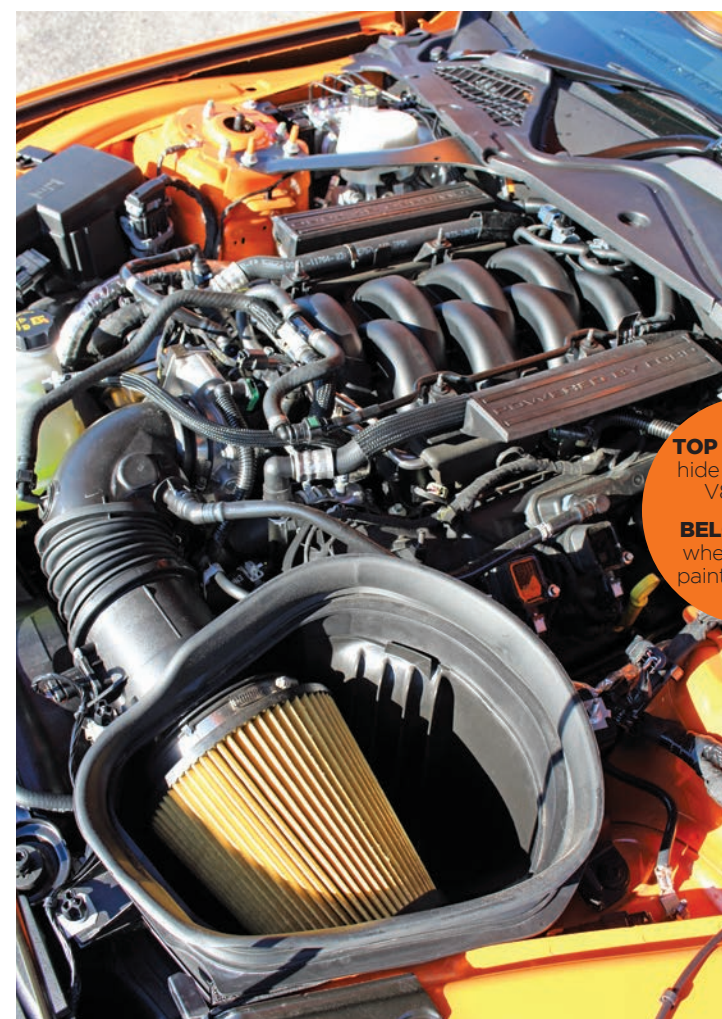
It's fair to say there has been highs and lows in the Mach 1 history with the first generation running 1969-1978 and the second 2003-2004. Some were punchy, others paunchy and styling has ebbed and flowed from the beauty of the 1969 model to the utter blandness of the 1974 model and others.

Seventeen years have passed since a Mach 1 Mustang sat in US showrooms and Americans are welcoming it back with booming sales.

In Australia we are getting our first taste of a Mach 1 that has been 52 years in the making.

Only 700 are coming here and, after spending a fortnight with one, I can guarantee you the wait has been very much worth it. It is by far the prized pony in the Mustang mob.

In a 'who do you think you are' moment, we got our hands on a Twister Orange manual 2021 Mach 1 and introduced it



TOP No cover to hide the Coyote V8 engine.

BELOW Mach 1 wheels, orange paint, gorgeous.



OLD MEETS NEW



LEFT Someone let the ponies out.

RIGHT 351ci of Cleveland muscle.

"IT'S ONE OF THOSE RARE CARS YOU DON'T WANT THE JOURNEY TO END"



to an equally stunning Lime Gold 1969 Mach 1.

Put the two together and it is easy to see the Ford design team has captured some of the styling cues of the magnificent 1969 model.

Powering the 2021 Mach 1 is a naturally aspirated Coyote 5.0-litre V8 with the power boosted thanks to the Shelby GT350's open induction system and manifold, plus an 87mm throttle body.

It claims 345kW @7500rpm and loves to rev with a thunderous note through its 4.5-inch diameter exhaust with quad chrome tipped outlets. Torque is a muscly 565Nm @4600rpm and it's good for a low four-second 0-100km/h time.

This car introduces the Tremec TR-3160 six-speed manual gearbox exclusive to the model. The shift between cogs is short, precise and surprisingly light, but a bit notchy when cold. Making your downshifts sound like a pro is rev matching technology. Although most enthusiasts would prefer to heel and toe themselves, the pedals aren't set up to do that. There is a variety of selectable drive modes.

Underneath the Mach 1 are unique chassis settings and ride upgrades including bespoke steering, Magnaride

adjustable dampers, stiffer sway bars and front springs, and a stiffer rear subframe with stiffer bushings, a Shelby GT500 rear toe-link and a limited slip diff.

The brakes comprise 380mm front discs with Brembo six piston callipers and 330mm rear discs with single piston callipers.

Michelin Pilot Sport 4 tyres wrap themselves over 19x9.5-inch front and 19x 10-inch rear alloy wheels.

In addition to the unique wheels, the visuals include Mach 1 badges on the front guards, bonnet and boot. There's striping along its flanks and the bonnet plus a deeper front spoiler, a subtle boot lip spoiler and larger diffuser. Aero tweaks underneath help pin it down.

Inside, the dash fascia has a darker hue and there is a Mach 1 plaque above the glovebox. This car had the optional Recaro pews. Aside from that it was pretty much like all other Mustangs.

Behind the wheel the Mach 1 is fabulous and it's one of those rare cars in which you don't want journeys to end. You invent reasons to drive it and always take the long way.

The steering is accurate and well weighted, its cornering ability superb and ride quality is excellent given its focus.



TOP Luxo interior.

BELOW Teakwood in the door cards, vents in the guards.



OLD MEETS NEW



LEFT 52 years apart and both captivating.

BELOW Bob is happy. We'd be if it was ours.

"WE WERE ON A DAY WITH THE MUSTANG CLUB. IT WAS THERE AND MY WIFE WANTED IT"

The driving position is spot on and, like all Mustangs, the pair of deeply sculptured back seats are a token gesture as no adult could fit and even most kids struggle to sit in them. For added practicality the rear seats fold down which is good as the boot is small.

Although the Mach 1 comes with a near \$20k premium over the standard GT, itself a beaut car, if you are passionate about driving you won't hesitate to become one of the lucky 700.

Now for the magnificent 1969 Lime Gold Mach 1.

Bob Opperman has owned it for 10 years and collected it in pretty much the state as seen here. He has kept it standard apart from a bit of fettling to the suspension.

"I love the shape of it and to drive it is like a big old floaty American car, that's the way they were then. We were on a day out with the Mustang club and it was

there and my wife wanted it. She said to me, 'Well are you going to buy it?'

"I wasn't so sure of the colour of it and she said, 'No I like that.'

So we get home and she said, 'Well are you going to ring him,' followed by 'go and get it'." So Bob ended up buying it.

"It has been a lovely car and a good shed companion to my '67 coupe that I've had for 15 years that is all done up," said Bob.

I asked Bob if his wife suggested he buy the 67 coupe as well.

With a laugh he said, "Well it was partly her decision and she loves the car too.

"She said, 'You've always wanted one, so why don't you get one.' And that is how we ended up with the 1967 coupe."

So what grabbed Bob about the Mach 1? "It's the styling I guess, I love how it looks. It's the only model to come with side vents.



OLD MEETS NEW

BELOW New or old, the Mach 1 Mustang is simply the most iconic muscle car of all.



"IT IS A GREAT CRUISER, A TRUE GT AND WE DO A LOT OF CRUISING"



Vital Stats

1969 FORD MUSTANG MACH 1

NUMBER PRODUCED: 72,458
ENGINE: 5766cc 8cyl, OHV, 12v, Autolite 2 barrel carb
POWER: 186.5kW @ 4600rpm
TORQUE: 481Nm @ 2600rpm
WEIGHT: 1476kg
GEARBOX: 3-speed auto
WHEELS: 14 x 7.0-inch
TYRES: F70-14
BRAKES: Drums (f), drums (r)
0-100KM/H: 8.0sec
TOP SPEED: 205km/h
PRICE: When new \$3139

"The 1969 Mustang was the high watermark for styling and that's where Ford really started to get ahead.

"Mine is running the 351 2V, about 290 horsepower (213kW) with an FMX three-speed auto which was pretty standard for the Mach 1 back then. The 351 4V engine was an option and you could also get the 429 in them.

"It is a great cruiser, a true GT and we do a lot of cruising in it."

Bob commented the interior, with its comfortable highback bucket seats, plush carpet and



teakwood trim give the Mach 1 a luxurious look and feel, contrasting with the musly exterior.

"We get lots of toots and waves and when we pull up somewhere people talk to us about it and take photos of it, says Bob."

"I love the new one. It's chalk and cheese performance and technology wise, but mine was cutting edge in the day."

Bob is right about that. However their shared DNA is both are the factory-built performance leaders of the Mustang mob for their time.



Vital Stats

2021 FORD MUSTANG MACH 1

AUSTRALIAN ALLOCATION: 700
ENGINE: 5000cc 8cyl, DOHC 4 valves per cyl
POWER: 345kW @ 7500rpm
TORQUE: 565Nm @ 4600rpm
KERB WEIGHT: 1779kg
GEARBOX: 6 speed manual
WHEELS: 19x 9.5-inch (f) 19x10-inch (r)
TYRES: 255/40R19(f) 275/40R19(r)
BRAKES: Discs (f), discs (r)
0-100KM/H: 4.2 sec
TOP SPEED: 262km/h
PRICE: \$83,365

DECEMBER 2021 CLUB MEETING

Wednesday 8th December 2021
Moonee Valley Complex, Moonee Ponds



Meeting opened 8:53 pm By the President, Mr Ian Collins.

Set up – sign and trophy stand / members checked at door for dinner payments and Covid authority

APOLOGIES

Jan THIEDMAN, Craig DEAN, Colin FALSO, T. LUPTON

MINUTES OF PREVIOUS MEETING

The Minutes of the previous meeting held in April 2021 were read and confirmed.

Moved: B.BOLTON Seconded: L.SPARROW
(Few months missed due to Covid)

TREASURERS REPORT *figures subject to audit

TOTAL FUNDS AVAILABLE - NOVEMBER 2021 \$342,740.89

*figures subject to audit

Mov. T.BORG Sec. B.BOLTON

PRESIDENT'S MESSAGE: Ian Collins

Welcome everyone back from being away for so many months. Welcome to our Life time members attending.

SECRETARY'S REPORT

Too much corospondence

All of new members during covid will be displayed in next club Round Up Magazine.

Brian james application to motorsport australia re funding.

47 new members since last meeting to # 3596

PRESIDENT'S ADVICE: Ian Collins

Well done Thomo on recent photos for new program. He had photos taken on Harley to promote seniors getting out doing things.

Welcome to John MEAKSON who is a returning member.

Thanks to Sue BRODERICK for Christmas decorations around the room.

Looking at getting some quality speakers for meetings. Mike McCOLL-JONES who is a comedy writer known within Ch 9 circles and also Racing personalities which will be good.

Suggestion for Brian JAMES and Sue BRODRICK to be allowed to remain on committee for further year due to it being unfair due to their time during Covid, but anyone wishing for nomination could be put forward.

NIL ADVICE to secretary regarding any nominations called for in early notification email.

Ian COLLINS called for all of committee to be nominated due to short period left to June.

SECONDED by Bruce RIGBY.

Joe BORG and Tony BORG thanked for their work on the Kids Christmas Party

All of committee were thanked for the work that they did during Covid and a trying year. The President also attending official events, National meetings and Tassie commitments.

WELFARE: Ian Collins

Ian wished Andy CLEMPSON all the best after having a bad collision at Sandown Raceway where the car rolled at high speed. Best wishes in getting well.

Tony LUPTON not attending,

DOWSLEY ADVICE: Warwick Dowsley

Warwick thanked Thomo for being here and is was good that we were all back together.

Ian reminded everyone of our MOCA display coming up at the Melbourne G.P and the Biggest Play Date where the club provides drives for kids and parents. This is scheduled for April.

SOCIAL: Tony Borg

Tony started with saying that past events were:

30th Nov Bendigo Coffee morning where 20 members attended.

21st Nov Acland St show where a few MOCA members took out trophies for their cars.

Coming Events:

9th Jan Show at Drysdale with Classic Cars, meeting at Geelong Rd

10th to 15th Feb Tassie trip for those that had booked.

13th Feb Beaumaris Show

4th to 6th March Geelong Revival at Geelong foreshore.

New members introduced.

Brendan and Michelle '72 Mach 1 in gold

Neil '68 coupe and 2016

Julius '69 conv.

Frank and Rachelle 2020

Tony wished all the membership a very merry Christmas and happy New Year.

Prized number plates handed to Joe BORG for keeps. No returns.

GENERAL BUSINESS

Nil

BUY, SWAP & SELL

Nil

All those attending were reminded that Garry ANDERSON had his 65th Birthday coming up, Happy Birthday.

MEMBERSHIP AWARDS: Adam Richmomd

The country member of the year award went to John CHAPMAN for the work he does at Bendigo.

John accepted award and thanked those attending and backed that he was always able to communicate well with our current president on whatever was going on.

The metropolitan member awards went to De & Neil BUTLER for the work they do in organising and running our visits to Tassie where the club has met some great members and this current trip will be De and Neil's 5th tour.

RAFFLES

J.B SPARROW spoke of Amelia's pregnancy (due April) and their come as you are wedding through Covid allowances. He also thanked those that had donated prizes throughout the year.

Door prize 1:18 Mustang went to James JENKINSON

Various winners of the raffle won prizes

Mug of the month went to Barry BOLTON Dec' 21

J.B reminded everyone that in 2 yrs this was the 7th Mug of the Month award.

Lucky Members Draw – December \$1000.00

Sorry, but 2247 Dwayne MILLS was not at the meeting and not able to claim the prize.

Remember: You need to be in attendance to win it.

Next meeting moves to \$1100.00 which will be an A.G.M.

Ian COLLINS thanked Lynda and son Tyler for assisting with raffles and the work that they do selling and supplying merchandise to the membership.

MEETING CLOSED

9.49 pm Minutes recorded by C.McKENZIE

NEXT MEETING

Wednesday the 19th, 2022 at Moonee Valley

2021-2022 NEW MEMBERS



Here's an updated members list from the start of last year to our most recent. The club's current total as at early February is 998 Members. Some have sold their Mustangs and some have moved interstate taking their cars with them and joining our interstate cousins.

3490	Walters Judith	2002 Cobra
3492	Uildriks Jason Sonia	66 Coupe
3493	Towler Mathew	70 Capri
3495	Porter Glenn Donna	68 Conv
3496	Rahill Trevor Jane	8 GT Conv
3497	Donnelly Amanda	18
3500	Sheehan Michael	18 GT
3502	Semertzidis John Carla	66
3503	Seeley Rob Gwendolyn	20 Fn
3504	Spiteri Terry Michelle	68 Coupe
3507	Sprackman Rob Isabel	66 Conv
3508	Denton Alan	13 Conv
3509	Stewart Ashley	10 GT Calf Sp
3510	Myers Adam Georgina Jarvis	65 F/B
3513	Beal Melanie	64 ½
3514	Arulanandhu Benjamin Geetha Remy Vincent	18 GT
3515	Wayth Rod Leonie Lemm	66 Conv
3516	Maloney Chris	65 Coupe
3517	Powell Roger Janet	71 Convert
3518	Gugliotti Dave	S197 Roush
3519	Brennan David Sandy	66 Coupe
3520	Lane Jeremy Sylvia	65 T/Bird
3522	Pursell Tracy Adrian	2016 GT 5.0 Fm
3523	Jones Tina Steve	65 Conv
3524	Heavyside Tim	
3525	Laskey Leon Sharee Marshall	17 F/B GT
3526	Creece James Patricia	17 F/B GT
3527	Missen Brad Kristie	65
3528	Thompson Warrick Judy	17 GT
3529	Dennis Brendan	72 Mach 1
3530	Lee Aaron Sarah	66 Coupe
3531	Singh Deepak	69 Mach 1
3532	Hicks Greg Sandra	66 GT
3533	Neave Stuart Sally	73 Mach 1 F/B
3534	Mottram Lance	19
3535	Zammit David	16 GT
3536	Valavanis Jim Lisa	66 Coupe
3537	Andrew Adele Mark	2021 GT
3538	Dillon Graeme Pam	2016 GT
3539	Hall Andrew Sharon Abdallah	2020 GT
3540	Van Dam Matthew	16 GT F/B
3541	Langham Jeff	17 5550 GT
3542	Kenna Adam	73 F/B
3543	Petrie Dallas Heather	66
3544	Todd Mike Jackie	66 Coupe
3545	Powell David Jaaynee Russell-Clarke	2020 R Spec
3546	Timko Amy Brad Smith	69 Coupe
3548	Selwood Roger Narelle	65
3549	Suttie Shane Courtney	17 GT
3550	Hewett Stephen Catherine	67 Coupe
3551	Romandini Maz Adrian	66 Coupe
3552	D'costa Julius	69
3553	Gangi Neil Anna	68 Coupe
3554	Faulkner Kev	21 Coupe GT
3555	Yarlagadda Nikil Satwica Yerneni	18 GT

3556	Maglio Andrea	66
3557	Green Chris Phyllis	17 Conv
3558	Finn Paul	70 Sportsroof
3559	Griffiths Roy Paris	17 Fm
3560	Casey Anthony Rosemary Angelott	17 Fm F/B
3561	Williams Shaun Trudy	69 Shelby 350GT
3562	Stieg Matt Cara	67 Coupe
3563	Webb Mark Wendy	21 Mach 1
3564	Cooney Alan Renata	16 Fm 17
3565	Ng Andy	65 F/B
3566	Pola Chris Tracey	66 Shelby GT350
3567	Micallef David Elizabeth	20 Herrod R-Spec
3568	Selwood Trent	
3569	Dunn Peter Donna	65 Conv
3570	Acciarito John	65 FB
3571	Boldiston James	73 Conv
3572	Klados Kon Maria	72 Mach 1
3573	Malcolm Chris	16
3574	Lizos Tony Eleni	65 Conv
3575	Hicks Shane Imogen	64 ½ Coupe
3576	Davies Ron	20 G7 fn
3577	Buckingham Peter Kerith	69 Shelby GT500
3578	Gillham David	21 GT FB
3579	Paterson Murray	65
3580	Gundry Bruce	
3581	Castles Mat Ally	16 S550
3582	Goldman Graeme Pamela	66 Convert T5
3583	Rowlands Trevor Cassandra Sullivan	2020 GT F/B
3584	Broderick Shirley Darren	17 GT Coupe
3585	Beer Danny Ali	17 GT
3586	Clark Emma Adam	68
3587	Brown Rodney Karen	69
3588	Zagarelos Harry	89
3589	Reid John Helen	
3590	Laskey Garry Donna	10 Shelby GT500
3591	Anderson Dennis Catherinee	65 Coupe
3592	Smith Stephen Kellie	65 F/B
3593	Elliott Peter Alison	15 GT Fm
3594	Vlachiotis Andrew	66 Coupe
3595	Grant Rod	66 F/B
3596	French Leo Kate	65 F/B
3597	Cappellari Frank Rachel Couprie	20 GT F/B
3598	Wellman Garry Alana	19 FN GT
3599	Nutbean Victoria	66 Conv
3600	Dimos Fotini Trifon	65 F/B
3601	Van Loon Peter Andrea	21
3602	Dalli Reno Rose	67 Conv
3603	Pryor Grant Sharon	21 Mach 1
3604	Kraft Jason Melissa	17 F/B GT
3605	Jenkins Tony Anna	66 Coupe
3606	Quirk Geoff Leanne	66
3607	Mahoney Chris	2021 GT
3608	Perkin Troy Jo	65
3609	Manten Deb Kym	65
3610	Toombs Nigel Shannon	98 Cobra
3611	Del Rosso Diego Julia	68 F/B
3612	Whitley Shawn	71 Maverick
3613	Whelan Stephen Lois	

JANUARY 2022 CLUB MEETING

Wednesday 19th January 2022
Moonee Valley Complex, Moonee Ponds



Meeting opened 8:17 pm By the President, Mr Ian Collins.

Set up – sign and trophy stand / members checked at door for dinner payments and Covid authority

APOLOGIES

Jan THIEDMAN, Craig DEAN, Warwick DOWSLEY, Terry SMITH, Andy SHUGG, Nick MADITIANOS, Ian BLUME, Rowdie McIntOSH.

MINUTES OF PREVIOUS MEETING

The Minutes of the previous meeting held in December 2021 were read and confirmed.

Moved: U.SCHAAK Seconded: T.BORG

TREASURERS REPORT *figures subject to audit

TOTAL FUNDS AVAILABLE - NOVEMBER 2021 \$368,291.53

*figures subject to audit

Mov. L.AVILINO Sec. B.BOLTON

PRESIDENT'S MESSAGE: Ian Collins

Welcome everyone back from being away for so many months. Welcome to our Life time members attending.

SECRETARY'S REPORT

From December 2021 to Jan 2022 correspondence.

P.SHEEHAN	Change of email address
F.EGERTON	CPS enquiry
G.MORAN	Membership enquiry
T.ARNOLD	Golden Country Motel invitation
W.BEZZINA	CPS enquiry
J.ACCIARITTO	CPS enquiry/ attendance at VicRoads & complaint lack of service/ not issued correct plates. Letter to VicRoads applied and member able to return to get correct "M" issued
VicRoads/ J.LEWIS	Apology and change of business rules. CPS/IC
J.CHARLES	Loss of keys on 66 coupe
H.NAIRN	Thankyou for the work you do
Steve TBA	Selling Fox headlamps/
K.SANDERS	CPS Enquiry
D.GORGIEVSKI	updated posters/ plans Motorsport Aust.
M.BARTOLO	CPS / documents from O/S
B.McMILLAN	CPS Endorsement
Geoff GRACE	Welfare update.
S.HARRINGTON	Thanks for update
I.JOHNSON	Thanks for update
G.JEFFERY	Change of home address

SENT

All emails returned/ answered.

Information regarding parking at Christmas Dinner All

VicRoads / inconsistencies with VSI33 H & M plates.



NEW MEMBERS

3597	CAPPELLARI FRANK	20 GT F/B MAGNETIC GREY
3598	WELLMAN GARRY	19 FNGT NEED FOR GREEN
3599	NUTBEAN VICTORIA	66 COUPE YELLOW
3600	DIMOS FOTINI	65 F/B WHITE
3601	VAN LOON PETER	21 F/B GREY
3602	DALLI RENO	67 CONVERT VINTAGE RED
3603	PRYOR GRANT	21 MACH 1 VELOCITY BLUE
3604	KRAFT JASON	17 F/B GT RACE RED
3605	JENKINS TONY	66 COUPE RED

Membership Current 991

All non paying removed from membership list bringing the total under 1000

Last 3 CPS verified that had not renewed and CPS as not valid.

A full list of new memberships will be available in next club magazine.

PRESIDENT ADVICE

W.DOWSLEY not attending meeting. Has decided to put house at Bonnie Doon up for sale if anyone is interested in buying a plumbers house. He has passed on his love to everyone in the club.

SOCIAL: Tony Borg

Events Since Last Meeting

At the kids Christmas party at Tooradin there were 65 members attending which was a good day out.

There were a few road works in force for the day but it turned out great.

Showcars of Melbourne Cruise De Cure

A total of 4 members and their cars met at the BP Western Ring Road where a large contingent of various cars, rods and bikes gathered for the short cruise to the area surrounding the Keilor Hotel, Vehicles departed from 10am.

Approx 250 vehicles were parked in various areas surrounding the hotel where an additional 3 member cars were parked. This was a free event, where the team from Showcars of Melbourne provided a sausage sizzle and drinks in return for a donated sum, which was to be forwarded to the Cruise De Cure charity.

MOCA Vic Picnic in the Park, Claytons Concourse, Wednesday 26th of January 2022

A forecasted temperature of 30c was to welcome the club to what was to be the final gathering of mustangs at the Wooralla Homestead grounds.

Gary Anderson once again negotiated with the owners of the property in order to hold the event. Breakfast was served from 9am, provided by the usual crew of volunteers and committee personnel, which was all very much appreciated by the members in attendance.

A total of 105 cars attended, which I have been told is the largest contingent outside the Roundup or National events. Awards were made to the best presented early and late model Mustangs, early model award went to the owner of a 1966 Black Coupe, Jeffrey and Lynda Syer with the late model award going to the owner of a 2021 Grey Mach 1 Fastback, member name unknown. A huge thank you to all those involved in helping to make this day the success it was.

Upcoming/planned events

Future Events:

10th to 15th February 2022

Tasmanian Trip, details provided by organisers, De and Neil.

Sunday 13th February 2022

Torquay Rotary Motor Show 2022

Sunday 13th February 2022

Beaumaris car show, following several changes due to Covid, this date has been confirmed.

Sunday 20th February 2022

Show Cars of Melbourne, PPG Showdown 11

Friday 4th to Sunday 6th of March 2022

Geelong Revival, further details to come as provided.

Sat & Sun 12 & 13 March 2022

Philip Island Historics, tickets are still to be received.

Monday 14th March 2022

Seymour Annual Show and Shine

Sunday 20 March 2022

Mustang Motorsport Track Day

Sat 26 & Sun 27 March 2022

Viva Las Bendigo, Elvis Weekend. To date a total of 17 couples have booked available accommodation for this event.

Sunday 3rd April 2022

All Ford Day 31st anniversary

Sunday 24th April 2022

Kerang Show n Shine.

NEW MEMBERS

Darren was introduced with a '69 Mach 1 in silver.

CHARITY: Daniel De Bono

Daniel spoke passionately about a lady by the name of Deb who was running her own charity called "One Coat Australia."

She collects for people in need of goods when their life has turned hard. She backs the "Uncles & Aunties" charity where kids are looked after whilst mum is in hospital and also where expectant mothers are in need of help with baby items.

The is also major help in clothing and goods of partners fleeing from domestic violence within the home group.

Deb collects goods including; relevant clothing, (new and used) new socks & underwear, food vouchers, Nappies and baby needs goods, prams and cots and female sanitary items.

She will also take non-perishable food that can be stored and used. She has even been offered a bigger storage facility in which she can store and hand out these goods to people in need. Tony BORG explained that this operation is not government supported.

It is the clubs intention that if members can donate any items and bring them along to 'general meetings' then these items will be passed onto Deb in a "Charity run" to her storage facility later in the year and donate what we can and maybe do a tour of how well her operation works.

A table will be set up for collection and retained by Daniel or Tony B.

Please have a think and see what you can do.

On this run it is planned to do a possible lunch at Portarlington.

MUSTANG RACING: Bob Lorch

Bob explained that Andy CLEMPSON was on the road to recovery after a collision at Sandown Raceway where the he has seriously injured due to a brake failure on his Mustang. The attendees at the meeting wished him all the best in his recovery. I. COLLINS had already sent through a card from the club wishing him well.

SHELBY REGISTRY: Craig McKenzie

Nil changes, looking forward to next Mustang show for a good turnout of Shelsbys.

BOSS REGISTRY Andre Stoffers

Andre would like to hear from Boss owners from any year. He has started a database including photos of cars at shows and how they were presented.

He did ask if anyone had any 429 parts as some were needed.



AGM

MEETING WAS TEMPORARILY PAUSED FOR THE 2021 AGM WHICH WAS UNABLE TO BE HELD DUE TO COVID RESTRICTIONS.

AGM OPENED at 9.00 pm

I. COLLINS spoke of the last meetings being carried over from the previous committee. There were no other nominations either verbally, electronically or by mail.

COMMITTEE HELD UNTIL NEXT AGM. (2022)

There were no general business items.

AGM CLOSED at 9.08 pm

GENERAL BUSINESS

A.STOFFERS asked about whether the Nationals were going to happen for next year?

I.COLLINS Yes, it is expected at Easter time in Adelaide.

BUY, SWAP & SELL

A '69 Mach 1 original scoop was offered for sale \$450.

RAFFLES

J.B SPARROW spoke of extra money being spent on the raffle prizes to make them attractive for ticket purchase. He thanked those that donated prizes as well.

Door prize 1:18 Mustang '68 Cobra Jet went to Mic BRODERICK

Various winners of the raffle won prizes including an antique Mustang T Shirt.

Mug of the month went to Lindsay BRIGGS, This prize is now won by the last draw of raffle ticket which puts you into a special Christmas Draw where all participants draw a good prize.

Lucky Members Draw - January \$1100.00

Sorry, but 2955 Mark CODE was not at the meeting and not able to claim the prize.

Remember: You need to be in attendance to win it.

Next meeting moves to \$1200.00.

Ian COLLINS thanked Lynda and son Tyler for assisting with raffles and the work that they do selling and supplying merchandise to the membership.

AUCTIONS

Mustang banner donated by Ian JOHNSON was won for \$15.00

Picture and frame donated by Barry BOLTON was won for \$30.00

Antique Mustang T Shirt donated by Ron MINOGUE was won for \$30.00

MEETING CLOSED:

9.27 pm Minutes recorded by C.McKENZIE

NEXT MEETING

Wednesday the 16th of March, 2022 at Moonee Valley.

At this stage the venue still requires masks to be worn on the way in and proof of vaccinations produced to security.

VICTORIA CLUB SOCIAL CALENDAR

MARCH - APRIL 2022



MARCH 2022

SATURDAY 5TH SUNDAY 6TH	<p>GEELONG REVIVAL</p> <p>The Geelong Revival event is on again, with 1/4 Mile Sprints, Display Events, Merchandise Area, and much, much more.</p> <p>The club will be displaying on both Saturday the 5th of March and Sunday the 6th of March. Using the following link register for either or both days, and make sure you include the Mustang Owners Club as your club, so we can display our steeds together.</p> <p>There is no cost for the display portion of the event.</p> <p>https://geelongrevival.com.au/buy-tickets/ link to register and pay for your VIP tickets:</p> <p>Members wishing to enter the sprints part of the event, please use the following link.</p> <p>Quarter Mile Sprint Entry</p> <p>More info on this event is available from the Geelong Revival webpage:</p> <p>Geelong Revival Motoring Festival</p> <p>Once you have made your booking, please contact Tony on 0411 406 760 so we know to look out for you on the day</p>
MONDAY 14TH	<p>SEYMOUR ANNUAL SHOW AND SHINE - LABOUR DAY</p> <p>Kings Park, Seymour.</p> <p>Meeting at the BP Service Station, Kalkallo at 7:15 for a 7:30 departure.</p> <p>A cost of \$10 per car applies, which includes all occupants.</p> <p>The show includes a Swap Meet, Market, and Kid's entertainment.</p> <p>So come along, enjoy a short cruise up the Hume to Seymour and take in some country charm.</p> <p>Any questions, please call Tony on 0411 406 760</p>
WEDNESDAY 16TH	<p>MONTHLY CLUB MEETING</p> <p>Legends Club Corner Wilson Street & Thomas Street Moonee Ponds VIC 3039</p> <p>Dinner is served from 5.30pm, Meeting starts at 8.00pm</p> <p>Don't forget you have to be in attendance for your chance to win,</p> <p>LUCKY MEMBERS JACKPOT DRAW, MUG OF THE MONTH, DOOR PRIZE, and MOCA RAFFLE.</p>
SUNDAY 20TH	<p>MUSTANG MOTORSPORT TRACK DAY</p> <p>Mustang Motorsport are holding another of their fantastic track days.</p> <p>On, Sunday the 20th of March 2022, at the historic Sandown Raceway.</p> <p>Register directly at:</p> <p>http://feature.mustangmotorsport.com.au/</p> <p>All details, costs etc will be provided upon registration.</p> <p>Also, if you are interested, a Show'n Shine will be held in the carpark, so if you want to come along and watch fellow mustang owners take on the Sandown racetrack, while putting your pride and joy on display, you are most welcome.</p>



MARCH 2022

SATURDAY 26TH SUNDAY 27TH	<p>VIVA LAS BENDIGO, ELVIS WEEKEND</p> <p>The clubs going to Bendigo for the weekend to visit the Elvis exhibition at the Bendigo Art Gallery. Direct from Graceland, the exhibition includes many items from the famed home of Elvis, Graceland. The following itinerary is planned:</p> <ul style="list-style-type: none"> Those coming from Melbourne - Meeting at Calder Park Servo at 11am for departure shortly thereafter. Cruise to Malmsbury for lunch, a booking at the Malmsbury hotel has been made. Following lunch, a short drive to Harcourt to visit the Morris Minor Garage, belonging to relatives of one of our club members, Roger McKellar. I have spoken to the owners and a booking has been made, exclusively for MOCA, a cost of \$15 a head applies, which includes a barista coffee and biscuits, (cash only please) Leaving the Morris Museum, we take the short drive to our accommodation for the evening, The National Hotel Complex in Bendigo. 10 rooms have been reserved at a discounted rate. More rooms will be made available should additional bookings are made by club members. A dinner booking has been made in the Pearl room at the hotel complex, where an a la carte menu is on offer. Our Central club members will also join us for what is sure to be a fun filled evening. Sunday morning, after breakfast at the venue, we drive, to our parking/display area close to the Art Gallery. I have been advised the Elvis exhibition needs between two to three hours to have a good look at what is on display, additionally the Gallery has its standard display items, which are also worth a look. Entry fee is \$30 for adults, with a discount for pensioners. Be sure to ask or tickets for the 10:30am session. After the Gallery, the choice is yours to depart for home, or, take in some of the sites of Bendigo. <p>Contact the National Hotel Complex on 5443 0591 to make a booking, and make sure you mention you are from the Mustang Owners Club to receive the discount rate.</p> <p>Book tickets for the Art Gallery on 5434 6100, for the 10:30 am session. Noting other booking times are available on the ½ hour. Book early as places are filling fast.</p> <p>Please note, you are more than welcome to come along to all or any of the individual activities planned for the weekend, please contact Tony on 0411 406 760 to advise of your intent</p>
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APRIL 2022

SUNDAY 3RD	<p>ALL FORD DAY 31ST ANNIVERSARY</p> <p>2022 sees the 31st year of the All Ford Day, with over 1,200 Ford vehicles on display in one of the largest single make event in Australia! Ford vehicles of all types, ages and models will be joined by classic race and muscle cars, hotrods, street machines, celebrities, automotive industry displays and entertainment for the whole family!</p> <p>Display vehicles may enter from 7:00 am, and spectators from 9:00 am.</p> <p>Picnics are welcome. We have ample areas to lay a rug down and enjoy All Ford Day.</p> <p>No pets, no BYO alcohol, no fires and no BBQ's at the event.</p> <p>Clubs are welcome to bring shade structures and group picnics.</p> <p>Please use the following link to enter and pay.</p> <p>https://allfordday.org.au/entrant-information/#entry</p> <p>Any questions, please contact Tony on 0411 406 760</p>
WEDNESDAY 20TH	<p>MONTHLY CLUB MEETING</p> <p>Legends Club Corner Wilson Street & Thomas Street Moonee Ponds VIC 3039</p> <p>Dinner is served from 5.30pm, Meeting starts at 8.00pm</p> <p>Don't forget you have to be in attendance for your chance to win,</p> <p>LUCKY MEMBERS JACKPOT DRAW, MUG OF THE MONTH, DOOR PRIZE, and MOCA RAFFLE.</p>
SUNDAY 24TH	<p>KERANG SHOW 'N' SHINE</p> <p>The Kerang Show 'n' Shine, is on again, in the beautiful Alexandra Park, Kerang.</p> <p>Be there from 9am to display your steed and take in some of the local cars on offer.</p> <p>Swap and Sell sites are also available for those inclined.</p> <p>Call Tony on 0411 406 760 if you have any questions.</p>

DEADLINE FOR NEXT MAGAZINE - APRIL 6



www.facebook.com/pages/Official-Mustang-Owners-Club-Australia-Victoria/270093699735606

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 Shelbys and establish the amount and whereabouts of all Shelbys 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 Shelbys.

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
Craig McKenzie
0417 561 246
macka62@iprimus.com.au

FOR SALE Cars & Parts for MOCA VIC Club Members

MUSTANG FIBREGLASS INTERIOR TRIM

Contact Frank Thomson 0401 391 906

SERVICES INCLUDE:

- General Fibreglass Repairs and Modifications.
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- Specialising in Mustang Interior Trim Parts and Panels From 1965-1973.



1969 Interior
Quarter Panel
Trim Set



1969 Front Spoiler.



Bonnet Scoop.



Multi 3 Layer Construction.



Moulds built from Original Parts.

MUSTANG COLLECTIBLES FOR SALE



Boss 302 25th Anniversary - Large Brass Plaques - 100 x 45mm \$90ea - Only 2 available.
1992 Victorian Concours - Large Alloy Plaque - 100 x 45mm \$70 - Only 1 available.
1994 30 Years Shepparton - Large Brass Plaque - 100 x 45mm \$70 - Only 1 available.
1992 Victorian Concours - Small Brass Plaques - 65 x 30mm \$30ea - Only 3 available.
Contact Colin 0403 129 811 for more info.

WANTED- 1965-'66-'67 MUSTANG GT FASTBACK

WANTING TO BUY

Serious buyer looking to buy a 1965-1966-1967 LHD Mustang Fastback GT, preferably auto. Must be a relatively stock car with original sheetmetal. No restomod cars please. Will consider well optioned non GT cars.

Call GEORGE 0407 847 297

or email gama66@bigpond.com



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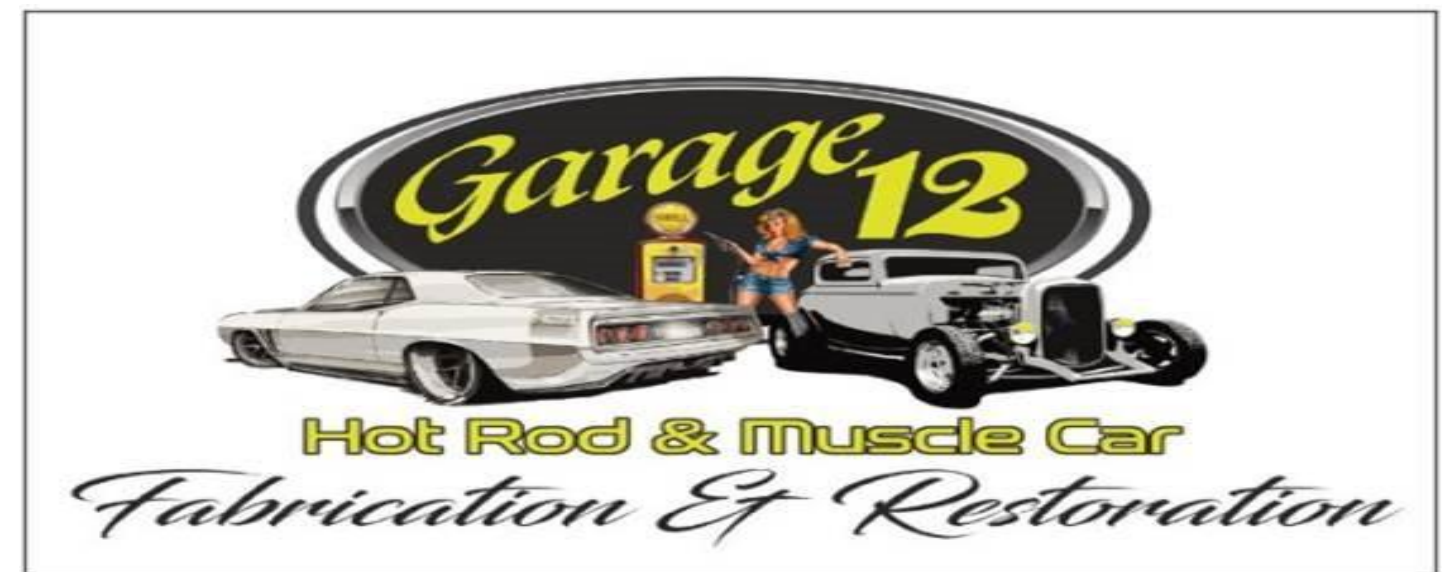
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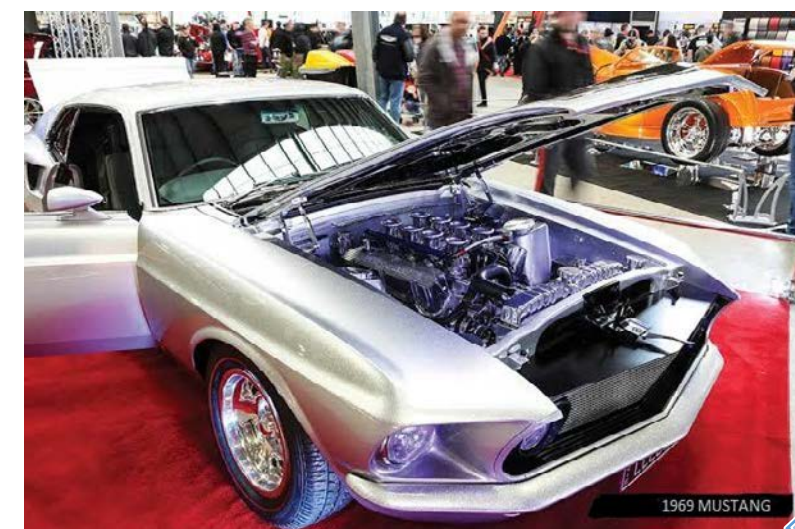
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MUSTANG ROUNDUP

MOCA VIC HISTORY from the Archives



circa: @late 80's early-mid 90's

Here's a few pics of some current and past members of MOCA VIC at various Mustang events.



Jeff Lacey
Mickey Mouse Parade
Albert Park VIC



Ron Minogue with Bill Clinton's
'67 Convertible - Charlotte USA



Jeff Lacey
MOCA VIC Kids Xmas Party
Officer VIC



Colin Falso
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