

**MUSTANG OWNERS CLUB OF AUSTRALIA - VICTORIA INC.**



# **MUSTANG ROUNDUP**

**CLUB NEWS FROM ACROSS VICTORIA & TASMANIA**

**MARCH - MAY 2022**



**2022 MOCA VIC/TAS TASMANIA TRIP • CLUB CRUISE REPORTS • FROM THE ARCHIVES 'SPECIAL REPORT'  
• CLUB PLATE VIC ROADS UPDATE • MEMBERS MUSTANG • ENGINE BAY CLEANING TIPS • PLUS MUCH MORE**



COLOUR PRINTING THAT DOESN'T COST THE EARTH

We offer end to end marketing and printing solutions

- Graphic Design • Digital Printing • Large Format Printing
- Personalisation • Mailing • Offset Printing



Phone: 03 9763 9166 Email: [hornet@hornetpress.com.au](mailto:hornet@hornetpress.com.au)



MUSTANG  
ROUNDUP

ADVERTISING  
RATES & SPECS

DISPLAY AD SPECIFICATIONS

1/2 PAGE - NO BLEED	180mm (W) X 125mm (D)
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



MUSTANG  
ROUNDUP

AUTUMN 2022

MUSTANG OWNERS CLUB OF AUSTRALIA VIC. INC.  
ABN 33 821 241 698 PO Box 450 Hawthorn VIC 3122  
[www.vic.mustang.org.au](http://www.vic.mustang.org.au) email: [mocavic@mustang.org.au](mailto:mocavic@mustang.org.au)

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

OFFICE BEARERS	President	Ian Collins	0411 026 824
	Vice President	Joe Borg	0478 311 341
	Secretary	Craig McKenzie	0417 561 246 (MON-FRI only after 4pm)
	Treasurer	Adam Richmond	0423 449 125
COMMITTEE		Rowdie McIntosh	0438 536 150
		Barry Bolton	0407 058 111
		Ken Harrison	0417 625 593
		Lino Avellino	0410 442 089
		Tony Borg	0411 406 760
		Brian James	0417 361 019
		Sue Brodrick	0418 195 525
NATIONAL DELEGATES		Ian Collins	0411 026 824
		Peter Sheehan	0438 600 721
A.O.M.C. DELEGATE		Craig McKenzie	0417 561 246 (MON-FRI only after 4pm)
C.A.M.S DELEGATES & LICENCING		Bob Lorch	0418 531 327
		Graham Bell	0419 326 261
MOTOR SPORT CO-ORDINATORS		Bob Lorch	0418 531 327
		Graham Bell	0419 326 261
VICTORIAN STATE SHELBY REPRESENTATIVE		Craig McKenzie	0417 561 246
EVENTS CO-ORDINATOR		Tony Borg	0411 406 760
CLUB PERMIT SCHEME CO-ORDINATOR		Craig McKenzie	0417 561 246 (MON-FRI only after 4pm)
CLUB PERMIT SCHEME OFFICERS		Shane Cowman	(Northern Suburbs) 0400 344 593
		Joe Borg	(Western Suburbs) 0478 311 341
		Bob Redwood	(Bendigo/Central Area) 0419 348 817
CENTRAL VICTORIA CO-ORDINATOR		John Chapman	0407 844 379
CENTRAL VICTORIA EVENTS CO-ORDINATOR		Angela Williams	0438 699 515
TASMANIAN CO-ORDINATOR		Dave O'Brien	0438 122 015
PROPERTY OFFICER		Barry Bolton	0407 058 111
MERCHANDISE & APPAREL		Lynda Sparrow	0447 474 790
MAGAZINE EDITOR		Colin Falso	0403 129 811
			<a href="mailto:colinmustangroundup@gmail.com">colinmustangroundup@gmail.com</a>

LIFE MEMBERS

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

M.O.C.A. Vic monthly meetings are held 3rd Wednesday of every month at Legends Bistro at the Moonee Valley Complex Thomas St, Moonee Ponds at 8.00pm.  
M.O.C.A Vic. Inc. nor the editors shall be held responsible for, or endorse, any personal opinion expressed in any article published herein, nor will M.O.C.A. Vic. Inc. or the editors warrant the workmanship or offers of any advertiser in this publication.  
M.O.C.A Vic. Inc. and the editors reserve the right to refuse advertising material or other material deemed to be inappropriate.  
Mustang Round-Up is the official newsletter of M.O.C.A Vic. Inc. and is registered by Australia Post No: PP334553/0007.





## PRESIDENT'S LETTER



Dear members

The sheer joy of being able to go on runs and hold meetings is like eating easter eggs.

The club is starting to function like a club again and with our great committee constantly coming up with ideas for runs and events, catch ups are always on our mind.

So far this year we have had several renoun speakers for general meetings.

We started the year with a wonderful Australia Day at the beautiful Mt Eliza thanks to Gary Anderson who when dealing with anything always has the club in mind. A great member and wonderful person.

I will not mention everything we do but just some of the major events. Forty cars ventured to the Apple Isle on the ferry and proceeded to have a wonderful five days travelling around glorious Tasmania.

We were made extra welcome from our Tasmanian chapter of the club. To Neil and Dee you did a wonderful job organising the trip and we thank you both.

We had a wonderful day at the access café in Notting Hill with Kenny and the band and approximately 50 cars came along and enjoyed the day.

We again partnered with the biggest play date a children's charity run by some fabulous people where we were able to partner with them and supply food and drinks. The response from people wanting to help out was enormous, led by Barry Bolton we managed to run out of egg and bacon rolls - a testament to how good they were.

Then members took anyone wanting a ride in a Mustang out for a run in our cars. The Mustang Owners Club supplied all of this at our cost and the good people of the club offered an experience in a Mustang drive around the local area.

Our contribution raised approximately \$1500 to this wonderful charity plus a \$1000 donation from the club.



Please note we will be running Christmas in July again, what a wonderful night it has been and will be again, so get a place, bring your partner or friend and join in the festivities led by the Three Amigos. The band with our very own Ken Harrison in one of the most iconic hotels of the great band era the Central Club.

This year has seen the mighty Mick Webb speak at one of our meetings, you could hear a pin drop as Mick recounted many stories of his alliance with Alan Moffat and motors he had built for special clients including Jim Richards.



Recently we had three of Unique Cars finest car men. The editor Guy Allen along with Mark Higgins and Phil Walker. It was extremely interesting listening to all three recount stories about their cars and the magazine.

For those interested I will be taking a car to Adelaide for the Nationals in Easter 2023 please let me know if interested so we can organise a convoy.

Sadly on another note the club has lost more members. Josie Musgrave wife of life member and hall of famer Kevin Musgrave who passed away, some years after her husband Kevins passing, Josie took over the reins at Mustang World and continued to run the business for many years very successfully.

Another long time member who has sadly passed was Alan Lillyman who was seen at many events and built many cars. Alan was a well loved member.

Lastly Lynette Stangherlin will also be sadly missed a lovely person and well loved member, although Lynn went through a lot of tough times I never saw Lynn without a smile. A great testament to how tough she was.

May they rest in peace and know well that they will never ever be forgotten.

**Keep on mustanging**

**Ian Collins**  
**MOCA VIC President**

## EDITORIAL

G'day fellow Mustangers.

Thanks to everyone who sent in their articles, photos and various content to help fill another edition of this Victorian Mustang Club Magazine.

Looking at the photos and stories from the Tassie Crew it seems there was another 'great time had by all' event. I hope you all enjoy the articles and pics and it inspires you to attend next year.

What else for this issue? Well, there were some other trips and events that a few Club Members attended and its great to see the 'Stangs getting out and about before crappy weather and Winter sets in.

Also...many of you may already know by now of the sudden passing of Josie Musgrave, it was quite a shock and sad for me personally to hear about this from member Frank Hayes.

I've known Josie and of course Kevin Musgrave for close to 37 years. Not many 'newer' members would know the huge amount of time and support the Musgrave's put in for both our Vic Club and promoting the Aussie 'Mustang Movement' throughout Australia and overseas right from the club's birth...but more on that another time.

Read Frank Hayes article and spare a thought of where would the Mustang Owners Club of Australia be if not for the hindsight of these 2 founding members.

On a 'lighter' note... and if I could just indulge myself for a moment... I would like to take the opportunity to thank again the Mustang Owners Club of Australia VIC with honouring me with a Life Membership at the February Meeting.

I can't quite remember exactly what I said at the meeting but I do recall a bit of gibberish from my behalf.

So.. if I could just say this now..."Thanks so much to all involved, I really appreciate the recognition for my small part in supporting the Club for the past 36 years. It has been such a big part of my life so far...so many good times and memorable moments have happened, so many new friends and life moments that would not have been if not for being a member of this great Club....and thanks to my family and 'non-Mustang' friends who have in the past and will in the future hear me 'go-on' about all things Mustang related."

**Colin Falso**  
**MOCA VIC Editor**



### DEADLINE FOR NEXT MAGAZINE - TODAY!

Please email all your articles ASAP directly to [colinmustangroundup@gmail.com](mailto:colinmustangroundup@gmail.com)



# MUSTANG

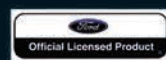
**PARTS & ACCESSORIES**  
AUSTRALIA'S No.1 MUSTANG SPECIALISTS

WE STOCK A FULL RANGE OF QUALITY USA RESTORATION PARTS & ACCESSORIES

Factory Shop Manuals  
Weatherstripping  
Upholstery  
Wheels/Wheel Covers  
Exterior Mouldings  
Window Glass  
Suspension Components  
Body Panels/Sheetmetal  
Decals/Stripes  
Badges/Emblems  
Bumpers  
Merchandise & Accessories



EASY PAYMENT & SHIPMENT  
We accept, VISA, MASTERCARD and C.O.D



[www.mrmustang.com.au](http://www.mrmustang.com.au)

MUSTANG CLASSICS Office & Showroom U 5/502 Marmion Street, Booragoon WA 6154 1800 687 826

# EAST-SIDE *automatics*

all mechanical repairs transmission specialist RWC inspections

car air conditioning brakes & clutches log book servicing

## specialising in Mustangs

Factory 4/214-224 Wellington Road  
Mulgrave Vic 3170

ph: 03 9561 8666  
call for a quote!



## Vale Josie Musgrave of Mustang World

Frank Hayes



I first met Josie at Caulfield in 1973 where at their home Kevin operated his Mustang parts business from.

They say behind every good man is a woman. But this was not just any woman. This was Josie Musgrave, wife of the late great Kevin Musgrave of Boss Auto Parts/ Mustang World.

I remember at Kevin's 40th Birthday at their new home in Lower Plenty, Josie had gone to a lot of trouble organising as she always did and had their pool looking immaculate as usual. By mid-evening Kevin had a pretty good number of cans and he and I were having a loutish time in the water. Josie called him to stop being silly so he clambered out and then pushed Josie into the pool. Well, that was not well received. Josie deserved better than that.

While Josie had lost the passion for trading, she soldiered on with the Mustang World parts business solo for 13 years after Kevin passed away. This was a pretty big ask but she was happy to have a reason to get out each day with a focus on her business which she then partnered with our friends in Western Australia, Vince & Marian Shervington.



Josie was his manager - of stock, of his itineraries, his time management and all else. For those who knew Kevin well, that would have to have been a super woman. And so, she was.

Josie was also Editor of the MOCA Vic News from the early days of the Victorian Club for many years, trying to put together all the bits Kevin put on the table for her to sort out.

Josie deserved a lot more recognition of her work behind the scenes while Kevin was the front man. She would manage the accounts, stocktake, keep the warehouse tidy, answer the phones all day and keep house. A pretty tall order. And later, also manage the newborn Andrew and much later babysit the two grandchildren for Andrew and Liz.

Some would know that Kevin was regularly away in the USA with his real job as a flight engineer. This meant extra work for Josie including keeping his professional uniform tip top. Josie said her most memorable trip was when she went with Kevin and visited Graceland.

Vince rang me with the sad news that Josie had passed away following a relatively minor car accident in January which did not seem a problem. However, a short time later, a hospital trip identified an undetected cancer which led to her sudden passing in late February.

We've now lost not only one of our founding fathers but the lady behind him who did so much for the Club.

It was great to see Vince, our Secretary Ian and Frank Thomson with Wilma at the funeral service on March 4 at Fawkner Memorial Park.

We all had more than our share of time there with Andrew, Liz and their children, Abigail and Hamish.

Our condolences go to all of their family.

R.I.P. Josie 2022



# The MUSTANG MARQUE

*Specialising in all parts from  
1964- 1970 including full range  
of parts from 1969 - 1970*

- Full Restorations  
in House
- Mechanical Work
- Full Rotisserie  
Restorations
- Bare Metal  
Body & Paint
- Rust Repairs
- Show or  
Councours



170 Calder Highway Harcourt VIC 3453

Phone: (03) 5474 2477

Email: mustmarq@blue1000.com.au

Website: www.themustangmarque.com.au

## Flinders Easter Show

Ron Minogue



### Flinders Lions Club Motoring Heritage Easter Sunday 17 April 2022

The weather was perfect and a great turn up of many different cars including some extremely valuable Veteran and Vintage cars.

Sometimes black and white photos enhance the shape of classic cars. The attached pic of Brian James' 1966 Shelby GT350 Hertz and my 2018 Shelby GT is a good example.

The picture was taken by a visitor to the show and sent to me.

The little flags in front of the cars are a clever way of raising funds for charity. Any attendee can purchase one or more

flags and place them in front of their preferred car. The car with the most flags is the People's Choice Winner.

Unfortunately, neither Brian nor I got enough flags to win on the day. The winner was a 1967 Mustang convertible not known to me and the first time that I have ever seen Brian's Hertz get beaten.

To be fair ,the judges were not highly experienced with Mustangs or Shelys.

The local Flinders Lions Club managed to raise \$40,000 on the day all for charity.

Foundation 49  
Men's Health

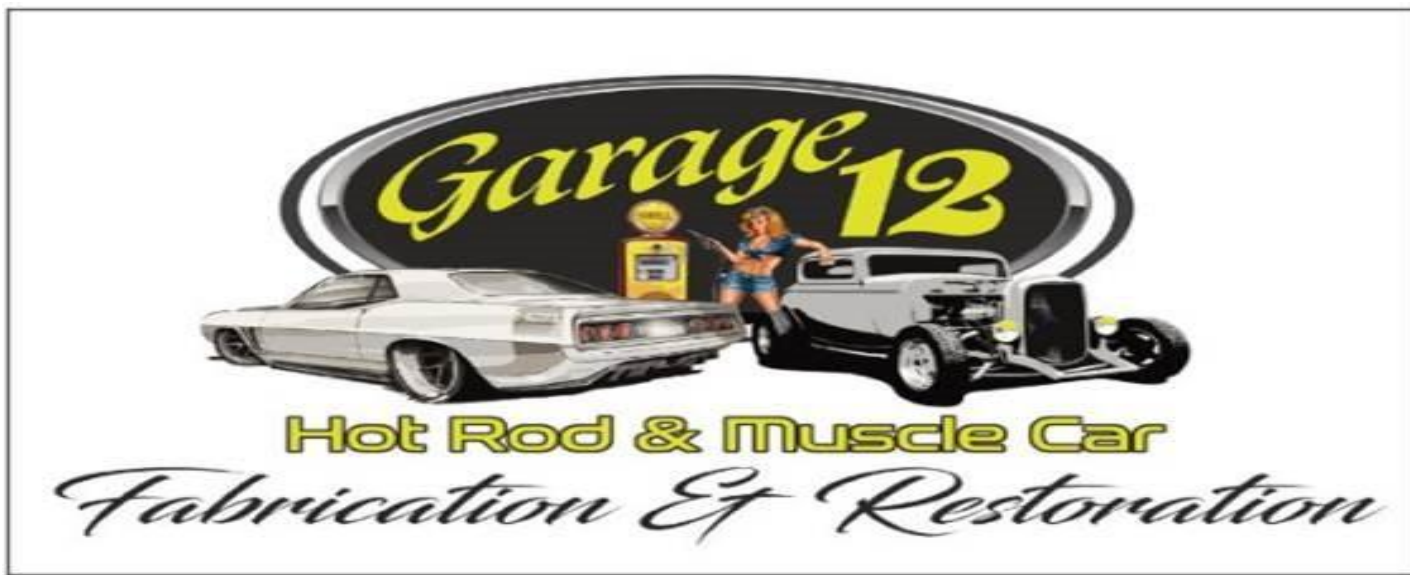
[www.healthymale.org.au](http://www.healthymale.org.au)

Download the Men's Health  
Tool Kit



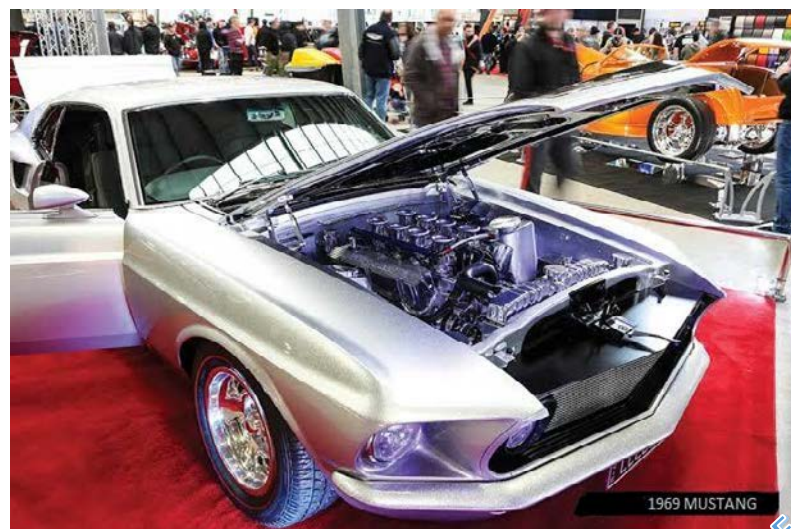
**MUSTANG  
ROUNDUP**





SPECIALISTS IN

BARE METAL ROTISSERIE RESTORATIONS  
RUST REPAIR PANEL FABRICATION  
CHASSIS MODIFICATIONS & FABRICATION  
MECHANICAL MODIFICATIONS & UP GRADES  
CONCOURS & SHOW FINISHING  
BAKED TWO PACK SPRAY PAINTING



LIFETIME WARRANTY ON REPAIRS  
PICK UP & DELIVERY SERVICE  
GUARANTEED REPAIR TIMES  
ACCREDITED CRASH REPAIRER

12 Collins Road [www.garage12.com.au](http://www.garage12.com.au) reception@garage12.com.au

## Doing it for the Kids

Garry Anderson



Tony Borg had a request from a lady in Frankston for her son to have a ride in a Mustang, and as I was close by in Mount Eliza, Tony put her in touch with me.

The lady (Hope) asked if her son (Taj) could have a ride as it was his 5th Birthday and he just screams every time he sees a Mustang. Now this boy is 5 years old and has his room covered with cars mainly Mustangs, he is just car mad. Hope asked me what day would suit and how much it would cost, I said anytime is good and I don't want any money.

I reversed up their driveway only to see Taj peek around the corner his face just lit up. Hope said she had never seen him lost for words, I got out of the car and gave him a Mustang cap and a couple of Mustang Post Cards.

After a few photos we set off at reasonable speed then we hit the Highway, I then put the pedal to the metal (of course at the legal limit) Hope was doing a video while we were on the drive, Taj all the time with a huge smile, and the noise and the speed did not faze him one bit.

We returned home where Hope took more photos, and then presented me with a card and a case of my favourite beer (very kind) As I drove home, I wondered who was feeling more joy, me or Taj??



**FOLLOW THESE STEPS**

1. Download 'TEAM App' from the Apple or Google Play App Store.
2. Sign up to TEAM App. You will be sent an email to confirm your registration.
3. Log into the App and search for 'MOCA VICTORIA'.
4. You DO NOT need to select an access group.
5. If you don't have a smart phone, go to [mocavictoria.teamapp.com](http://mocavictoria.teamapp.com) to sign up and view the App online.
6. DONE!

**TEAM App  
MOCA VICTORIA**

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

Smart phone & Tablet Compatible.

**NEED HELP?**  
Contact Tony Borg  
via email: [mustangclubevents@gmail.com](mailto:mustangclubevents@gmail.com)  
or phone: 0411 406 768

Available on the App Store | Android App on Google Play



# From the Archives

Ron Minogue



I must again congratulate Colin Falso on the December - February 2022 issue, another great Club Magazine.

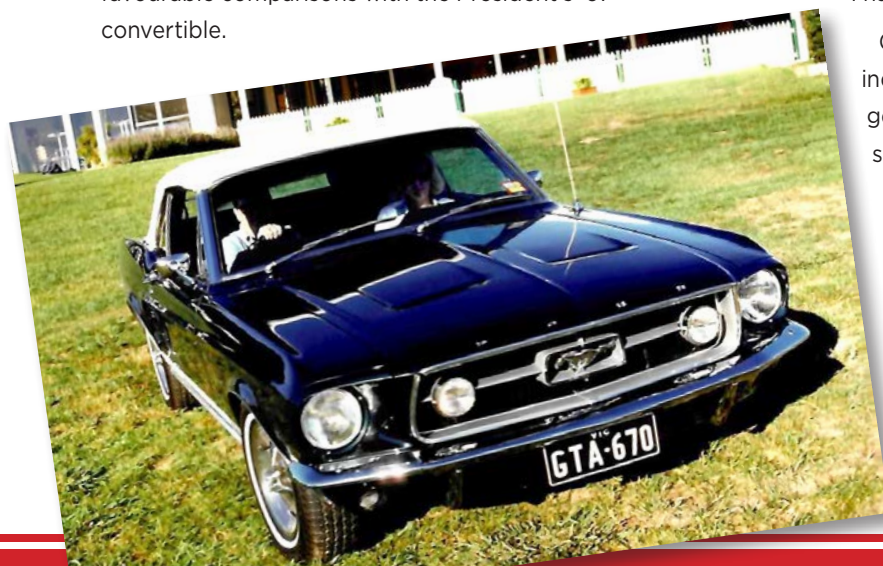
One item of particular interest was in the MOCA Vic History from the Archives. This section is a winner. It will bring back a lot

of memories to many of our members. The pictures of our esteemed editor Colin Falso, the late Pat and Jim Lambie, Jeff Lacey and Peter Lyle seem like last year, not 30 years ago.

In my case the picture shows me posing in front of President Bill Clinton's '67 convertible. This picture was taken at the Mustang Club of America's celebration of 30 years of Mustangs in 1994 in Charlotte North Carolina.

This was an amazing event with over 3,000 Mustangs on display.

There was a strong rumour on the day that President Clinton would make a personal appearance. His '67 convertible was already there on display. It had never been restored. It was just the way it was when he was driving it to college. I had at the time a 1967 Mustang GT convertible in Melbourne, so I was able to make some favourable comparisons with the President's '67 convertible.



The rumour of the President's appearance got stronger as there appeared a lot of people wearing not only sunglasses but small speakers in their ears every now and then speaking into their elbows and at least 20 armed snipers to be seen on the roof of the pavilion.

We waited what seemed hours in the very hot sun hoping to get a glimpse of the President until Carol and I had enough of the heat and moved away from the fence around the ground to a more comfortable position.

Shortly after we relinquished our position the President appeared and had a chat with a fellow Aussie Mustang Club members from Brisbane (John and Pauline Binge). Not only did they have a chat, but our Queenslander gave his MOCA cap to the Prez who continued to wear the cap as he worked the crowd around the ground, JUST WHERE WE HAD BEEN WAITING!

I am pretty sure that I wrote an article for the Mustang Round up but just cannot find it right now.



It was a great trip. After the Mustang convention Carol and I drove our rental car to the town of Cherokee in Tennessee (at the time I had a JEEP Cherokee back in Melbourne).

Cherokee was a rather sad place with some older indigenous people dressed up in feathers hustling to get paid for photos and trying to sell el cheapo souvenirs.

We then flew up to Detroit to see the Henry Ford Museum. If you have not seen this amazing display it has to go on your bucket list. Be warned it is bloody cold in Detroit in April.

## Mustang 30 Year Celebration

Charlotte, North Carolina, April 1994

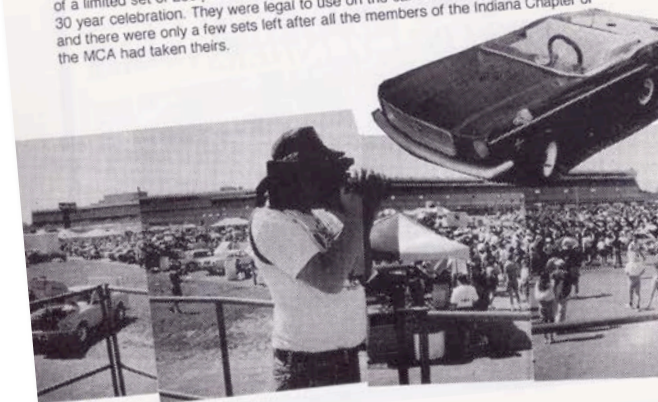
Most readers will have seen or heard reports already about the big show in Charlotte but a few more personal observations could help to fill up these pages.

As we were required to attend to some business in London at about that time we decided to go via North Carolina as it costs no more to fly around the world as it does to fly to London and back to Melbourne. Well that's my story and I am sticking with it!

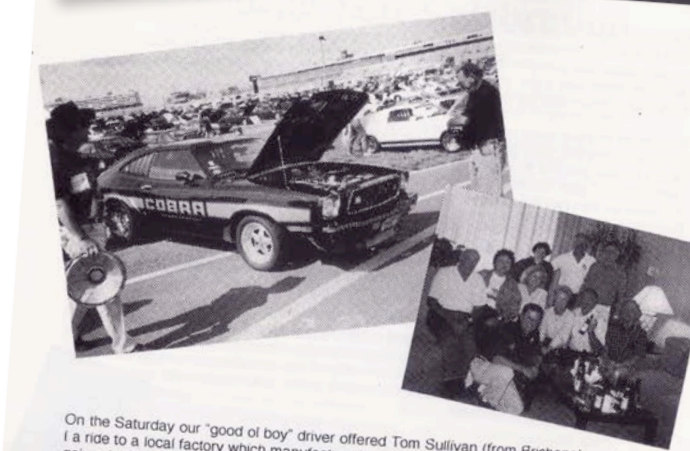
We arrived at Charlotte late on the Thursday night and after a slow ride in a battered Chevy cab we checked into the Holiday Inn at University Park about five miles away from the Charlotte Raceway where the Celebration was to be held.

The Holiday Inn was much the same as any other Holiday Inn around the world but we did at least get a big "Hi Y'all" from the big Momma on the desk.

Friday morning we wandered over to the Hilton Hotel where the Mustang Club of America had set up their Control Centre and marquee. Both hotels were littered with Mustangs of all shapes and sizes and as is usual with the Mustang fraternity everybody was friendly and helpful. The MCA had set up their marquee to sell all sorts of Mustang memorabilia and since there appeared to be quite a rush on we got in early and bought our goodies early in the day. Just as well because they sold out of most of the good stuff not long after. I was also very lucky to purchase from one of the members in the car park a set of Indiana number plates which was one of a limited set of 250 produced by the State of Indiana especially for the Mustang 30 year celebration. They were legal to use on the car for only April and May '94 and there were only a few sets left after all the members of the Indiana Chapter of the MCA had taken theirs.



MUSTANG



On the Saturday our "good of boy" driver offered Tom Sullivan (from Brisbane) and I a ride to a local factory which manufactured reproduction parts for all old Fords and going right back to T Models. The factory was spotless and superbly laid out. We had a very interesting tour led by a guide who happened to be one of driver's old girl friends. After the factory tour our driver took us to a local facility which had as its sole purpose in life the development, building, racing and repairing of Nascar racers. This was a real eye opener. The whole place was spotless and they had a like an operating theatre. As I recall they ran four cars and each car had two spare engines. Each engine cost around US\$80,000 to build and they tend to go through a few engines in a season. The cost therefore of running one of these teams is huge and it is essential to have proper sponsorship.

Before returning to the track our driver offered to show us his home and some of his toys. He had only recently sold his trophy winning Mustang and only had a few toys left such as his custom Ford pickup truck with the built in gun rack, the immaculate white '89 Lincoln Mark V, the fully restored '55 Ford Fairlane Coupe, the motor cycle and so on. Things are tough in North Carolina.

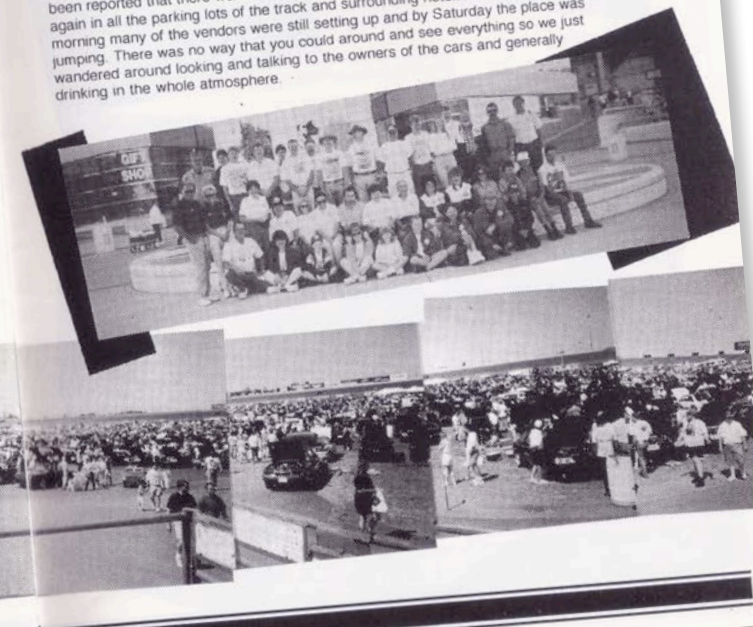
Sunday was the big day and there had been heaps of publicity in the newspapers and on TV about the Mustang show and the possibility of a visit by President Bill Clinton who was a long time owner of a '67 Mustang convertible. For security reasons no one was quite sure when or how the President was going to arrive but in the early afternoon there was an obvious increase in activity by the security people and guys with rifles and telescopic sights appeared around the top of the race stands. All shapes, ages and sizes of people were mingling through the crowd just like ordinary Mustang people except that there were the little tell tale wires

MUSTANG

The local chapter of the MCA had very kindly provided a shuttle service from the hotel to the track for anybody who did not have their own transport. The Ford people mover was provided by the Ford Motor Company and the driver by the local club. The driver was a real character, one of those "good of boys" with the Carolina drawl and nothing was too much trouble. More about him later.

We started to meet many other Australians on the Friday and by the time Sunday rolled around there were about 40 Australians in attendance. Australians were by far the largest group of foreigners at the show. Others came from France, Germany, Switzerland, Japan, South Africa, New Zealand and all points East and West. We Aussies also had the dubious distinction of drinking the Hilton Hotel dry of Budweiser beer on the Friday night.

The celebration was held at the Charlotte Nascar Raceway which is one of the biggest in the US and regarded as the hub of Nascar racing in the Southern States. The infield of the track was almost covered with every type of Mustang you could imagine. Nobody seems to know exactly how many were there but it has been reported that there were 3,200 Mustangs on display and almost that many again in all the parking lots of the track and surrounding hotels. On the Friday morning many of the vendors were still setting up and by Saturday the place was jumping. There was no way that you could around and see everything so we just wandered around looking and talking to the owners of the cars and generally drinking in the whole atmosphere.



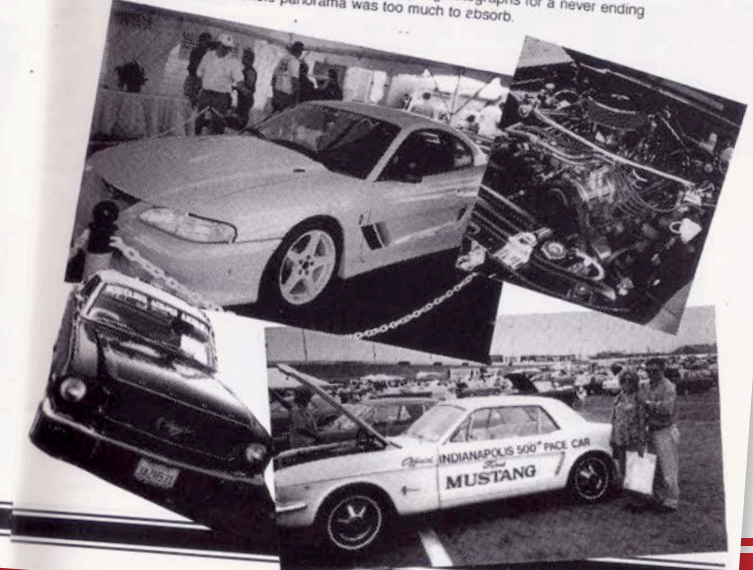
Hey Ron!...I have that article...Here it is.. reprinted from Issue 3, 1994 Vic Club News Bulletin - Colin Falso

running from the ear under the shirt. The security people then set up metal detector gates the same as those found at airports. After going through the metal detectors everybody had to open their bags and camera cases and be searched before being allowed into the area where the President was expected to arrive. Carol and I stood in the sun in this area for two hours and after getting sunburned and close to sun stroke we gave up and went over to the other side of the track. Having reached the other side of the track the gates opened and the security cars and the limo where we had been waiting for two hours. We have since seen on video that Bill got out of the limo at the exact spot where we had been waiting, shook hands with the other Aussies who had more patience than us, let them sit in HIS Mustang convertible and actually wore John Binge's Australian Mustang Club cap. Great timing on our part!

On both Saturday and Sunday many Mustangs were allowed on the track and it was pure music to see and hear the hot Mustangs and Shelby's screaming around the banked circuit at 140 mph plus.

Peter from Melbourne is still wandering around in a state of bliss after getting a ride around the infield in Allan Moffatt's old '69 driven by no less than Mr Holman of Holman and Moodie fame. (I hope I got that right Peter).

Larry Shinoda spent a long time in the sun signing autographs for a never ending line of fans and the whole panorama was too much to absorb.







## WHEREVER YOU SEE MOTORING ENTHUSIASTS YOU'LL SEE SHANNONS

For almost 30 years Shannons have actively supported the car club movement across Australia, attending around 800 events each year. The Shannons Super Rig has travelled thousands of kilometres and attended a multitude of events across Australia.

No other insurance company is committed to, or appreciates the passion, that motoring enthusiasts have for their special vehicles.

Today, Shannons is the insurer of choice for motoring enthusiasts across Australia, providing innovative and flexible insurance options. You can even pay your premium monthly at no additional cost.

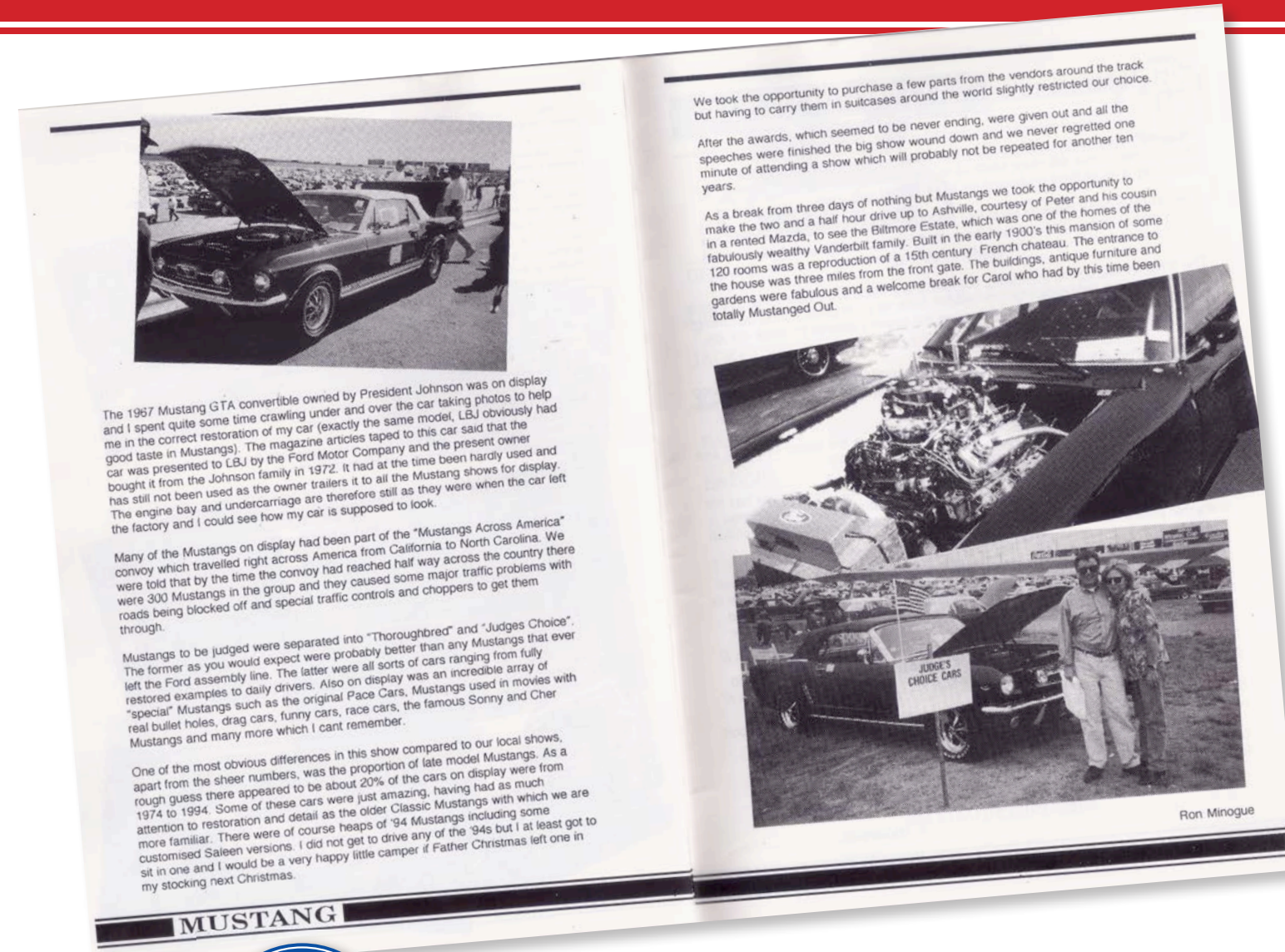
So call Shannons for a    quote on **13 46 46**.



**SHARE THE PASSION**

**INSURANCE FOR MOTORING ENTHUSIASTS | CALL 13 46 46 FOR A QUOTE | SHANNONS.COM.AU**

Shannons Pty Limited ABN 91 099 692 636 is an authorised representative of AAI Limited ABN 48 005 297 807, the product issuer. Read the Product Disclosure Statement before buying this insurance. Contact us for a copy.



For the 'newer' members that may not know.....The Club also celebrated '30 Years of Mustang' at our Annual National Concours Event which was held in Shepparton VIC. Easter 1994.

As part of the trophy line up for the Concours Winners, a Special Limited Edition 'Gas Cap' Trophy was produced.

Kevin Musgrave presented two on his trip to Charlotte - one for then Ford's CEO & Chairman, Alex Trotman and the other for the Mustang Club Of America.

Later that year, the USA publication, 'Mustang Monthly' Magazine awarded our trophies 'The Best 30th Anniversary Collectible' for 1994 compared to all the other memorabilia & collectables produced that year for the 30th Ford Mustang Celebrations.





# Van Diemen's Land 2022 Road Trip

Neil Butler & De Colledge - Tassie Tour Coordinators



We hoped the Annual Tassie Trip would proceed in 2022 so we continued to arrange it in earnest, throughout the various 2021 lockdowns. On Thursday 10th February, we were fortunate to escape to the Apple Isle and many members upon their return all repeatedly said ... we'll be back next year!

The largest ever contingent of 75 members ventured south to connect, and for many, reconnect with our welcoming Tasmanian counterparts. What was even more exciting was that 30 members were first timers.

Up until the day prior, we would have had 39 beautiful Mustangs. A slight issue with a dyno test going astray resulted in a classic Mustang being withdrawn but the nickname Mini John & Mini Toni, had just as good a time as the rest of us in our Stangs.

The fleet contained almost an equal number of classics and current generation cars. 12 from the 1960s; 2 from the 1970s; 1 from the 1990s; 3 from 2000-2009; 16 from 2010-2019 and 4 from 2020 - current.



Included were 2 Bullits; a new Mach 1 and an Alan Moffat Tribute Car. No two cars were naturally the same and we looked great travelling in convoy in a kaleidoscope of colours.

We all gathered in Port Melbourne and had a relatively smooth crossing. We were early arriving but still greeted by Brian and Denise. Word then quickly spread and other locals joined us for breakfast, including Dave, Fiona, Darren and Shirley, who along with Len and Deb, stuck with the group for the majority of the trip. This warm welcome made a lasting impression on many.

We then set off bound for Dick Beckett's impressive Truck Collection. Afterwards, we headed further south for a leisurely drive around the historic Baskerville Raceway. Yeah right!! Also, seven ladies (only 1 with a male sitting in the passenger seat), ventured out onto the track for an exclusive lap session.



In between these 2 destinations, 2 cars had tyre issues and another had a damaged alternator, resulting in not everyone being able to do laps. Thanks to the assistance of some members, the mechanical issues didn't stop these cars from travelling on. A word of advice, when contemplating a driving holiday, perhaps check the air pressure in the spare tyre. The President's wife Davina enjoyed a magnificent seafood lunch whilst waiting for a new tyre to be fitted.

We were then fortunate to view an extensive private car collection of mostly Holdens, but also a Lamborghini. The recently renovated Wrest Point Casino was the last stop for the day and would be our home for the next 3 nights. Dinner there was absolutely amazing.

On the Saturday and on a much smaller scale, MOCT had arranged a Car Show Spectacular on the Lawns of Parliament House, featuring 75 Mustangs. Well done to Dave O'Brien and his merry crew for arranging and providing many smiling volunteers, to ensure the event was a success.



The sunny day also meant many ventured across into Salamanca Market. Later, some ventured up to Mt Wellington. The traditional Joint Dinner in the Century Room at Blundestone Arena again offered fabulous food.

Rod Williams, an MOCT Member, spoke and presented the MOCT/MOCV with an appreciation certificate as well as talking about the significance of the ongoing financial support both Clubs had offered his charity, Children with Cancer, especially during the past few years.

Sunday was a free day and a major hit with members as they scattered far and wide on another warm and sunny day.

Some members went to Russell Falls (arranged by themselves with no one seeming to mind an apparently





# Just Mustangs

Importing Mustangs & Selected American Collectible Cars

LMCT 9012



**Russell Trainor**  
**Showroom:**

**Ph: 0418 131 124**  
**11 - 13 Sutherlands Road,**  
**Riddells Creek VIC 3431**

**Open:**

**9.30-12pm Mon/Sun**  
**1.30-5.30pm Wed/Fri/Sat or by appt.**



**Specialising in the sale of**  
**Mustang Parts from 1964 - 70**



**RHD Conversions for**  
**Mustangs 66 - 70**



**Best Prices!**

**Huge range of Mustang**  
**& Muscle Car Books**

**Always in Stock**

**Disc Brake Kits available for**  
**Mustangs 65 - 70 \$1395**

**Air-Conditioning Kits available for**  
**Mustangs 65 - 66 \$1495**

**Website: [www.justmustangs.com.au](http://www.justmustangs.com.au)**  
**Email: [russell@justmustangs.com.au](mailto:russell@justmustangs.com.au)**

*Continued from Previous Page*

small section of dirt road). Some went for a lunchtime cruise; some members visited MONA; some took the ferry over to Bruny Island; and some of us headed south to Ida Bay (the end of Australia's southernmost stretch of asphalt).

Many thanks to Wazza, Len and Brian for your direction and support. Without naming names, one couple had an adventurous day looking for a tyre dealership trying to seek a replacement for a slow leak.

This proved to be unsuccessful given the 3-day long weekend, and their highlight was hiring an e-scooter and traversing around Battery Point's hilly terrain. For the majority, the Ball-n-Chain Steak Restaurant in Salamanca Place offered yet more fantastic food. Many members did actually walk the 20-minute walk from the Casino, and possibly, some for the first and last time!

On Monday we left Hobart bound for Deloraine via the Lake Highway. While this route hadn't entirely been completed before by the MOCV Group, the last 20 kilometres outside Deloraine (including about 7 hairpin bends), proved for many drivers to be almost as good as the laps on Baskerville.

After 2 aborted attempts, the MOCNSW chapter finally made it over to Tassie and we briefly caught up with them in the Deloraine Showgrounds. There were yet more MOCT members who participated in this impromptu Car Display.

For those that haven't as yet, check out the MOCA Vic/Tas Members Facebook Page and view the drone footage of the display. We stayed again at the Launceston Country



Club Villas where afternoon drinks in the carpark proved to be another hugely successful event.

An excellent night of fun and frivolity ensued with the theme of dress in an outrageous/colourful shirt/outfit/hat (or all three). There was some serious competition for the worst dressed, we can assure you!

The next and final day saw more locals joining us at the National Automobile Museum of Tasmania for a look at their outstanding displays. The black 1967 Mustang positioned next to the black 2005 Shelby with over 1,000 horsepower, proved a popular photogenic spot.

Then off to the Lost Farm Restaurant at the world-renowned Barnbougle Golf Course. More sumptuous food was eaten while we all overlooked the spectacular golf course and onwards to a flat Bass Strait. The majority then headed back to Devonport via the spectacular Batman's Bridge. The Spirit of Tasmania was late to dock so some of the modern cars had much fun on the nearby lawns with the sun setting in the background. The overnight crossing was again fairly calm with the 6-night holiday coming to an end on Wednesday 16th February.

I'm sure you'll all agree that along with the other article published in this edition, and the many photos, highlight the fabulous comradeships that developed over the week, not just amongst the MOCV Chapter, but also across many MOCT/MOCV members.

PS - Dates for next year's trip .... Thursday 16th - Wednesday 22nd February 2023.





Mustangs on Parliament Lawns Hobart - 12th February 2022





# Tassie 2022 Trip

Margaret Whelan



Although having been Club members for about 20 years, we could have still been classed as virgins as we headed off on our first road trip with MOCV. Distance, time and other commitments have always made attending any MOCA function almost impossible for us but last year we made a pact that this year we would endeavour to join the Tassie Road Trip, 2022.

Some years ago our good friends John and Helen went with us on a road trip on the Great Ocean Road in our two cruising Mustangs. This year the foursome was to have made the trip again but firstly illness, then hospitalisation, then finally an operation ruled out our dear friends.

Son Steve with his wife Lois and son Beau were first emergencies and needed little persuasion to step up to a Mustang road trip. When it became obvious that Tasmania had not pulled up the drawbridge it was all systems GO!

If the photography looks a little biased towards a 1966 Candy Apple Red Mustang coupe and a 2006 Silver Blue Mustang coupe well that would be because they are ours and I was always able to capture a photo of them wherever I went.

We headed off from Swan Reach at a leisurely 9.30am on Thursday, arriving in good time for the meet and greet at Generations Cafe on Station Pier, Port Melbourne. It was here that we met the most amazing couple with tour organising brilliance, De and Neil and also Club President Ian Collins. Soon enough the occupants of 38 Mustangs and one Mini

joined us and 75 contenders were off to Tassie on the Spirit of Tasmania. The trip overseas was mild as Bass Strait was kind to us that night. It must have known what precious cargo was on board the SOT.

Arriving bright and early Friday morning we departed the Spirit and officially met our fellow members in the car park at the Argosy Motor Inn where brekkie was also enjoyed.

Knowing we were going to Tassie we had wondered how we could catch up with old friends Dick and Faye Beckett, when lo and behold, our first port of call was to their amazing collection of Mack trucks and other heritage truck memorabilia. On meeting up there were a few tears of joy and further surprises as more friends turned up at Exeter. Here we had our first group photo taken from the top of one of Dick's D10 dozers.

After such elation on arriving we headed south and so did our cruising. But first things first. Our illustrious Club President whom we had only just met, had a flat tyre. Now, by his own admission, everyone knows that before a road trip you must check the tyre pressures and make sure you have a good spare and a jack.

Well Ian Collins had none of the

above but the reason he is President is because he is excellent at delegating. So while he was really busy on the phone good Samaritan Norm Mills got his own compressor and jack, changed the tyre and enabled Ian and Davina to continue on for further assistance. I took a photo. Heh. Heh.

Karma was to come!



Soon after, Steve called us to say we had to wheel into Perth as his car had lost power and just shut down. We made it to a servo, then a luxury car shop and finally to an incredibly kind, Mustang fanatical couple who just happened to have a spare alternator, same American part as our 2006 American coupe. In no time the three blokes had made the changeover and we were back on the road.

Many, many thanks to the very kind and generous Dave and Rosalie Wrigley. Apparently Rosalie also made sure the boys came away with birthday and Valentines Day presents in tow as well.



Unfortunately this delay meant we missed Baskerville Raceway and the private collection of Muscle Cars. We still really enjoyed our afternoon, including icecream at the historic Ross Bridge. We made Hobart and the Wrestpoint Casino accommodation in good time for a rest and refreshment before the group dinner.

Saturday morning saw a wide variety of 75 Mustangs as the MOCT joined us for the 2022 Tassie Mustang Spectacular on the lawns of Parliament House in Hobart, right beside the iconic Salamanca Markets. And it was spectacular!

On leaving the CBD precinct our two Mustangs moseyed up Mt Wellington with just a couple of other models joining



The ferry ride was smooth and uneventful. We headed south and hit a gravel road so ruled out the lighthouse

Apparently the road became worse further down as some more adventurous Mustang drivers informed us as they too didn't reach the lighthouse. Off to Adventure Bay then and a pie on the beach. Good choice. Really nice photo opportunity on the Isthmus of North and South Bruny Island.

Traditionally on this day we have fish and chips on the beach so a really good option was fish and chips at Mures Seafood, Constitution Dock.

What a great feed.





## TASSIE 2022 TRIP

Monday morning we packed up and cruised up to Launceston for our last night. Travelling to Bothwell we had an extended stop to join up with MOCT members and start a convoy to Deloraine.

This was a very pleasant cruise through the highland lakes district. Apart from being picturesque it also gave many the opportunity to give their Mustangs a bit of a squirt. That was until the sign said grid.



The first grid was okay but the second one seemed to have an unusual collection on the side of the road. The Jill-Ian Mustang was pulled up and the dutiful wife was walking back carrying a nice shiny wheel trim which she handed to her waiting husband. "That's not my wheel trim!" was the very gracious response. On further observation there were plenty of others to choose from so the right one must be there somewhere.

Onward through the mountains, forests, lakes and highland plains to Deloraine for another muster. There were Mustangs from Vic., Tas. and NSW clubs on display at the showgrounds. We had another special catch up with our saviour Rosalie from Perth in her Mustang and Dick Beckett picked us up for a quick scenic tour of Deloraine.

Our last night on the "Mainland of Tasmania" before we headed back to Australia was a fun filled and very colourful fancy dress event. I believe the constitution may be changed after Steve turned up in Holden gear at a Mustang formal event. After nearly disowning him we did manage a photo with Ian Collins and Steve side by side in their Mustang and Holden gear.

Arising on our last day was a little sad as I was just starting to put people's names and their Mustangs (and Mini) together. We really enjoyed the visit to the National Automobile Museum of Tasmania with their varied collection of heritage cars and motorbikes along with some very unique Fords and Holdens of great notoriety.

Our final luncheon was to be at Barnbougle Golf Course near Bridport. Seeming like we may never get there as the GPS kept asking us to take dirt roads, we finally arrived to what I would guess would be about as close to home across Bass Strait as we could get. There was a little congestion in the car park but the view was great.

Travelling back to Devonport towards the ferry we took one of our last photo opportunities with our cruising Mustangs at Batman Bridge.

We had an extended wait to board the Spirit of Tasmania so we made one last dash up to the Mersey Bluff lighthouse. I finally had my lighthouse fix and could now head happily back to Victoria.





## TASSIE 2022 TRIP

I would like to send out a cheerio to all the wonderful Mustang navigators on tour who did such a fantastic job of keeping us all on the same island despite what their drivers may say. I am so happy to learn that I am not the only one.

I did have a bit of a chuckle at the couple who were lost with one phone frozen and the other not picking up any Optus reception. Thank goodness you can't travel much more than three hours in any direction on the island of Tasmania. Apparently all couples made it back to the ferry still together.

This Mustang road trip was a mere precis of what the island has to offer so we are very enticed to come again and enjoy more Tasmanian adventures.

Beau announced that the best part of the trip was on the SOT going to Tasmania and the worst part was leaving Tasmania on the SOT going home.



Many thanks to Neil and De for all your attention to detail in making this a trip to remember. Thanks also to Ron Campbell for his very wise mechanical advice and to Robyn from Mustang Motor Sport who became the enabler to solve our alternator problem. As newcomers we felt welcomed by Ian and all Club members.

For those of you who couldn't answer the quiz question - "On which Victorian river is Swan Reach located?" - It is the Tambo River.

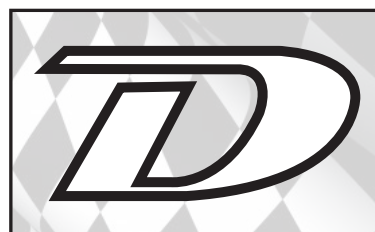




# Duval Motorsport Australia Pty Ltd

## Our Services Include:

- Track and tarmac rally preparation
- Brake and suspension upgrades
- Fuel and ignition system re-calibrating
- Engine development and blueprinting
- Dynometer Tuning
- Mechanical repairs and routine servicing



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

**Bill Santuccioni**

**24 Crawford Street Braeside Victoria 3195**

**Ph: 0438 907 672 Email: duvalmsport@inet.net.au**



**Griffs**  
*American  
Auto Parts  
& Restorations*

## Acquisition, Restoration & Sales of Muscle Cars, Hot Rods & Classics.

### Services Available....

- Turn Key Projects
- Part Projects
- RestoMods
- Custom Fabrication
- Complete Range of New Mustang Parts 1964 – 1973
- Engine & Driveline Installations & Upgrades
- Sourcing of Second Hand & Rare Parts
- Body & Paint Restoration



Griffs restoration shop is located in the heart of Victoria in ever sunny Ballarat. We have a 1000 square metre factory with state of the art equipment and facilities.

Griffs is not just any old workshop, we take pride in everything we do and our work environment reflects exactly that, it is always ultra clean and tidy.

We welcome all visitors to come and view our shop, have a coffee and discuss your next project.

No matter what your heart desires, at Griffs we can make your dream come to life. Qualified tradesman, experienced project management and experienced automotive builders ensure your car is completed on time, on budget and most importantly to the highest of standards.

### Opening hours

**Monday – Friday 8.00am – 5.00pm**

**Saturday 8.00am – 12.30pm**

LMCT 10489

**"Where Life Is All About the Ride"**

**3 Traminer Crt, Wendouree, Vic, 3355 Phone: (03) 5338 2427 Fax: (03) 5338 2527**

**Email: sales@griffs.com.au Web: www.griffs.com.au**

## Cruise To St Arnaud

Angela Williams



On Sunday 6th February we in Central Vic went for a very pleasant cruise to St Arnaud for lunch.

We decided we wanted to support a country pub as they have done it tough with the onset of covid.

We left Bendigo at 11am for the 1 ½ hour cruise, we started out with 8 cars in our convoy and 2 others met us in St Arnaud.

Lunch at the Royal Hotel was simply delicious and the old

building had lots of interesting pieces and photos to look at.

After lunch some went straight home while others of us went for a look at the painted silos before heading to the Logan Pub for a drink and for anyone who hasn't been there it is a sight to see.

All in all it was a great day for a cruise.





# Daylesford Motorfest

Sue Brodrick

Michael and I went to the Daylesford Motorfest on Sunday 20th february. We saw some stunning cars with a huge turnout of all sorts of models represented included a few Mustangs.



# Addicted to ICE

Garry Anderson



Now I know we all have that thing we love, you may call it a hobby or a sport, I have even been told some people play golf!! it can become an addiction.

Me I am addicted to ICE .... yes the Internal Combustion Engine, with all the talk of Electric cars and Hybrids is the internal combustion engine heading into history?

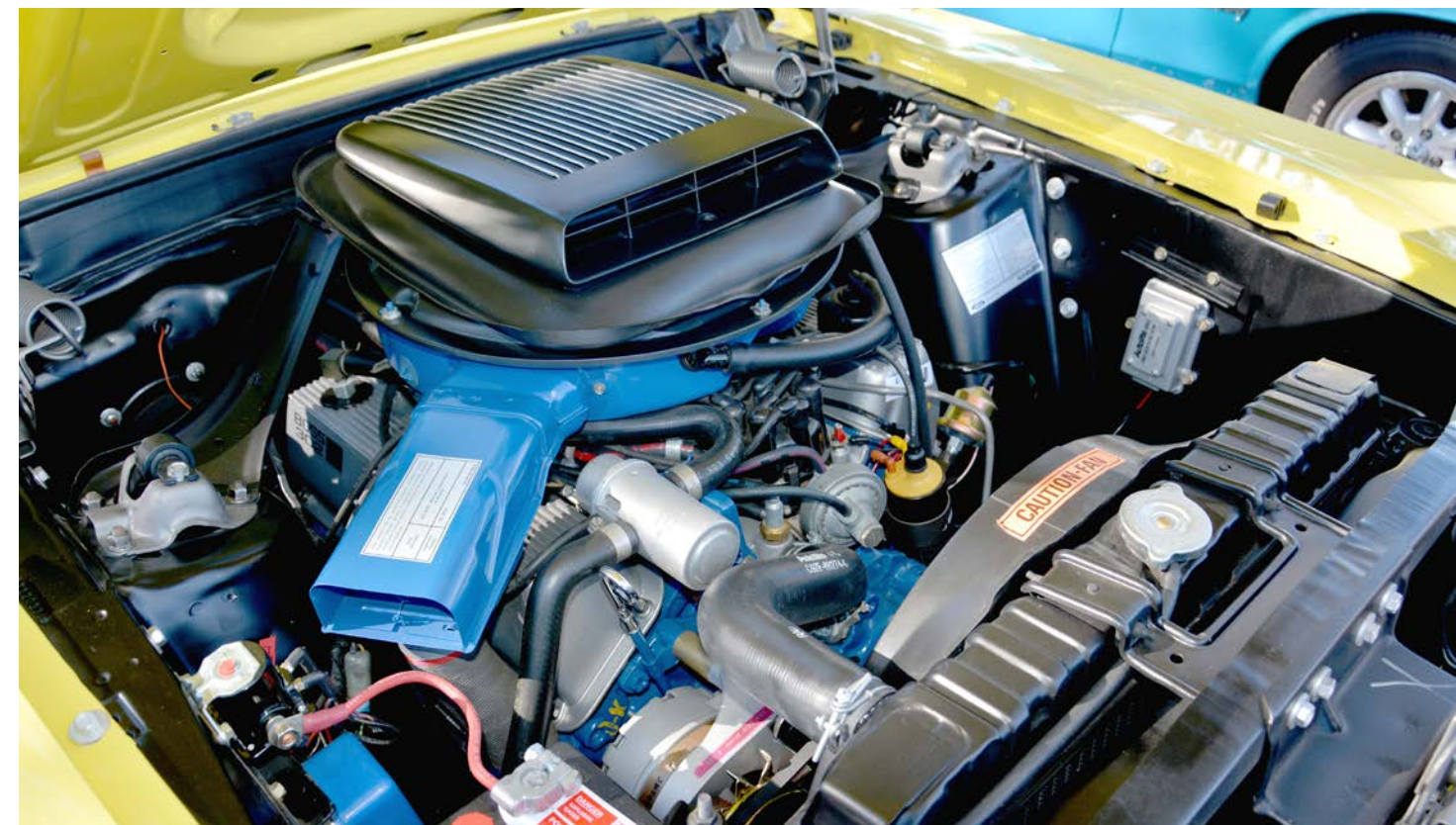
Well not at the moment, car manufacturers are trying their best to keep emissions down to keep the pistons pumping.

I have been in a Tesla, and yes it will out sprint a V8 Supercar, BUT it has no soul and no sound.

Today I look my Boss 302 out for a quick spin I pumped the accelerator pedal turned the key and it fired into life, now is there a better sound than that? I don't think so, sucking fuel at a great rate of knots, vibrations, the movement of the shaker.

Yes MOST kids of today will have no idea how to connect with a car, the only connection they will know is a power cord.

Now every time you turn the key of your Internal Combustion Engine and in particular your Mustang remember you are a part of its history that will not disappear as quick as some may say.





# Suspensionpartsonline.com.au



**BORLA**  
EXHAUST



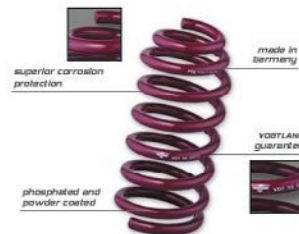
We stock and sell BORLA exhaust systems. Axle Back and Full Cat Back Systems # No 1 in the USA



We stock and sell Project 6GR wheels. Flow Forged to suit your S197 and S550 with perfect fit.



**VOGTLAND**



We stock and sell the VOGTLAND range of Lowering Springs and CoilOver Kits for your S197 and S550



**ARH**  
American Racing Headers



We stock and sell the NEW RHD American Racing Headers made in the USA to suit your S550 GT 5.0



**MP CONCEPTS**



MP Concepts GT350 Nose kits, Side Scoops, Window Louvres, Blank Rear Deck Lids, Quad Tip Valance etc

Service and Advice - [Suspensionpartsonline.com.au](http://Suspensionpartsonline.com.au) is your #1 Mustang S550 source.

Unit 5 /188 Chesterville Road, Moorabbin, Victoria. 3189 Ph 03 9553 6915

## Beaumaris Car & Bike Show

Sue Brodrick



**MUSTANG  
ROUNDUP**



## Member's Mustang

...and a few other 'winners'

Graham Land

Here's a bit of a list of the various cars I have owned over the years both classics and daily drives.

Apart from my current 1966 Mustang Coupe, I had some great memories and show 'wins' with a 1955 Vauxhall Velox (below) which after a lot of hard work, won Best Car 1940-1950 at the 1986 Exhibition Buildings Classic Car Show.



A garage in Brunswick where it sat for 30 years without the doors being open the whole time



### 1955 VAUXHALL VELOX

#### AWARD OF MERIT

The 1988 British Car Show  
Flemington Racecourse

#### MERCER TROPHY (Top Car)

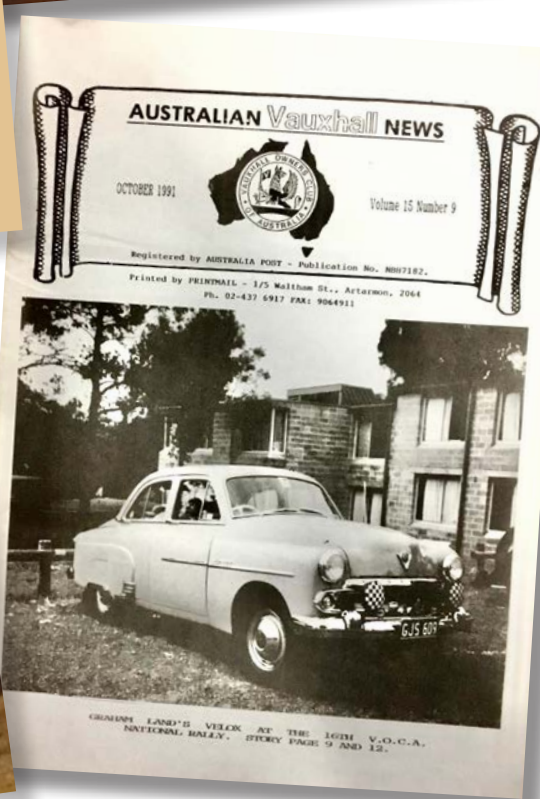
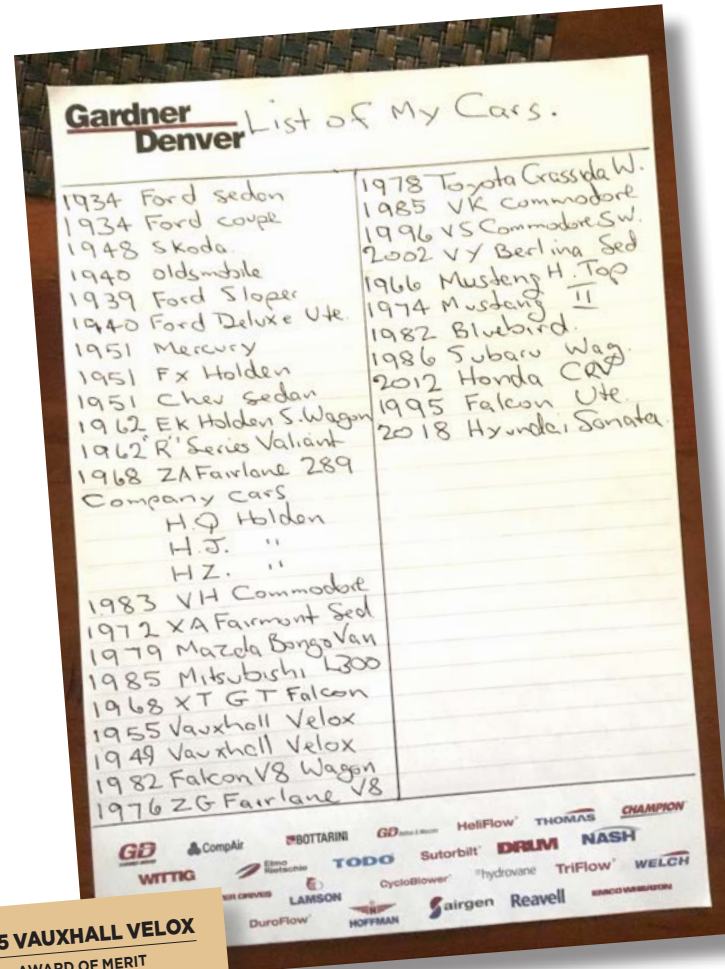
The 1988 State Vauxhall Concours

#### BEST CAR 1950-1960

The 1989 Classic Car Show  
Melbourne Exhibition Buildings

#### BEST CAR OUTRIGHT

The 1991 National Vauxhall Concours  
Ballarat



1966 FORD MUSTANG HARD TOP  
Build date: 19-2-1966 Vin No: 9F07C168067 Colour: Sauterne Gold (Z) Code  
Deluxe Interior: Ivy Gold and White (58) code.

List of Awards:

1999: All makes swap, show and shine.	Runner Up (Best Car)
2000: M.O.C.A Mustang owners club Australia.	Unique Cars Choice
2000: Whittlesa Show and Shine.	Best Mustang
2001: M.O.C.A State Concours.	Head Judges Choice
2001: Whittlesa Show and Shine.	Best Mustang
2002: Whittlesa Show and Shine.	Top Engine Bay
2002: Whittlesa Show and Shine.	Top Muscle Car
2002: Whittlesa Show and Shine.	Top Five of Show
2003: Whittlesa Show and Shine.	Best Classic Car
2003: Whittlesa Show and Shine.	Best Hardtop
2003: Whittlesa Show and Shine.	Best Car Overall
2003: Whittlesa Show and Shine.	Encouragement Award
2009: M.O.C.A State Concours.	Best Interior
2010: M.O.C.A State Concours.	Best Hardtop
2011: M.O.C.A State Concours.	President's Award
2012: M.O.C.A State Concours.	Top Five
2013: M.O.C.A State Concours.	Best Ford
2013: Make A Wish, Planes, games and Automobiles.	Head Judges Award
2014: Kilmore Racing Club Classic Cars & Rock 'N' Roll Show	Runner Up Best Hardtop
2014: M.O.C.A State Concours.	Best Hardtop
2015: M.O.C.A State Concours.	Feature Muscle Car
2016: M.O.C.A State Concours.	Runner Up Best Hardtop
2016: Wallan Classic Vehicle Club Auto Reviews.	Engineering Excellence Award
2017: M.O.C.A State Concours.	Best Hardtop
2018: Harrop Engineering, Open House Car Show.	Top Car, Judged on Display.
2018: M.O.C.A Mustang State Concours.	
2019: M.O.C.A Mustang Nationals Concours	
Held at Branning Murr April 21st	

My other Vauxhall Velox from 1949 also had some success at a few car shows.

But...my pride and joy 1966 Mustang Coupe 'Marilyn' has been the most rewarding to own, drive and attend many car shows over the years.

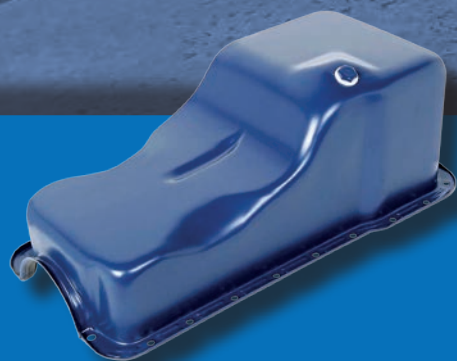
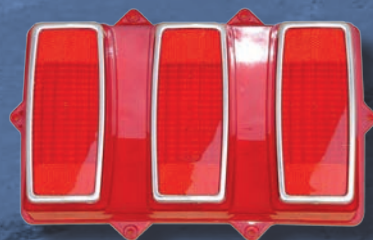






REPLACEMENT PARTS ★ ACCESSORIES ★ RESTORATIONS  
FOR 1964 - 1973 MUSTANGS & 1967 - 1976 FALCONS

COME IN & SEE OUR HUGE RANGE OF QUALITY  
USED, NEW OLD STOCK & REPRODUCTION MUSTANG PARTS.  
HOT PRICES IN STORE OR ORDER ONLINE 24/7



✕ COMBINED SHIPPING  
FOR MULTIPLE ITEM  
ORDERS

📦 LARGEST RANGE OF  
MUSTANG PARTS IN  
AUSTRALIA

☎ CUSTOMER SUPPORT -  
NOT SURE ABOUT A PART,  
GIVE US A CALL

👤 EXPERT ADVICE FROM  
EXPERIENCED  
RESTORERS



8 Vickers Street Reservoir VIC 3073 t: 03 9042 6150  
e: [sales@nationalmustangs.com.au](mailto:sales@nationalmustangs.com.au) [www.nationalmustangs.com.au](http://www.nationalmustangs.com.au)

Join our FB page to see our latest deals & specials @ [www.facebook.com/nationalmustangs](https://www.facebook.com/nationalmustangs)





# CAR CARE Tools, Techniques & Tips

## Episode 14 - How to Clean an Engine

Peter Alderson



It's the end of summer and you have probably done some country driving along with regular city travel. Now is the time to check your engine bay and clean it so you are ready for even more car shows. So, in this article, I'll be writing about "How to Clean an Engine".

Engine cleaning decisions begin with one crucial choice. Will I do a WET wash, or can I really clean my engine with a waterless, DRY wash? I'll be covering both approaches here, so I've got you covered.

For my car, and I guess most of the cars owned by MOCA members, a waterless wash would be perfectly fine. A wet wash would only really be necessary if the engine, and engine bay, were really, really dirty, greasy, muddy or the area had not been cleaned for many, many years, and there was a build up of heavy contaminants. Perhaps another reason could be if the radiator had leaked, or boiled over badly, spreading contaminated water everywhere.

TIP: Most engines, and engine bays, can be easily and safely cleaned, with a waterless wash. This involves using special solutions that do not require washing away with water, yet, are able to efficiently and effectively clean most levels of dirt. To me, a wet wash is a method of last resort.

### The Tools

Here are the tools you are most likely to use to perform a wet wash, or a waterless, dry wash.



The Tools - You might use some of these.

### The Tools - A WET Wash or a DRY Wash

1. 1 x pair of gloves to protect hands.
2. 1 x Bowden's Orange Agent cleaning spray.
3. 1 x Simple Green APC cleaner - to be diluted.
4. 1 x Bowden's Clean Detail spray.
5. 2 x General-purpose microfibre cloths.
6. 1 x Long handle soft, flagged brush.
7. 1 x Short handle soft, flagged brush.
8. 1 x Small Wheel Woolie brush.
9. 1 x Thick soft bristle paintbrush.
10. 1 x Long, thin, bristle bottle brush - with long metal handle - we use both ends of this one.
11. 1 x Leaf blower - for dust and water removal.
12. 1 x Vacuum with attachments (not shown).

### Optional - for a WET wash

- Bucket of water for rinsing tools.
- Hose for wetting and rinsing.
- Large sheet of plastic - rubbish bags and pegs.

### The Techniques:

There are a number of stages involved in achieving a pristine, show worthy engine. I've broken them down into the following steps:

1. Engine Inspection - Upper and Lower.
2. Debris removal and vacuuming.
3. Engine preparation.
4. WET wash procedure
5. Drying after a Wet wash
6. DRY wash procedure.
7. Final Drying.
8. Dressing and Protection.

Each step prepares the engine for following steps. Only when you are happy with how you've completed each step should you progress to the next. If you rush, areas may not be clean, and this will reduce the effectiveness of later steps. You may also be disappointed with your efforts at the end, as you will spot areas that are still not as clean as you would like them to be - especially for a car show.

Don't be worried, though, that this will all take ages. It will typically take about 60 minutes to thoroughly clean and dress / protect an engine, so even a dirty engine can be cleaned efficiently.

### 1. Engine Inspection - Upper then Lower.

The first step is to open the bonnet and check to see what needs to be cleaned. Sounds simple, but this will help determine whether a wet wash or dry wash will be the method you use. Start by looking at the UPPER areas of the engine



Check UPPER areas and choose how to clean\*.

Here the engine looks dusty and dull. The whole engine is covered in dust, not mud. On a closer inspection we can see dried salt deposits, leaves and staining. All are dry, but none of these require a wet wash. Just removal of loose debris, vacuuming, and a dry wash, will see all of this easily cleaned.



Check LOWER areas and choose how to clean.

In these LOWER areas the entire engine looks to have dried dust in very tight areas of the pulley, dried dust on the bottom pans and, dried water runs on the coloured body frame. These areas are difficult to access with a vacuum. Due to the dried nature of the dust they would be best cleaned with a WET wash and long handle brush tools.

So, after examining both UPPER and LOWER areas of the engine, I will use a DRY wash method for the UPPER areas and, a WET wash for the LOWER sections. I'll explain each later.

### 2. Debris removal and vacuuming

Before we get started with any wet or dry washing, it's best to clear the entire engine bay of all loose contamination. We don't want these things to stick!

Remove all loose debris. Use your hands to pick out all loose leaves, sticks, and the like. We don't want anything wet as that makes removing these items harder as they tend to stick or make mud.

Next, use a soft bristle brush attachment with your vacuum to clean the entire UPPER area or dust. Start with the underside of the bonnet. Vacuum all metal areas, as well as the heat / noise suppression layer. Any dust that is disturbed, and not caught by the vacuum, will fall onto the engine to be vacuumed next.



Then, vacuum one side of the engine bay and slowly work your way around the outside and move towards all the inside parts. Keep going until all areas have had the dust removed.

I use a soft bristle brush to dislodge dust and suck it up with the vacuum. Sometimes I use the narrow nozzle attachment to reach into tight spaces.



Vacuum everywhere you can reach.

TIP: If the vacuum does not easily remove debris, use a soft bristle brush to dislodge dust in those tight areas to more easily vacuum it away.

Do not use any water or other solutions as these, combined with the dust, will just create mud that will be difficult to remove. Once you have vacuumed the entire engine, cleaning everywhere you can reach, the engine will be looking a lot cleaner and be ready for one of the deep cleaning stages described later.



CAR CARE Tools, Techniques & Tips  
Episode 14 - How to Clean an Engine

3. Engine Preparation

Having completed this vacuuming, its time to give any UPPER areas a wet wash if that is needed.

Upper areas in this case would be the underside of the bonnet and the heat / noise protection barrier. A vacuum, and a dry wipe down procedure, will be all that's needed if they are not too dirty. However, I'll assume the worst so I can explain how to do a WET wash whilst protecting the engine from water.

A WET wash of the heat / noise protection barrier is needed if it looks dirty, and embedded with dust or stains. Start by grabbing some large plastic bags. Layer these across the entire engine so any water dripping from above does not go onto the engine.

You could even extend the protection by draping a plastic covering from the engine area and over the mudguards. This will help ensure no water can fall anywhere on the engine, or down the sides of the engine bay, keeping them totally dry. I will explain how to wash it shortly. But, let's keep checking.

Your examination may show that the engine is extremely dirty and all parts of it need to be given a thorough WET wash.



Cover engine or cover engine and mudguards\*.

In this situation I would just cover any sensitive areas of the engine before I started any wet washing. The entire engine does NOT need covering otherwise we won't be able to wet wash it if needed. All we need to do is securely cover sensitive areas such as electrical connections, the coil, distributor, alternator, battery and other areas you see as vulnerable.

Grab some smaller plastic bags, wrap one around each area to be protected, twist the bag opening around itself and secure with a peg. This will keep it totally dry and stop any water from entering.



Older engines - areas to protect in a WET wash\*.

4. WET Wash Procedure.

Now we can start washing. Let's divide the WET wash into two parts. First I will explain how to wash the underside of the bonnet, then after that, I will explain how to WET wash the entire engine.

You have covered the engine as necessary following the previous section. If you have a modern engine I would definitely cover it just to keep it all dry and to stop making mud. This will make cleaning it later in a DRY wash even easier. If you have an older engine then be sure that every sensitive

*TIP: Modern engines rarely need to be protected in this manner. If you want to play it safe, then you can cover electrical connections or spray a little WD-40 on these areas to assist water dispersal. Older engines will be more likely to need full protection in these sensitive areas.*

area is covered as explained in the previous step.

(a) WET wash under the bonnet.

The heat / noise protection layer under the bonnet needs to be sprayed with some cleaner / grease remover. Instead of using old school degreaser we will use a more environmentally friendly, yet effective cleaner, such as Simple Green or Bowden's Orange Agent. Both are safe and effective cleaners. For this job I would use Simple Green. I also use it for any other engine bay deep cleaning where a stronger cleaner is needed compared to soap and water.

These days we do not use Degreasers. These are made from petroleum products and are NOT friendly to the environment. Simple Green, available from Bunnings, comes in a 1litre bottle, is relatively inexpensive, and is a concentrate.

This means you can dilute it to the desired strength you need to tackle easier or more difficult cleaning tasks.

To clean the heat / noise protection barrier, start by giving it a spray with water. Then, grab you favourite All Purpose Cleaner and spray the entire area. Let it dwell for a minute or so to penetrate the material.

Work the APC into the heat / noise layer with a soft bristle brush to gently agitate the surface. Wet your brush occasionally with water to keep the surface area where you are working from drying out. This will also avoid transferring dirt from one area to another.

Once the whole surface has been deep cleaned in this manner rinse off the entire area with water. Start from the front edge, closest to you, and work your way down towards the lower, or back, area of the layer. This makes the dirty water drain towards the back more effectively and STOPS contaminated water from washing over just rinsed sections, keeping rinsed areas clean.



Top to bottom rinse keeps cleaned areas clean\*.

*TIP: Never let a cleaned area dry before it is rinsed. A cleaned area that dries, before it is rinsed, allows contaminants to dry back into the layer stopping them from being removed. With any cleaning task - never allow the cleaning product to dry whether it is for glass, leather, paintwork, rubber, rims or tyres. Remove it ASAP.*

Once you are happy with your under bonnet cleaning, and you have washed around the metal area as well, I would dry the heat / noise layer. I do not want water dripping onto my engine below. I use a leaf blower and work from the top to the bottom of the layer going from left to right as I work my way down. This pattern pushes any trapped water down the layer towards the bottom, where gravity is pulling it, and eliminates the bulk of the trapped water. This should take no more than a few minutes.

(b) WET wash engine bay.

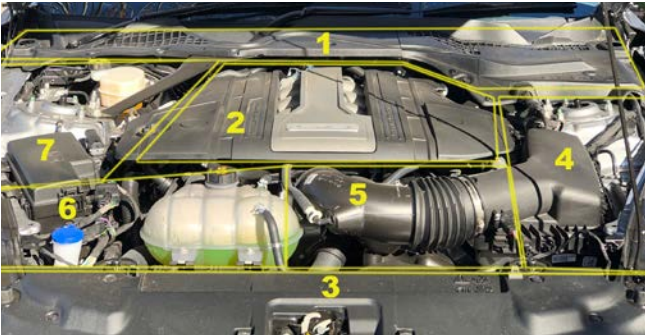
Remove any plastic layering you installed that stopped water from dripping onto the engine. With an older engine KEEP the plastic covering you installed over sensitive areas - the coil, distributor, alternator, etc. We will give those areas a DRY clean later once the entire engine has been WET washed.

If you have an older engine, like the one shown above, Simple Green will be used - probably at a stronger dilution - more product per given volume of water. I dilute my Simple Green into a spray bottle prior to using it so I can adjust the concentration as needed. This stronger brew will help penetrate, loosen and lift dirt and grime, oil and grease, and baked on contaminants. Orange Agent could be used but it cannot be diluted - it comes ready to use - and may not be strong enough for a really dirty engine.

One final thing to check before you start a WET wash of the engine is to ensure fluid openings are securely closed. These include the engine oil dipstick, transmission oil dipstick, brake fluid cap, and the engine oil filler cap. The idea is to stop water from entering areas where you do not want it to go. Electrical connections need not be covered, but you can spray them with WD-40 and this will disperse water and stop it from entering any wiring harness connections.



Use WD-40 to protect wiring if you want\*.



Divide engine into sections for cleaning.

I clean an engine, not by spraying it all in one go, but by dividing the engine into manageable sections. Remember, we do not want cleaning APCs to dry. The sections I use are shown in the image. I follow this sequence:

1. Back shelf / firewall
2. Engine top / cover / air filter
3. Front shelf / radiator area
4. Right hand side
5. Front right
6. Front left
7. Left hand side

In each section you clean, start with your Simple Green spray, or your chosen APC. Spray the area liberally and allow it to dwell for 30 seconds or so.



Spraying APC in your chosen section.

Work the product in with different brushes as needed to reach everywhere. Agitate dirtier areas to help lift and dissolve contaminants. Do NOT allow the product to dry, so re-spray with APC as needed. Continue until that area is cleaned.



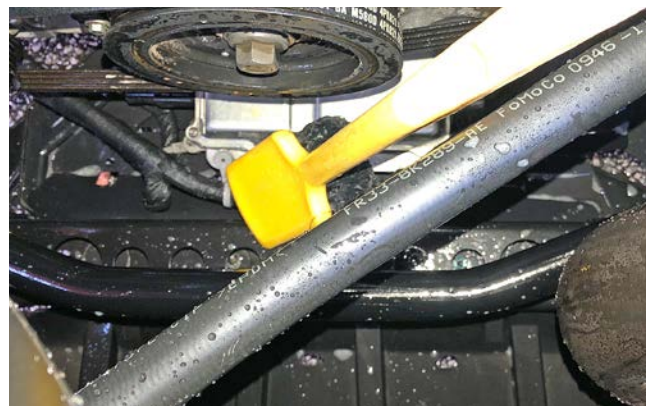
## CAR CARE Tools, Techniques & Tips

### Episode 14 - How to Clean an Engine

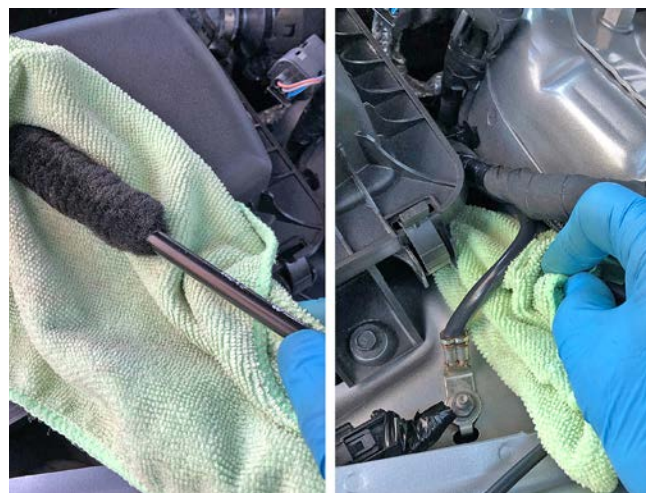


**Working APC into all parts using a brush.**

For any tricky areas, you may need to use some of your larger long handle brushes, Wheelie brushes or bottle brush tools. Use them dipped into water and sprayed with some APC, or wrap them in a damp general-purpose microfibre cloth, sprayed with APC.



**Various brushes used for cleaning tricky areas.**



**Small Wheel Woolie used for tight area cleaning.**



**Bottle brush handle used for tight area cleaning.**

When you are happy with your efforts, rinse off the APC with a flow of water from your hose. Move to the next section, spray, agitate, brush and rinse as needed until you have completed WET washing the entire engine bay from top to bottom.

#### 5. Drying after a WET wash.

After the WET wash your engine bay will be wet all over. Some water may also be pooling in difficult areas that are hard to dry easily with a cloth. My approach is to grab my leaf blower and go over the entire engine bay.

Work from back to front, top to bottom blowing water away and down. Pay close attention to any tricky areas where water is pooling as well as areas where there are electrical connections.

If you have covered your distributor, coil or other parts with plastic bags, remove these after all blow-drying has been completed. Those parts will still be dirty and are best cleaned following the DRY wash procedure outlined in the next section.

If you do not need to perform a DRY wash, then drying can be finalized with a cruise around the block. This will force air into the engine bay from the front grill, blowing water away. The warmth generated will also help evaporate any pooled water hiding in hard to reach spots.

When you return home from your drying cruise, open the bonnet and have a check for any remaining water. The leaf blower may help and a damp microfibre cloth will assist in soaking up any remaining water. A final wipe over the entire engine with a good quality, dry microfibre will have it looking its best.

You are now ready to apply dressing and protection, so you can jump ahead to that section.

#### 6. DRY Wash Procedure.

The DRY wash procedure is perhaps the easiest and most rewarding cleaning process to undertake. No mess and no fuss. It does involve some detailed cleaning in awkward spaces, but with the correct tools and products, the process can be completed quite quickly, and without any messy water.

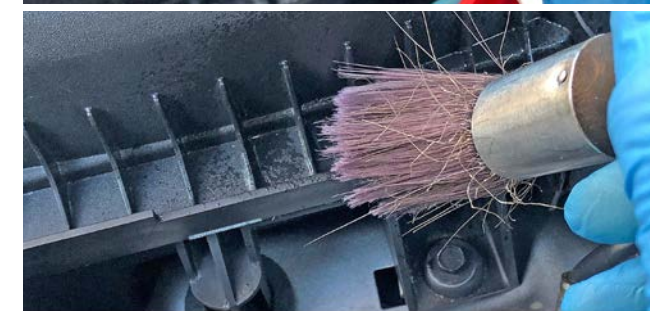
I'm sure most members will have quite clean engines so following the WET wash procedure will be superfluous in most instances. It's always good to know the procedure, however, just in case we have an engine that unexpectedly gets dirty, or we purchase a vehicle that has seen better days.



**Dirty fuse box cover.**

The dirty fuse box in the previous image is typical of the cleaning you will need to undertake in the DRY wash procedure. All of the engine can be cleaned with this process, but I will concentrate on just the dirtiest spots, highlighting how the DRY cleaning process can be used - very effectively.

To clean this, and other similar areas, I follow these steps - identify; spray; work it in; dry; and, repeat. In this instance, I spotted an area to be cleaned, sprayed it with Bowden's Clean Detail, worked it in with a thick, soft brush and wiped the area over with a dry microfibre for a final drying.



**Spray Clean Detail, work in with brush, dry, result.**



Clean Detail is my 'go to' cleaner. It is basically a cleaner that evaporates quickly, leaving a totally clean, and dry area.

When you spray Bowden's Clean Detail it moistens the dirty area, loosens grime, and with the combined action of a brush, lifts away light deposits of oil, grease, and dust from the surface being cleaned. The Clean Detail then evaporates away, leaving no residue. Perfect for a DRY wash procedure.

Continue cleaning around your engine following the numbered sections shown previously. You will find using Clean Detail a surprisingly quick way of completing the cleaning of all but the dirtiest, and toughest contaminants.

It is great for cleaning around electrical connections due to its high vapor point - it evaporates quickly, leaving no residue. Just remember to agitate the area with your various brushes and / or microfibre cloths.

Here are some areas that would otherwise present potential problems if performing a WET wash.



**Problematic areas to clean - use Clean Detail.**

I have found some of the toughest parts to clean on my engine were the pulleys supporting the fan belts. They were close to the radiator, had small openings in their moulding, and were low down making them difficult to reach. I spent a long time, and tried many different methods of cleaning them, but none to my complete satisfaction. But one day - success!



**Tough cleaning spots - Low, small, hard to see.**

For cleaning these tough areas, where a brush will not easily go, I now use two specialized tools.

These tools, I found whilst shopping with my wife in Priceline. Go figure! If you want tools that are small, tough, are capable of going into really tight spaces, and do not fall apart, then look no further than the Mascara Wand, and the Eye Shadow Applicator - this one is dual ended!



## CAR CARE Tools, Techniques & Tips

### Episode 14 - How to Clean an Engine

The Mascara Wand has a bristle end that is great for being pushed into small holes, water drain holes, and can be wrapped in a microfibre cloth to help clean, and soak up water from tight spots. The Eye Shadow Applicator has two ends. One is broad and flat, whilst the opposite end is round and pointy. Both ends are strong, and can take some pushing pressure. It really is an excellent tool for cleaning numerous tight spots.



**Two specialized tools I use extensively.**

These brushes are sold in Priceline in packs of 10 or 20 and are quite inexpensive. No detailing kit should be without these – and they come in Pink!



**Cleaning the pulley with the Eye Shadow tool.**

To clean this area, I sprayed the pulley with Clean Detail and I also sprayed the applicator tool. I then worked my way around the grooves, agitating the dirt to moisten and lift it away. I turned the tool around and then used the pointy end to insert into the holes deep inside the grooves to clean them out as well.

To dry off the excess from inside each groove I grabbed a second dry applicator and worked my way around rubbing it into the grooves.

This ensured that as the Clean Detail was evaporating it would not leave any dirt behind – I was wiping it up.

The final result exceeded all of my expectations.



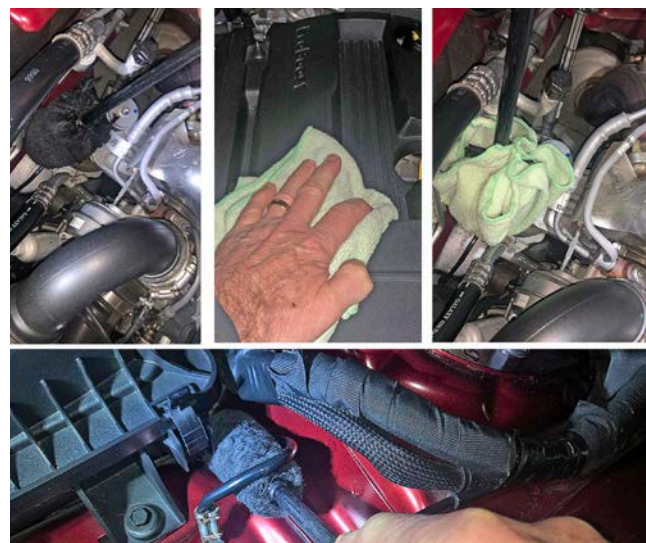
**Final cleaned result using the Eye Shadow tool.**

Continue to clean all areas of your engine, working your way from one section to the next.

#### 7. Drying after a DRY wash.

After the DRY wash, your engine bay will be clean and dry. If there were some areas where you needed to perform a WET wash, then there may still be some lingering water. If that is the case, then use your leaf blower to go over those areas. Finally, grab a normal microfibre cloth. Work your way around the engine bay, following the numbered sections procedure, just to give everything a final buff.

Look carefully at each cleaned area and just run your cloth over everything just in case there is some residue of contaminants remaining. For tight areas, use your DRY Wheelie brushes and other specialized brushes – perhaps wrapped in the microfibre cloth, to ensure everywhere is fully dry and clean.



**Use various sized DRY Wheel Woolies, and some microfibre cloths, for a buffing after a DRY wash.**

Because you have performed a DRY wash, this checking, wiping over, and buffing should be a quick, and trouble free step.

#### 8. Dressing and Protection.

The final stage of engine washing is to apply dressing to all plastic and rubber components.

The Tools – Dressing and Protecting an Engine

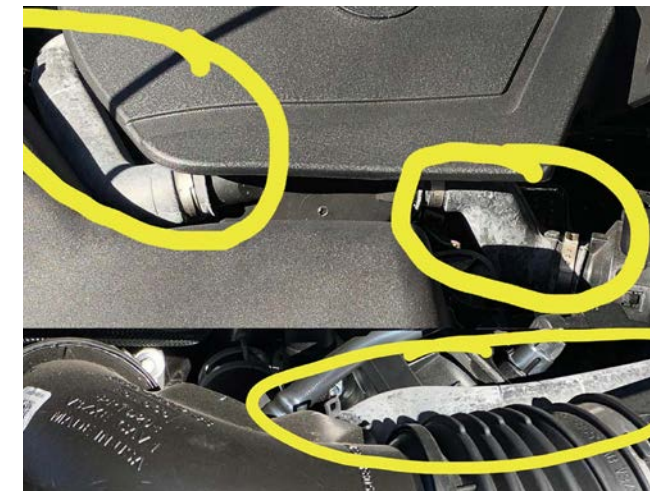
1. 1 x Bowden's Vinyl Revival spray.
2. 2 x Applicator pads – application/removal.
3. 2 x Soft brushes – application/removal.
4. 2 x Small Wheel Woolie – application/removal.
5. 2 x Microfibre cloths - application/removal.

Essentially you will start in section 1 and proceed to all other sections of the engine as marked in step 4(b) for the WET wash procedure. Any plastic and rubber must be treated with Bowden's Vinyl Revival. This will return any lost oils from those materials and restore their colour to a deep semi-matte black. The final result will not be greasy or oily, but clean and new looking, and will not attract dust that clings.

During and after washing, either WET or DRY, you may notice some of your rubber hoses have a white chalky appearance. Not to worry. They are not deteriorating, not leaking, it is not harmful, but does look unattractive, and it cannot be removed with washing. What to do?

This white residue is residual moulding chemical that is intended to allow the particular hose, or rubber trim, to be easily removed from its mould during the manufacturing process.

This white will disappear with treatment – protection as applied to all rubbers, and plastics using Bowden's Vinyl Revival spray applied with cloths, or brushes.



**Leftover mould release powder residue.**

So, work around your engine from section to section. Spray your microfibre cloth with a generous amount of Vinyl Revival and apply it to the area / hose you are working on. You can spray a soft brush, pad, or Wheel Woolie, and use these to correctly treat and protect any tight, or difficult areas to reach.



**Treat, and dry difficult areas with different tools.**

Allow the product to sit on the treated area for at least 60 seconds. This allows it to penetrate into the plastic or rubber. Whilst it is dwelling, you can work on the next part of the section you are treating. After 60 seconds or so, grab a different DRY microfibre cloth, and wipe down the treated area, removing any excess product. Do the same to tight areas using a small Wheel Woolie, small brush wrapped in a microfibre, or a DRY foam applicator pad.



**Dirty v clean, and protected engine.**

Job done!

#### Why clean your engine?

There are important benefits to be gained from cleaning your engine. These include:

1. It will match the rest of your shiny car.
2. It helps find, and identify any leaks.
3. It aids engine cooling, and improves engine performance as it runs cooler.
4. It minimizes the buildup of contaminants, and prevents problems in critical electrical areas.
5. It will certainly increase sales value.
6. It makes working on the engine, easier, cleaner, and more appealing.
7. It shows everyone you look after your car, so those who service it will be more likely to care for it as well when they work on it.
8. It just looks great – you can take pride in that!



# WILD PONY APPAREL



## THE LEGEND LIVES

Get your Wild On



Mention this Mustang Roundup ad when ordering to receive a 10% Discount

JACKETS HOODIES T-SHIRTS HATS DRINKWARE KEYRINGS & much more at

[wildponyapparel.com](http://wildponyapparel.com)

9752 2683

## CAR CARE Tools, Techniques & Tips

### Episode 14 - How to Clean an Engine



A perfectly clean engine compliments a clean car.

### The Tips - Cleaning an Engine

1. A waterless DRY wash suits most cars. A WET wash is a method of last resort.
2. Take your time to complete each step in either a WET or DRY wash to ensure you are thorough.
3. Carefully inspect to determine if a WET or DRY wash is needed. Remove all loose debris first.
4. Clean the bonnet area first, followed by each sectioned area around the engine bay.
5. APCs are the cleaner of choice for a WET wash. They are effective, and kind to the environment.
6. Never let cleaned areas dry before rinsing. Dry the washed areas with a leaf blower/microfibre.
7. Cover sensitive areas securely with plastic if you are performing a WET wash.
8. Use a stronger APC dilution for dirty areas.
9. Use WD-40 on wiring to protect connections.
10. Use a variety of brushes for either a WET or DRY wash. Spray these also with your cleaner.
11. Following a WET wash, DRY wash any covered areas after blow-drying the engine bay.
12. For a DRY wash, spray area, work in with your brushes, then dry with microfibre cloths. Repeat.
13. Complete either wash with a cruise around the block, to evaporate lingering water, then a blow dry, and wipe over with a microfibre cloth.
14. Protect all rubber, plastic, and vinyl with Bowden's Vinyl Revival on cloths, brushes, or sponges as needed.

### What's up next?

It's time to get down and dirty - again. In my next article, I'll help you tackle another really dirty job when I write about "Deep Cleaning Rims".

Happy Cleaning!

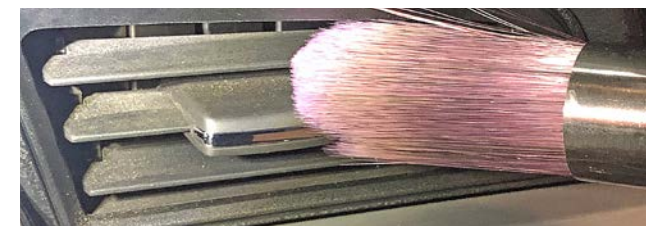
\* Images sourced from the Internet, and MOCA magazines.

## BONUS SECTION

### BONUS #10

#### Cleaning air vents - the easy way.

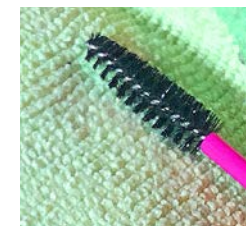
You'll like this one. Air vents can be hard to clean as they have very tight spaces. Follow along for an efficient, and effective way to clean and protect them.



1. Dust your vent with a soft brush. Vacuum as well.



2. Apply Flash Prep with an Eye Shadow Pad. It moistens, loosens, lifts dust, and evaporates away.



3. Wrap the Mascara Wand in a normal microfibre cloth. You can use either end depending on how tight the area is.

4. Wipe away any residue with the wand / cloth.



5. Anywhere there is a tight area you can use this same technique to clean dust away.

6. Use these same techniques with Bowden's Vinyl Care to replace lost oils, stop bacteria, mildew, and mold and give UV protection to the air vent. They now have a renewed satin-black look.



**MUSTANG ROUNDUP**



# READER'S RESTO

WORDS ★ MARK HIGGINS

WITH JOE BORG

PHOTOS ★ GUY ALLEN &amp; OWNER

*Resto file*

**ORIGINAL CAR**  
1965 FORD MUSTANG  
FASTBACK

**LENGTH OF RESTORATION**  
TWO YEARS

*Want to*

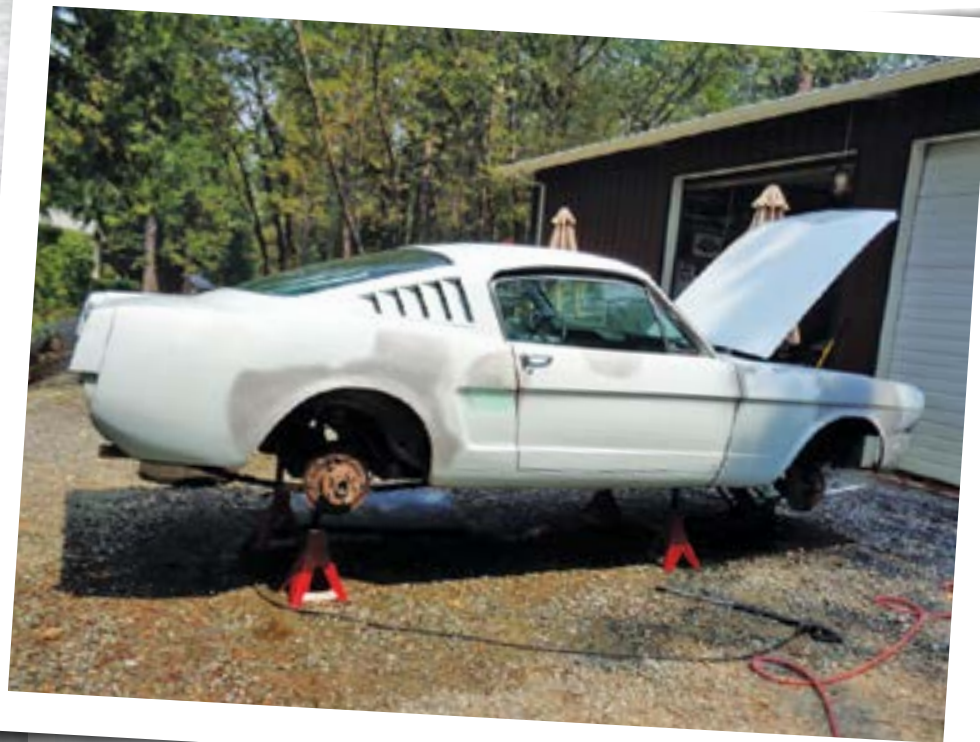
**FEATURE YOUR  
CAR IN READER'S  
RESTO?**

Email details to:  
**uniquecars  
aremedia  
.com.au**

PRESENTED BY

**HARE & FORBES**  
**MACHINERYHOUSE**

124 TradeUniqueCars.com.au



**TOP** This is  
where the  
project started.

**BELOW** And this  
is the stunning  
result.

TradeUniqueCars.com.au 125

# PONY PLAY

**A US HOLIDAY GAVE JOE THE OPPORTUNITY TO BUY ANOTHER MUSTANG BUT HE NEVER IMAGINED IT WOULD HAPPEN ON DAY ONE**

**V**ictorian Mustang Owners Club Vice President Joe Borg and his cars are no stranger to Unique Cars.

The last car of his we featured in issue 426 was a stunning 1967 289 V8-powered convertible he bought in San Jose California and then drove it to Alabama via Las Vegas on the 45th Mustang anniversary run.

His latest acquisition following another holiday Stateside in 2018 is a stunning silver blue 1965 Mustang fastback, still in left-hand drive.

"We went on holiday to America and I found this car and

bought it on day one so over the next eight weeks, I picked up a lot of parts that we put in the car and shipped the lot back to Australia," Joe says. "The biggest stuff went into the container and a smaller stuff inside the car."

"Luckily the exchange rate with the American dollar was good at the time and I bought it for ten grand US."

According to Joe, one of the attractions of this car was the body was rust-free although it did have a fair bit of superficial damage.

"The shell itself was rust free so that was a good start but it



## READER'S RESTO



**TOP** The Pony lived here for many years.

**BELOW** The size of the project can be seen.

did have a lot of body damage, as in car park or shopping centre damage," says Joe.

"Once we got the car home we completely stripped it and pulled everything out so it was just a bare shell and then we got rid of the paint."

After spending many weeks repairing the damage, Joe sent the bare metal shell to his painter, the same one who has painted five of his cars.

"We had to replace the

doors and the bonnet but the rest of the panels were in fairly good condition," says Joe.

More shed time was taken up repairing the thin chrome strips that surround the windows and the steel trimmings that were in quite poor condition.

Speaking of shed time, aside from the painting of the shell all the disassembly, repairs, rebuilding and refurbishing took place in Joe's garage at

home. Now that is a shed we'd love to get a peek in!

Like any project, there are always some fiddly parts or details to catch you out and even an experienced player like Joe can get thrown an occasional curve ball.

"There were a couple of issues and this is where it's great to be able to talk to other people about them. This is a 1965 model and I know this sounds like a small issue

but it's regarding the clips that secure the chrome trim around the windscreen," says Joe.

"I was given the clips for the 1966 model which looks identical to my 65 but they don't work. Somebody decided on making a running change on the clips. But apart from that the rest of the project went pretty smoothly, but it was a reminder to never assume anything and be aware of the smallest details as invariably they are the ones that will trip you up."

While the body might have been in good overall condition the same couldn't be said of the interior which was in a very poor state even for a 50-year-old plus car. The driver-side seat frame was broken and the door trims were in very poor condition. While the instrument binnacle was intact and with all its gauges, the dash itself was broken. Like much of the car Joe did the cabin re-trimming.

According to Joe, sourcing parts isn't as daunting as one



**"IT WAS A REMINDER TO NEVER ASSUME ANYTHING AND BE AWARE OF THE SMALLEST DETAILS"**



126 TradeUniqueCars.com.au



**PREPARED FOR THE VOYAGE**  
No brakes and ready for shipping.



**AS PURCHASED USA**  
One word comes to mind, challenge.



**AS PURCHASED USA**  
Most of the missing bits came with it.



**PARTS PURCHASED**  
Mustang resembles a kit car here.



**AT HOME IN AUSTRALIA**  
Cleared of customs and ready for rebuilding.



**HOME HOIST**  
Good rails but underbelly work was needed.



**CLEANED AND READY FOR PAINT**  
A lot of elbow grease used here.



**DASHED**  
The Mustang remains a left-hooker.



**NEW BLUE HUE**  
Painted and ready for reassembly.



**ABOVE** The Mustang arrives back at Joe's looking a million bucks.



READER'S RESTO

might think but given the current exchange rate you are better off if you can find the parts here. "There are at least half a dozen specialist companies here importing Mustang parts as well as a few individuals in Mustang clubs who bring in parts."

"I WAS LUCKY WITH THE TIMING OF ACQUIRING THIS CAR"

On a cautionary note, Joe reckons the current poor exchange rate, cost and delays with shipping plus the Covid situation, make buying a complete car here a smarter proposition than trying to import one. "I was lucky with the timing of acquiring this

car. The exchange rate was favourable and the shipping costs weren't too bad, plus we weren't dealing with the pandemic as we are today. I wouldn't try and repeat this exercise right now." The original 289 engine was long gone when Joe bought

the car and he explained that good 289 blocks are almost impossible to find these days so he is more than happy to keep the bigger, more powerful engine. "I'm happy with the 302, C4 auto and 8-inch rear end setup it has. Since I got it back



**TOP** Off for a gallop.  
**BELOW** The clinically clean engine bay.

PRESENTED BY  
**HARE & FORBES**  
**MACHINERYHOUSE**



**TOP** Ford music machine.  
**BELOW** Rear window flutes add to its looks.





## READER'S RESTO



PRESENTED BY  
**HARE & FORBES**  
MACHINERYHOUSE

**TOP** Turns heads from any angle.

**BELOW** Joe reckons it has come up pretty well.

here I've rebuilt the engine, gearbox and diff and I've also fitted a new exhaust system with stainless steel mufflers."

Joe has also given the power steering components an overhaul as well as replacing the suspension with new top and lower control arms shocks, springs, sway bars and in the restoration process he has ditched the all-drum

original un-boosted drum brakes they ran!"

Completing the 65 Mustang fastback are chrome mags with bigger, wider tyres than when it rolled out of the factory.

The project has taken two years including painting, which Joe remarks is the hardest and most expensive part of the whole process and

## "CONVERTING IT TO DISC BRAKES IS QUITE EASY"

brake setup for disc brakes up front.

"Converting it to disc brakes is actually quite easy because everything was available for it as a kit that bolted easily to the hubs. Up front are four piston Kelsey Hayes calipers.

"The disc front end actually improves the brakes five-fold and I also fitted a power booster and dual system. It's so much better than the

while the cost of most parts has been quite reasonable some items like re-chroming have given the bank account a bit of a fright, with the bumpers around \$500 a pop.

So why this car? Several reasons as Joe explains. "I have always wanted an early fastback and this one was relatively cheap at US ten grand. It was rust free and while many others couldn't



## READER'S RESTO

**TOP** Don't we all want one of these?

**BELOW** It says 289 but sports a 302.

## "YOU CAN FEEL THE ROAD A LOT BETTER IN THIS THAN A MODERN CAR"

see it given its condition, I could see a lot of potential in the car.

"The roof and the corners were in good condition, despite some corner damage but the car was actually dead straight even though it had ripples in the doors and some of the panels from minor damage. Importantly the floor, sills and rails were all good and straight.

"Although I looked at the car from the outside, I was more interested in looking at it underneath. This is the fifth car I've built so I had a good idea of where I was going with it. It isn't completely stock as I have done little

things to personalise it and I think it has come up pretty well. I am very happy with it," Joe claims.

Although it is fantastic to drive Joe reckons it's nowhere near the standard of a modern car which he reckons is a plus.

"You can feel the road a lot better in this than a modern car. It stops, steers and accelerates extremely well. I haven't lowered the car at all. It's the standard height because I like the stance and I guess because I am old school, so that's why it rolls on chrome mag wheels. I love the old school feel and look and that's why I built it the way I did." 🏁



### Vital Stats

#### 1965 FORD MUSTANG FASTBACK

BODY: 2-door fastback  
ENGINE: 4700cc V8  
POWER & TORQUE: 165kW @ 4400rpm, 414Nm @ 3200rpm  
PERFORMANCE: 0-100km/h 8.6 seconds (approx)  
TOP SPEED: 156km/h (approx)  
TRANSMISSION: Three-speed auto  
SUSPENSION: (f) Coil springs on upper and lower arms. Leaf springs(r)  
BRAKES: Drum front, and rear

PRESENTED BY  
**HARE & FORBES**  
MACHINERYHOUSE

**MUSTANG**  
ROUNDUP



# FEBRUARY 2022 CLUB MEETING

Wednesday 16th February 2022  
Moonee Valley Complex, Moonee Ponds



Meeting opened 8:14pm by the President, Mr Ian Collins.

### APOLOGIES per sign on book

A warm welcome back to Phil ROWAN was given by Ian and the membership after his recent illness. It was great to see him looking so much better.

### MINUTES OF PREVIOUS MEETING: Ian Collins

The Minutes of the previous meeting held in January 2022 were read and confirmed.

Moved: U.SCHAAK      Seconded: B.BOLTON

### TREASURERS REPORT: Adam Richmond

**TOTAL FUNDS AVAILABLE - JANUARY 2022      \$309,029.33**

Mov. L.AVILINO      Sec. T.BORG

### SECRETARY'S REPORT

Jan to Feb 2022 correspondence.

D.GORGIEVSKI	Aus Motorsport Sign on into website avail.
SAAC	SAAC 47 Returns to Indy June 16-18, 2022
De	Tassie update
B.MAKRIS	CPS Enquiry
M.PERIC	Security bollards for sale
Geelong Revival	4th to 6th of March
T.PERKIN	CPS/Membership enquiry
G.GRACE	Health update/ CPS
Devonport Motorshow	27th March, 2022
J.CALLAGHAN	CPS Enquiry
R.MINOGUE	Charitable contribution report request
T & C GROVES	CPS Enquiry Statesman?
N & K DUYVESTYN	General meeting apology
S.COLEMAN	Australia day enquiry
S.AGIUS	Looking for Mustang window tinter
M.HARTWICH	Advice for buying Mustang
K & D BATCHELOR	Attending Aust. Day
M & S SUTTIE	Australia Day and notification enquiry
S.COLEMAN	Attending Aust. Day
B.DENNIS	Unsure attending Aust. Day due to heat
B.DENNIS	Non member wishing to advertise
	'66 GY for sale

A.Di PETTA	Attending Aust. Day
I.JOHNSON	Attending Aust. Day
L.GRAVINA	Ex member moved to QLD looking for membership history
D.DEBONO	10 year medal due?
D.GRANT	Looking for whitewall tyres on '66 coupe
VicRoads	Scrutineer advice
I.EDWARDS	Torquay Show on 13th Feb at Esplanade.
F.CAPPELLAN	Meeting and membership lanyard enquiry
P.DUNN	New CPS enquiry
Daryl MASSIE	Shannons Lot 130 enquiry

### SENT

All returned email files  
Australia Day information  
Aust. Motorsports Insurance  
February club info/car parking advice



### NEW MEMBERS

3605	JENKINS TONY	66	COUPE	RED
3606	QUIRK GEOFF	66	BLACK	
3607	MAHONEY CHRIS	2021	GT	SILVER
3608	PERKIN TROY	65	RED	
3609	MANTEN DEB	65	RED	
3610	TOOMBS NIGEL	98	COBRA	BLACK
3611	DEL ROSSO DIEGO	68	F/B	BLUE
3612	WHITLEY SHAWN	71	MAVERICK	YELLOW
3613	WHELAN STEPHEN			

Membership Current 998

### Club Permit Scheme

### SOCIAL: Tony Borg

Events Since Last Meeting

### Torquay Show

Well at the show with Ken HARRISON on the microphone. Approx 320 cars on display in some sensational weather. Some remarkable cars on display including an LC Torana and a Cobra GT. The event was well run by Torquay Rotary.

Neil gave us a taste of how the recent trip to Tasmania went. More was promised for the next general meeting. Ian told us off only a couple of issues with cars, one being his with a tyre issue and the other being and alternator problem.

Ian thanked Neil and De for organising such a great event.

### 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 Mach1 Fastback, member name unknown.

A huge thankyou to all those involved in helping to make this day the success it was..

### Upcoming/planned events

#### Future Events:

#### Friday 4th to Sunday 5th of March 2022

Geelong Revival, further details to come as provided.

#### Sat & Sun 12 and 13 March 2022

Philip Island Historics, tickets are still to be received.

#### Monday 14th of March 2022

Seymour Annual Show and Shine

#### Sunday 20 March 2022

Mustang Motorsport Track Day

### Sat 26 and 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

Tony introduced Simon PEROTTA as a new member.

### PRESIDENTS MESSAGE: Ian Collins

Ian announced that \$1000 had been donated to a Tasmanian charity.

He also explained of the Playdate event coming up soon where members can take children and buyers of tickets for a drive in a Mustang.

On a lighter note: A story was relayed to the membership of a recent gathering of cars in Bothwell in Tasmania where 10 Mustangs were parked up for a coffee and then a McLaren and further Ferrari turned up with cars as part of the Porsche tour of Tasmania.

A visit then by a newly purchased Bullitt was determined to have a better exhaust sound than the Ferrari.

### LIFE MEMBER ANNOUNCED: Ian Collins

Ian announced that this year's Life Membership Award was given to Colin FALSO. Colin has 35 years with MOCA Vic and had been the Editor of the magazine during different periods.

Colin was there to accept his award and it was visible that it had come as a total shock to him.

He thanked the club and mentioned throughout the years he was always just trying to help the club as much as he could.

He announced that the latest magazine was now at the printers and would be soon posted out.

He did ask for more input of articles and any photos to assist.



### SHELBY REGISTRY: Craig McKenzie

Macka announced that he would be seeking owners of Shelseys to bring their cars for a great display at the next Victorian major event later in the year. He will contact each owner by individual emails.

### GENERAL BUSINESS: Ian Collins

Announced that a suggestion box will soon be available at each general meeting for any ideas that members had that they wished to pass on.

The box will be situated at the entrance where the sign on book is normally situated and suggestions can be anonymously submitted.

This will start from the next meeting and any ideas to improve the club can be submitted.



### BUY, SWAP & SELL

#### Wanted

T.BORG	'65 Fastback wanted for a member. '69 Fastback wanted for a member.
--------	--

B.REDWOOD	Looking for a XH Falcon Ute, T Bar, No rust.
-----------	--

#### For Sale

F.THOMPSON	'69 Mach 1 scoop available \$400
------------	----------------------------------

### RAFFLES

J.B SPARROW with the help of mother to be, Amelia announced:

Door prize 1:18 Mustang GTA Fastback went to Claudio PAOLINO

Various winners of the new raffle prizes. Tickets sold prior to start of meeting.

Mug of the month went to Russell BARNES

Lucky Members Draw - February \$1200.00

Sorry, but 2046 Lou PULLIER was not at the meeting and not able to claim the prize.

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

Next meeting's value moves to \$1300.00.

Ian reminded everyone that there were 15 new parking spots available on the Eastern side of the complex in Wilson St which weren't being used.

### AUCTIONS

Antique Mustang T Shirt donated by Ron MINOGUE (white) was won for \$20.00

Antique T Shirt donated by Ron MINOGUE (Mustang Sally cafe) was won for 25.00

Mustang magazines donated by Ron MINOGUE were won for \$15.00

Thankyou Ron for the donations.

### MEETING CLOSED:

9.25 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.



# MARCH 2022 CLUB MEETING

Wednesday 16th March 2022  
Moonee Valley Complex, Moonee Ponds



Meeting opened 8:30pm by the President, Mr Ian Collins.

## APOLOGIES per sign on book

Jan THIEDMAN, Nick MADITIANOS, Andy SHUGG, Colin FALSO, Peter POLLAZON, Ian BLUME, Bob REDWOOD, Greg HADFIELD, Dave GEDDES, Daniel DEBONO, Phyllis EDWARDS, Roger WILLIAMS, Joe BORG.

## MINUTES OF PREVIOUS MEETING: Ian Collins

The Minutes of the previous meeting held in February 2022 were read and confirmed.

Moved: T.BORG      Seconded: B.BOLTON

## TREASURERS REPORT: Adam Richmond

**TOTAL FUNDS AVAILABLE - FEBRUARY 2022    \$303,417.95**

\*figures subject to audit

Mov. T.BORG                      Sec. A.S

## WELFARE: Ian Collins

In memory of those thos recently departed:

Josie MUSGROVE	(Kevin's wife) who was well known for supply of Mustang parts
Alan LILYMAN	Long- time member (369) for nearly 40 years. Funeral to be held 18/3/22 383 Springvale Rd, Glen Waverley. Members were encouraged to bring Mustang and wear club clothing.
Sandra WHITNEY	(QLD) Well known for concours showing.

## SECRETARY'S REPORT: Craig McKenzie

Feb to Mar 2022 correspondence.

K.LEVER	Selling 4 new wheels
G.TOWNSEND	Purchased '68 convert and need parts
A.DENNETT	Looking for autoelec
J.IACOVANGELO	Inability to attend event re GP
S.COWMAN	Inability to attend event re GP
S.HARRINGTON	When is magazine coming
P.NICHOLS	Wanting to purchase MOCA hat
P.BUCKINGHAM	Where can I get '69 Shelby booster?
M.BAWDEN (non)	Where to get power steering for '65?
A.CON	Looking for wheels for '64 ½
J.CLOSTER (non)	Selling personalised plates SALLEY
L.ILOTT	Check membership status and lanyards
A.SHUGG	Mates 2012 GT Boss for sale
R.RIGGS	Can delivery of badges be arranged Bendigo
P.ROSS SMITH	Club Permit enquiry
B.RIGBY	Notification of Alan LILYMAN passing
R.CAMPBELL	CPS renewal at VicRoads

## Sent

All returned email file

Pre GP Car display/enquiries to I.C

Facebook re Alan LILYMAN passing

VicRoads re Customer service (Lack of)

## NEW MEMBERS

3614 CONWAY DANNY		
3615 SOFIA JOSEPH	2010 GT500	BLACK
3616 HODGE CHRIS	68 COUPE	BLUE
3617 MASON ROBERT	66 CONVERT	BLUE
3618 SMITH LEIGH	2020 FB GT	KONA BLUE
3619 MCCULLOCH GERALD	2015 FB GT	GUN BARREL GREY
3620 KELLY DANIEL	2007 SHELBY GT500	GRABBA ORANGE

Membership Current 1004.

## SOCIAL: Tony Borg

Events Since Last Meeting

## Sunday 20th of February 2022

Show cars of Melbourne, PPG Showdown 11, a link to register is on our club website and app.

A total of 7 club cars attended this popular event. Due to various changes from previous years the club was not able to locate all cars together.

## Friday 4th to Sunday 6th of March 2022

Geelong Revival, booking forms are available on the club webpage and app, this is always a fantastic event, especially this year, with Ford Australia, displaying in an area set aside for our cars only.

A total of 14 club cars attended on the Saturday and 15 on the Sunday, being a mix of cars that attended both days or only either one. Members of other Mustang owners attended and invited to park with us, making an impressive display. An award was received in the category of best presented, going to Dorothy Cremona in her Eleanor, congrats Dorothy.

The club once again provided volunteer support for the event, coordinating the parking on the larger of the two main areas being Steam Packet reserve. Members also provided traffic control support for competitor cars and in the pit area readying competitors for their upcoming runs. A special thankyou to those who volunteered.

## Saturday 5th of March 2022

Fox Museum/Grand Prix Organisation Display.

Following only a short advertising period, the club was able to round up 20 cars to display in area adjacent to the Museum, this event was arranged in support of the upcoming 2022 Australian Grand Prix. Thank you to those who made the effort to display their steed, the club appreciates your support.

## Sunday the 6th of March 2022

Isabella and Marcus Foundation Classic Car Day, look out for further details on this one on the club webpage events area and app, in the next day or two.

A total of 15 cars were displayed at this event, from all reports, all in attendance had a great time..

## Upcoming/planned events

### Future Events:

#### Sat & Sun 12 and 13 March 2022

Philip Island Historic's, tickets are still to be received. One of our members has offered accommodation on the island, for a very modest fee, so if you are interested, please let me know so I can provide you with relevant details. Tickets are still to arrive, so will be distributed by mail when received.

#### Monday 14th of March 2022

Seymour Annual Show and Shine

#### Sunday 20 March 2022

Mustang Motorsport Track Day, and display, Mustang Motorsport are happy for us to put our cars on display in the carpark throughout the day, while the track day is in progress.

#### Sat 26 and Sun 27 March 2022

Viva Las Bendigo, Elvis Weekend. To date a total of 17 couples have booked available accommodation for this event. If interested, please let me know.

#### Sunday 3rd April 2022

All Ford Day 31st anniversary, register using the link on our webpage in the events area, or via the app.

#### Sunday the 3rd of April 2022

The Biggest Playdate, carnival fun day to help Children with Cancer, Aspendale Gardens Community Centre - 10am to 3pm. The club once again is providing its services to this worthy event, please let me know if you wish to attend and I will provide further details for this worthy event.

## Saturday the 16th of April 2022 (Easter)

Seeing as there will not be a nationals held this year, we thought it might be an idea to trial a Twilight Event, right here in the middle of the race track, followed by dinner in the Legends Club. More details to come, so keep the day free.

## Sunday 24th April 2022

Kerang Show n Shine

Tony introduced new members to the meeting

Roe	2018 GT in red.
Chris	2018 GT.

## PRESIDENT ADVICE: Ian Collins

Bill CANT who was still being cared for after a major stroke, still can't speak. Those from Bendigo from within the club are champions for still going to visit him and keeping him in touch with the club.

## MUSTANG MOTORSPORTS: Craig Dean

Craig explained that he had been in the United States of America for an extended stay looking after his father.

MMS had been well managed and looked after while he was not there. Craig had distributed RTR cards on each of the member's tables and explained that Spec II were also available.

Modified Rangers and Roush were also going well.

A track day at Sandown was on the next Sunday and 3 spots were still available. He explained that he had just attended the Geelong Revival with James and he was able to attain an 11.8 second run in the sprint event.

Ian explained that he was recently robbed whilst attending a service station. (by pump number 5)

## BULLETIN: Ian Collins

Ian explained that the latest magazine for the club should now have been delivered and it was very good.

All agreed from the membership that it was very good.

Ian explained that we need more articles for future publications and that the writer of the best article for each edition was entitled to a \$50 voucher.

## TASSIE TRIP: De College

De explained how well the last trip of the trip to Tasmania went. 146 pictures were being displayed on the overhead screens for the membership to view.

She explained that 40 % of those that attended were new to the trip in a group of 38 Mustangs.

The crossing from Melbourne had gone well and after arrival there in Tasmania they visited many attractions such as a private truck collection and all had a go on the Baskerville Race Track.

After a private car collection viewing and a meet up with the Tasmanian crew they attended to the Wrest Point Casino, a car showing and Salamanker Market.

There was a meet up in the Centenary room and proceeds raised for Kids with Cancer. After a visit to Bruny, Russell Falls and The Great Lakes the group met up with the NSW crew.

Ron CAMPBELL won best outfit in the dress up competition and a late return got them back in on the date of the last meeting.

Ian complemented De and Neil on a great job that they had done in planning and running the trip.



## INFO ON EVENTS: Ian Collins

Ian explained conditions on up and coming Grand Prix display explaining our invite to the event.

On the 3rd of April, we had the Biggest Play date coming up. During this event members could take kids for a run in a Mustang at roads speeds only. Members could book with T.BORG for 2 hr lots. (10-12 and 12 - 2pm).

B.BOLTON explained that club was supplying food but being sold and any money was going to the charity. (egg and Bacon rolls) \$2.50each

## YEAR BADGES AWARDED: Ian Collins

Ian awarded the following members year badges for their time as part of the club:

1956	Graham HUTCHINS 10 years
1947	Chris BARKER 10 years
1834	Russell ROBINSON-POPE 10 years
2011	Geoff Mc INNESS 10 years
2319	Paul BUTLER 10 years
1935	Alex KARANIKOLAOU 10 years
735	Bob REDWOOD 25 years well done.

## RECENT NEWS

Ian explained that a recent vehicle had been accepted into the club being a "Zimmer", this model being produced from a Mustang by a USA company was on display recently. A very different looking car. Macka was asked to explain how he could explain the Zimmer in one word? "Boxy" came to mind.

Ian explained that the committee had organised speakers for the next few meetings which may be in interest to club members.

## GENERAL BUSINESS

Nil

## BUY, SWAP & SELL

### For Sale

K.HARRISON	Exhaust tips x 2 for Mach 1 \$80 <b>SOLD</b>
T.BORG	Personalised plates GGPOWA \$1500

### Wanted

A.STOFFERS	An original '66 radio POA
G.ANDERSON	had "Mustang Museum - Annual Mustang Day" stickers for donation purchases.

Thanks to	G.BELL	\$20
	L.AVELLINO	\$20
	R.Mc INTOSH	\$20

## RAFFLES

J.B SPARROW with the help of mother to be, Amelia announced that they were unlikely to be at the next meeting due to expected arrival of a new (male) club member.

Door prize 1:18 Mustang model went to 3207, David KRAMPEL

Various winners of the new raffle prizes. Tickets sold prior to start of meeting.

Mug of the month went to Lynda SPARROW. (Tin pants.)

Lucky Members Draw - March \$1300.00

Sorry, but 2858, Albert KAVCIC was not at the meeting and not able to claim the prize.

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

Next meeting's value moves to \$1400.00.

## MEETING CLOSED:

9.41 pm Minutes recorded by C.McKENZIE

## NEXT MEETING

Wednesday the 20th of March, 2022 at Moonee Valley.

At this stage the venue still requires proof of vaccinations produced to security before entry is allowed. Members should sign the MOCA attendance book to be eligible for prizes.





# APRIL 2022 CLUB MEETING

Wednesday 20th April 2022  
Moonee Valley Complex, Moonee Ponds



Meeting opened 8:30 pm by the President, Mr Ian Collins.

## APOLOGIES per sign on book

Jan THIEDMAN, Graeme BELL, Frank THOMPSON, Daniel STOFFERS. Ben STOFFERS, Nick MADITIANOS, Angela WILLIAMS, Ian BLUME, De & Neil BUTLER, Bob & Josette OPPERMAN, Deb & Allan DOWELL, Kathy & Dave BATCHELOR, Ron CAMPBELL.

## MINUTES OF PREVIOUS MEETING

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

Moved: B.RIGBY      Seconded: B.BOLTON

## TREASURERS REPORT: Craig McKenzie

**TOTAL FUNDS AVAILABLE - NOVEMBER 2021    \$298,563291.67**

\*figures subject to audit

Mov. L.A.                      Sec. T.B

## SECRETARY'S REPORT

Mar to April 2022 correspondence.

G.LUCAS	CPS enquiry/ return
M.TINSON	Membership enquiry/ Moved from W.A.
J.EMROSE	CPS enquiry/ return
T.GILFUIS	G.P show enquiry
G.HADFIELD	CPS enquiry/ return
W.BAKER	CPS enquiry/ return
S.PEROTTA	CPS enquiry/ return
R.HARTLEY	CPS enquiry/ return
F.BORGWARDT	CPS enquiry/ return
C.EGERTON	CPS enquiry/ not paid
J.VELLA	CPS enquiry/ return
B.J/ Motorsport Australia	Application information
J.VALAVANTIS	CPS enquiry/ new vehicle
R.CLEMENTI	Change of email address
I.EDWARDS	'66 Coupe for sale \$45 K to website
L.A	Unique Cars having old web address
P.ROLF-SMITH	CPS renewal/ drop off
C.BARKER	Will attend meeting for year badge
A.AZELLO	CPS/ Attained VASS
G.GRACE	Inability to attend LILLEYMAN funeral
National Body MOCA	New Shelby and Boss registry created. C.M & A.S notified.

AOMC / VicRoads      New Club Permit forms update.

Alignment of VicRoads club permit forms with the Road Safety (Vehicles) Regulations 2021. New requirement - Classic and collectible vehicles imported from 1st July, 2021 will be issued a VIN that must be stamped on the vehicle. With the introduction of the Commonwealth Road Vehicle Standards Act 2018 and Road Vehicle Standards Rules 2019, vehicles imported from 1 July 2021 that do not already have a 17-digit Vehicle Identification Number (VIN) stamped into the vehicle will be issued a VIN, which needs to be stamped on the vehicle.

Please encourage your members to use these current forms rather than previous versions.

Why have these changes been made?

These forms now have an updated layout and align with the Road Safety (Vehicles) Regulations 2021.

Club Permit application

- There are only four categories of Club Permit - Veteran, Vintage, Classic and Historic, and Street Rod.

- Each category now has a sub-category - either Original, Modified or Replica.

- The documents required for each sub-category are listed at the bottom of the form.

Vehicle eligibility and standards declaration for Club Permit vehicles

- Now includes a record of the VASS approval certificate and Vehicle import details, where applicable.

Club permit reassignment and Club permit agreement

- Re-ordering of the data fields.

Club Permit logbook

- The Club Permit logbook has been updated to align with regulation changes.

Members being update regarding expired CPS from database at present.

## NEW MEMBERS

3621	MADHVAPATHY ROHIT	18	GTRACE	RED
3622	CARABOTT STEPHEN	17	GT MAGNETIC	
3623	YARDLEY DAVE	68		RED
3624	DIXON IAN	20	FN	BLACK
3625	AVERTE PAUL	18	GT	ORANGE
3626	FARQUHAR SHANE	19	GT F/B	ORANGE FURY
3627	HOUSTON MICHAEL	21	MACH1	FIGHTER JET GREY
3628	PHILIP ALISON	17	GT	BLACK
3629	MICALLEF TONY	66	COUPE	SILVER BLUE
3630	MALLIA GEORGE	17		RED
3631	HOFFMANN ROB	66		IVY GREEN

Sent

CPS officers      Update of VicRoads process with VIN numbers now required on imported vehicles and updated VicRoads forms.

D.C      Club Database  
All CPS vehicles update to members.

L.A      Club website updated re: CPS updates.

CPS exp owner      Owners showing not renewed as yet.  
A few had forgotten.

## Membership Current 1015

Reminder on renewals for end of June.

## WELFARE: Ian Collins

In memory of those recently departed:

Lyn STANGHERLIN 1 ½ weeks Service on 24/4/2022 at 10.30 Botanical Cemetery.

Ilene COMBER      Ex member.

Carmel BASILE

One minutes silence was held.

## BULLETIN: Ian Collins

Ian described what a great job the last magazine was and it was a premier magazine amongst car clubs.

C. FALSO Was looking for further articles for future magazines from the membership. He asked for further things to be sent in to be used in those editions.

## PRESIDENT'S MESSAGE: Ian Collins

Ian described the club event of Kids's Playdate assisting in the raising of donations for children effected by cancer.

The club served up some yummy bacon and egg rolls with drinks which were purchased and paid for by the club raising \$600 and a total of \$2200 being donated to them.

All kids appeared to have a ball, some were lining up for extra trips. All seemed very happy with the attendance by the club.

## SOCIAL: Tony Borg

Events Since Last Meeting

## Sat & Sun 12 and 13 March 2022

### Philip Island Historics

16 Cars made their way to Philip Island for the weekends Historic Racing. Of those, 3 members were provided the additional opportunity to take their cars out onto the track at speed be it under strictly controlled conditions. The offer was provided to the club by the VHRR as part of their annual charity event, whereby spectators who donated \$50 would be taken around the track in one of our cars. A total of approximately \$8500 was donated as part of our direct efforts.

## Monday 14th of March 2022

### Seymour Car Show

Two members travelled to Seymour for this event where in excess of 500 cars were displayed.

## Sunday 20 March 2022

### Mustang Motorsport Track Day

Twenty cars were displayed at this event throughout the day, having the opportunity to view Mustangs going through their paces on the track.

## Sat 26 and Sun 27 March 2022

### Viva Las Bendigo, Elvis Weekend.

Members attending the weekends activities were provided the opportunity to participate in all or any activities held across the weekend.

60 members attended lunch on the run up to Bendigo, at the Malmsbury Hotel, this venue will certainly be used during future events in the area.

62 members attended the dinner/Elvis quiz night held at the National Hotel Complex, where those in attendance were provided with a beautiful dinner followed by a quiz based on the king, Elvis. Special thanks goes to Joe Borg, Barry Bolton, Angela Williams, and Sue Broderick.

Following a night of frivolity, those remaining members attended the Elvis exhibition held at the Bendigo Art Gallery, where we were treated to many displays following the life and times of Elvis.

## Sunday 3rd April 2022

### All Ford Day 31st Anniversary

The club had 27 cars displayed at the All Ford Day, of the 5 possible judging categories, the members of the Mustang Owners Club took out three trophies, Robert Giorno with best 65/66 with his bronze 66 GT coupe, Robert Stent with best 74 to 04 with his 02 Convertible and Andrea Stoffers with his 2012 Laguna Seca.

Well done to those who took out their respective categories and to all those who attended the event.

## Sunday the 3rd of April 2022

### The Biggest Playdate

12 members attended this event, manning the BBQ and feeding the crowd in attendance at this charity event held in support of Kids with Cancer. The clubs efforts provided a donation to the organisers, who were once again appreciative of our support and efforts. Thank you to all those who attended and provided assistance throughout the day.

## Upcoming/planned events

## 16 April 2022, Saturday

### Celebrating the 58th anniversary of the First Production Mustang.

Come along to display your steed and catch up with your fellow MOCA Vic members, over a coffee and cake/delightful lunch time treat from our friend Harris of Cafe Axxess.

Be there from 10am, park up in the carpark and be entertained by the dulcet tones of our very own Kenny Harrison and his band the Tree Amigos.

## 24 April 2022, Sunday, Kerang Car Show

### The Kerang Show and Shine, is on again, in the beautiful Alexandra Park, Kerang.

Be there from 9am to display your steed and take in some of the local cars on offer.

Swap and Sell sites are also available for those inclined.

## Future Events

As provided by one of our members Craig Edmonds.

" Dog and Pony Day "

Dogs being the 4 legged variety and Pony's being the 4 wheel variety

One of our clubs sponsors is Snooza Pet Products, specialising in dog beds, discounts of 20% will be available on the day. Last year we had about 10/15 dogs during the day,

## Dog and Pony Day

### Sunday 8th May

Mentone Grammar Keysborough Playing Fields

756-768 Springvale Road

Braeside Vic 3198

4 Hockey Games

1st Game    12.30 Metro 2 South Mens

2nd Game    2.00 Vic League 2 Mens

3rd Game    3.30 Vic League 2 Reserves Mens

4th Game    5.00 Womens Pennant D South

BBQ food and Drinks Available

I will make a flyer and sent it to you next week please call if you need any more information.

Regards Craig Edmonds FM2020

\*Have also made contact with the organisers of Motorclassica to be held 7 to 9 October, with the theme being "Hero's of Speed" who my contact Jon Treherne, the Portfolio Director for the event, provided that Mustangs would certainly be a good fit for the theme.

Tony introduced new members to the meeting

Malcom      66

Tim      65/ 66 & 67.

Warwick      17 GT

Roger & Elizabeth      17.

All were welcomed to their first meeting.

## PRESIDENT SUMMARY: Ian Collins

Ian spoke of the recent Bendigo trip and if there were any stories that might make a sealed section for a magazine. Comments were heard that "anything that happens on a trip, stays on a trip."

## SHELBY REGISTRY UPDATE: Craig McKenzie

Craig explained that the National MOCA body has announced a new Shelby registry to be attached to their site.

Any ownership of any type of Shelby in Australia would be able to log on and record their ownership and the vehicles details for future recording.

All details would be kept safe and secure. Messages were to go out to all local owners about club show later in the year and a group display. Further details will follow from the club.

B.RIGBY      Asked if it was a state or Australia set up.

I.COLLINS      Explained that it was a National MOCA setup and all state delegates would be notified of state entries..

## BOSS REGISTRY UPDATE: Andre Stoffers

Andre explained that the National MOCA body has announced a new Shelby registry to be attached to their site. Any ownership in Australia would be able to log on and record their ownership and the vehicles details for future recording.

## 2022 ROUND UP: Ian Collins

Ian explained that A.RICHMOND couldn't attend meeting but announced the date of the Round Up to be held at Dandenong on the 23rd of October, 2022.

## GENERAL BUSINESS

Nil.

## UPDATE ON CLUB PERMITS: Craig McKenzie

Craig spoke about the VicRoads Update on Club Permits and outlined all the changes - see next page for all the details.

## GUEST SPEAKER: Ian Collins

Thanked B.JAMES for organising and introduced Mick WEBB as the guest speaker.

*Continued on Next Page*





# VicRoads Club Permits & VIN Stamping

Message from the AOMC



Dear Club Representative

## Please read on for the following updates :

- Alignment of VicRoads club permit forms with the Road Safety (Vehicles) Regulations 2021
- Commonwealth requirement - Classic and collectible vehicles imported from 1 July 2021 will be issued a VIN that must be stamped on the vehicle.

## Alignment of VicRoads club permit forms with the Road Safety (Vehicles) Regulations 2021

VicRoads has updated a number of Club Permit forms to improve the vehicle data collected by VicRoads, and to ensure that the correct permit types and club permit plates are issued to eligible vehicles.

## What do Club Permit Scheme clubs & members need to do?

The updated forms are now available on the VicRoads website at < vicroads.vic.gov.au > for you and your members to use.

- Club Permit application form
- Club Permit reassignment form
- Vehicle eligibility and standards declaration form
- Approved club office bearers and scrutineers

## Please encourage your members to use these current forms rather than previous versions.

## Why have these changes been made?

These forms now have an updated layout and align with the Road Safety (Vehicles) Regulations 2021.

## Club Permit application

- There are only four categories of Club Permit – Veteran, Vintage, Classic and Historic, and Street Rod.
- Each category now has a sub-category – either Original, Modified or Replica.
- The documents required for each sub-category are listed at the bottom of the form.

## Vehicle eligibility and standards declaration for Club Permit vehicles

- Now includes a record of the VASS approval certificate and Vehicle import details, where applicable.

## Club permit reassignment and Club permit agreement

- Re-ordering of the data fields.

## Club Permit logbook

- The Club Permit logbook has been updated to align with regulation changes.

## New requirement - Classic and collectible vehicles imported from 1 July 2021 will be issued a VIN that must be stamped on the vehicle.

With the introduction of the Commonwealth Road Vehicle Standards Act 2018 and Road Vehicle Standards Rules 2019, vehicles imported from 1 July 2021 that do not already have a 17-digit Vehicle Identification Number (VIN) stamped into the vehicle will be issued a VIN, which needs to be stamped on the vehicle.



## Club members who are considering importing these vehicles should familiarise themselves with the new requirements as explained below.

Most classic and collectible vehicles are issued a chassis number by the vehicle manufacturer. Under the Commonwealth Road Vehicle Standards Act 2018 and Road Vehicle Standards Rules 2019, these types of vehicles are now imported under the concessional entry pathway and recorded on the Register of Approved Vehicles (RAV).

As these vehicles do not have a 17-character VIN that meets the ISO standards, the Commonwealth Department of Transport Infrastructure Regional Development and Communications (DITRDC) will issue a VIN with the condition that the **VIN must be stamped on the vehicle**. It is an offence under the Commonwealth legislation if this condition is not complied with. A plate attached to the vehicle displaying the VIN is not acceptable.

The VIN provided by the Commonwealth via the RAV process is the identifier by which the vehicle must be known throughout Australia for registration and club permit purposes and is how the vehicle's origin will be determined for the purpose of registration/CPS permit eligibility.

## Further information

To find out more about the Club Permit Scheme obligations, search 'Club Permit Scheme' at < vicroads.vic.gov.au >.

To find out more about the RVS legislation please visit < infrastructure.gov.au >.

Kind regards,  
Director, Registration and Licensing  
Practice Standards and Solutions

Continued from Previous Page

## APRIL 2022 CLUB MEETING

Wednesday 20th April 2022

Moonee Valley Complex, Moonee Ponds

Mick spoke of his times in getting an apprenticeship with Ford and working on various models including the Lotus twin cam version and the racing days with Formula Fords.

This progressed in an early relationship with Allan MOFFAT Racing for 17 yrs and Overseas racing events including big names like BROCK, HARVEY and Jim RICHARDS. He impressed everyone that being 72 years old and still enjoyed building engines.

He included stories of some overseas racing and some antics that went on between the different teams in relation to compliance with the Regulations. Mick spoke of his admiration in working for Alan and his total input having a very powerful brain and that he would get totally exhausted physically during events.

B.JAMES asked "How did he manage to get so much power out of a 289 cu in engine?"

Mick explained about how most of the power was achievable, being 586 Hp at 8,200 RPM. Heads were Track One and had been CNC ported in the USA.

Mick told a story on the value of Iridium spark plugs and how well they worked on the track at the time.

S.COWMAN asked "What projects did he have on the go at the moment?"

Mick summed up a 351 with 720 HP, small block 427, 418 Arrow Cleveland, 427 with Holley injection, Stillwell 08 5.2 Ltr in a Mustang, 2 x 302, 5 x 351 in parts. He also explained how hard it was at present in getting decent parts.

B.RIGBY asked "What he thought about the changes in the Touring Car Regulations?"

Mick explained that there were too many changes going on.

B.JAMES asked "What was the best way to achieve power with a Windsor on a budget?"

Mick explained that a good set of headers and aluminium heads that allowed it to breathe. He suggested Edelbrock or AFR brands were reliable.

I.COLLINS thanked Mick for his time and stories which were well enjoyed by the meeting attendance.

Ian reflected on his memory of a win by MOFFAT and Colin BOND where only one brake calliper was working on the car during the race and the skills required in getting the car to handle it.

Mick explained how hard things were and current health conditions of MOFFAT and memory issues. Ian suggested that it will be something the club might look at in the future for organising donation work.

## BABY ANNOUNCEMENT: Ian Collins

Ian announced the arrival of the clubs newest member, Oliver SPARROW, 8Lb 10 oz to Aemilia and J.B SPARROW in the previous week. Both mother and son were doing well but were unable to attend meeting for raffles etc.

## RAFFLES: Brothers Tony & Joe Borg

Door prize 1:18 Mustang model went to Geoff McINNESS

Various winners of the new raffle prizes. Tickets sold prior to start of meeting.

Mug of the month went to Warwick DOWSLEY.

Lucky Members Draw - April \$1400.00

Sorry, but member 534, Fred BARBARO was not at the meeting and not able to claim the prize.

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

Next meeting's value moves to \$1500.00.

Joe won back a group of collectable Tin signs.

## MEETING CLOSED:

9.50 pm Minutes recorded by C.McKENZIE

## NEXT MEETING

Wednesday the 18th of May, 2022 at Moonee Valley.

Members should sign the MOCA attendance book to be eligible for prizes.

# ATTENTION ALL VIC CLUB MEMBERS

## DO THIS...

Take some photos at the next Mustang Club Event.



## OR THIS...

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



## THEN THIS.

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

## ...WIN THIS!



Contact committee for full details

**MUSTANG ROUNDUP**





**BOSS  
351**

**BOSS  
429**

## AUSTRALIA BOSS REGISTRY

If you own a genuine Boss, we ask you to register with us.

This will give us an indication of how many Boss' are in Australia.

By providing your details we can send you updates and other related information.

All information is kept confidential and your personal details  
will not be passed on without your permission

### PERSONAL INFORMATION

First Name: \_\_\_\_\_ Surname: \_\_\_\_\_

Address: \_\_\_\_\_

(Street no & name - Optional)

Suburb: \_\_\_\_\_ State: \_\_\_\_\_ Post Code: \_\_\_\_\_

Mobile: \_\_\_\_\_ Email: \_\_\_\_\_

### VEHICLE INFORMATION

(Please complete 1 (one) form per Boss)

☐ UnRestored

☐ Restored

Year: \_\_\_\_\_ Vin No: \_\_\_\_\_

Engine Capacity: ☐ 302 ☐ 351 ☐ 429 - KK: \_\_\_\_\_ ☐ Cougar

Color: \_\_\_\_\_ Rego: \_\_\_\_\_

### Door Tag Details

Body Color Trim Date DSO Axle Trans

Additional information/facts: \_\_\_\_\_

Return completed forms, with photo/s of your car to

Andre Stoffers

Mob: 0411 455 755

Email: [Boss.Registry@gmail.com](mailto:Boss.Registry@gmail.com)



## VICTORIA CLUB SOCIAL CALENDAR

JUNE - AUGUST 2022



### JUNE 2022

**WEDNESDAY 15TH**

#### MONTHLY CLUB MEETING

Legends Club Corner Wilson Street & Thomas Street Moonee Ponds VIC 3039

Dinner is served from 5.30pm, Meeting starts at 8.00pm

Don't forget you have to be in attendance for your chance to win,  
LUCKY MEMBERS JACKPOT DRAW, MUG OF THE MONTH, DOOR PRIZE, and MOCA RAFFLE.

### JULY 2022

**WEDNESDAY 20TH**

#### MONTHLY CLUB MEETING & ANNUAL GENERAL MEETING

Legends Club Corner Wilson Street & Thomas Street Moonee Ponds VIC 3039

Dinner is served from 5.30pm, Meeting starts at 8.00pm

Don't forget you have to be in attendance for your chance to win,  
LUCKY MEMBERS JACKPOT DRAW, MUG OF THE MONTH, DOOR PRIZE, and MOCA RAFFLE.

### OCTOBER 2022

**SUNDAY 23RD OCTOBER**

**SAVE THE DAY**

**MOCA VIC ANNUAL MUSTANG ROUNDUP**

MORE DETAILS TO COME



**DEADLINE FOR NEXT MAGAZINE - TODAY!**

Please email all your articles ASAP directly to [colinmustangroundup@gmail.com](mailto:colinmustangroundup@gmail.com)



[www.facebook.com/pages/Official-Mustang-Owners-Club-Australia-Victoria/270093699735606](https://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 Shelybs and establish the amount and whereabouts of all Shelybs in Australia. Also, to have links with SAAC and to update their records, change of ownership and any relevant information of each Shelby produced.

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

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

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

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



**Australian Shelby Registry**  
shelby.org.au

**Australian Mustang Club**  
mustang.org.au

**Mustang Motorsport**  
mustangmotorsport.com.au

**Australian Shelby Registrar**  
Craig McKenzie

**Victorian Shelby Representative**  
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.
- Custom Fabrication.
- Specialising in Mustang Interior Trim Parts and Panels From 1965-1973.



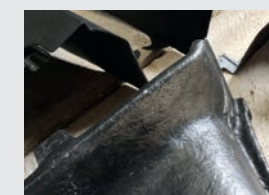
1969 Interior  
Quarter Panel  
Trim Set



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 Concoirs - 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 Concoirs - 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



# Moving?

**ALLIED PICKFORDS**  
The Careful Movers™



- ✓ **Local, national & global coverage**  
Over 600 locations around the world
- ✓ **Specialised packing materials**  
Maximum protection for your household goods
- ✓ **Office & Commercial Relocations**  
Specialist equipment with 24 hour availability
- ✓ **Knowledge and experience**  
Obligation free quote from our local move consultant

**afra**  
Australian Furniture Removers Association

**Certified System**  
Quality ISO 9001  
SAI GLOBAL

**FAIM**



## 03 9904 0100

alliedpickfords.com.au



## OFFICIAL CLUB CLOTHING & MERCHANDISE



<b>A</b> Nitro Shirt - Navy & Red (Available In Both Mens & Ladies Cuts)	<b>\$55</b>
<b>B</b> Polo Shirt - White, Navy & Red	<b>\$50</b>
<b>C</b> Polo Shirt - Red, Navy & White (New Style)	<b>\$55</b>
Children's T-Shirts	From <b>\$20</b>
Children's Polo Shirts	<b>\$25</b>
<b>D</b> Ladies 3/4 Length Sleeved Tops In Black / White	<b>\$40</b>
Ladies V-Neck Short Sleeve	<b>\$35</b>
Ladies Cardigan - Navy	<b>\$75</b>
V-Neck Jumper - Dark Navy	<b>\$75</b>
<b>E</b> Fleecy Long Sleeved Tops - Navy Only	<b>\$55</b>
<b>F</b> Reversible Vests - Navy With Red Lining	<b>\$50</b>

<b>G</b> Hoodie - Navy / Red Piping Or Screenprint	<b>\$60</b>
<b>H</b> Cambrey Shirts Long And Short Sleeve	<b>\$60</b>
<b>I</b> Baseball Jacket W/Suede Sleeve (Large Logo On Back, Small Logo On Front)	<b>\$170</b>
<b>J</b> Navy Winter Jacket / Fully Lined With Red Piping (Large Logo On Back, Name On Front Optional)	<b>\$105</b> <b>\$150</b>
<b>K</b> Lightweight Microfibre Club Jacket Red, White & Blue (Large Logo On Back, Name On Front Optional) Limited Stock)	<b>\$80</b> <b>\$125</b>
Club Caps Navy / Suede Peak	<b>\$20</b>
Ladies Peak Hats	<b>\$15</b>
Beanies	<b>\$15</b>

**ASSORTED BADGES & STICKERS ALSO AVAILABLE**



### HOW TO ORDER

- Contact Lynda Sparrow by Phone on 0447 474 790 or email [lynda@australiansilencer.com.au](mailto:lynda@australiansilencer.com.au) to order all your gear.
- Allow \$10 - \$15 extra for any items that need to be posted.
- Please make all Cheques payable to: 'MUSTANG OWNERS CLUB AUST. (VIC) INC.'

**MUSTANG ROUNDUP**



## 1994 National Concours Report

### MUSTANG IS No.1



The 1994 Nationals were based on the Thirtieth Anniversary of the Mustang and for those fortunate enough to celebrate at Shepparton, thanks for making it a very special event.

There were many travellers - from Queensland, West Australia, South Australia, New South Wales and from all over Victoria. The Mustangs started arriving in Shepparton on Easter Thursday with the majority on Friday. The weather was fantastic but remnants of the severe floods some months earlier made it a dirty time for those coming through Benalla. Lots of extra effort to wash off the white clay was the order of the day.

Northern contingents battled some rain but the big convoys must have looked impressive from Sydney and Adelaide. The big clean up wasn't just for the boys. Several ladies worked long hours too over the weekend making their Mustang a force to be reckoned with on Sunday. Keen Mustangers were collecting Welcome Paks and souvenirs.

Friday evenings informal spit roast provided some excellent tucker and thanks to Reece Egan we were treated to some 60's music and a taste of Carroll Shelby on tape taking us around Riverside in a GT 500 - way back in 1968.

Saturday morning rose bright and sunny ready for the Mustang Street Parade. Twenty-six shiny examples cruised downtown to Lake Victoria and lined up behind the Police Escort for a quick run along the commercial streets where the public were treated to a glimpse of what they'd see on Sunday. Brian Cowan's and Ron Minogue's Mustangs were then displayed in the City Mall for a couple of hours and they captured lots of attention. No doubt our out of towners did a bit of local shopping during the morning and there was plenty to be had.



circa: Winter 1994...continuing the story from Ron Minogue of the 30 Years of Mustang Celebrations from earlier in this issue. Here's another report from the MOCA National News Magazine about our 1994 National Concours event held in Shepparton VIC.

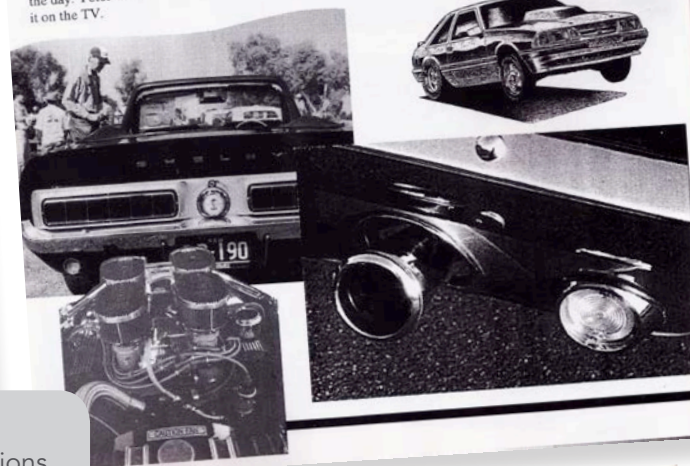
The Auction Dinner came around quickly on Saturday evening but not before our team had spent the afternoon at the Concours Venue setting things up. Thank you to Frank Thomson, Chris and Leonie Street, Colin Falso, Trevor Hansen, Peter Smith, Fred Love and Reece Egan.

The Uncle Sam, Red, White and Blue theme for Saturday night was well supported - we even had Elvis, Madonna and Wonder Woman. But hats off to the Real Uncle Sam, Ivor Smith from Gunbower and Wonder Woman; they won the best outfits as determined by our independent New South Wales judge. The National President looked the part but didn't crack the vote! So he had to settle for Auctioneer.

Kevin did that well but there was some pretty good gear up for grabs. Bidding was keen with the biggest prize of the night - a complete 30 year set of Mustang new car brochures professionally presented in a gold leafed 30 year logo leather binder - being proudly taken to South Australia by Rod Kilvington. It took \$1000 to win this collectors item! Congratulations Rod. Another impressive piece of work was presented by MOCA NSW. It was a framed print of the Ford ad showing the 1964 and 1994 grilles and bonnets. It went for a mere modest \$220 to Brian Cowan from Port Macquarie in NSW. Lots of door prizes including some 30 year memorabilia were won during the evening which rocked along to midnight. Thank you to those members who donated auction items and congratulations to those who earned them.

Sunday came around too quickly for some. But another crisp morning dawned with lots of promise and it disappointed nobody. Everyone headed the 2Km to the Concours Venue at the International Village. Lush grassed areas and brick paved driveways looked good. The meandering lake with its birdlife made for a peaceful setting. Enter the ponies.

They lined up in year models to help the public sort them out. There was a sprinkling of other Ford legends - the 165 mph '67 Fastback of Mark Hadfield, a team of Robnell AC Cobras, a '66 USA Falcon Coupe and the Peter Jackson EB Falcon Racecar replica. Boy, it sounded pretty good as did Mark's 67 as both gave some demos during the day. Peter Wherrett filmed most of the day and I guess by the time you read this, you will have already seen it on the TV.



## MUSTANG OWNERS CLUB OF AUSTRALIA (Victoria Incorporated)

OFFICIAL RESULTS OF THE 1994 NATIONAL CONCOURS - SHEPPARTON VIC

### ORIGINAL 1964-1970

1st. Mel RAPSEY 1970 Calypso Coral Boss 302  
2nd. Paul WALL 1966 White Convertible  
3rd. Graham BELL 1970 Blue Shelby GT 500

### ORIGINAL 1971-1994

1st. Bev BRERETON 1973 Red Convertible  
2nd. Garnet JUDD 1973 Red Mach 1  
3rd. Bill CART 1973 Blue Convertible

### Other Finalists in Original Classes :

Sandra BELL 1970 Red Hardtop  
Frank HAYES 1971 Red Mach 1

### MODIFIED

1st. Greg HADFIELD 1969 Red Mach 1  
2nd. John CHAPMAN 1967 Blue Convertible  
3rd. Geoff VELLA 1967 White Fastback

### Other Finalist in Modified Class :

Colin Bickley 1969 Red Fastback

### STREET DRIVEN

1st. Ian BOWEN 1971 Silver Boss 351  
2nd. Jim LAMBIE 1973 White Convertible  
3rd. Worm & June HOWARD 1964 Yellow Hardtop

### ENCOURAGEMENT AWARDS

South Australia - 1967 Green Hardtop - John RANDELL  
New South Wales - 1968 Bronze Hardtop - Brian COWAN  
Victoria - 1967 Green Hardtop - Ivor SMITH

### LONG DISTANCE AWARD

Brian COWAN - Port Macquarie, NSW - 1966 Bronze GT Hardtop

### SPECIAL FOR THE 30th ANNIVERSARY - GOLD 30 YEARS PETROL CAPS :

ORIGINAL CLASSES - 1970 Boss 302 - Mel RAPSEY  
MODIFIED CLASS - 1969 Mach 1 - Greg HADFIELD

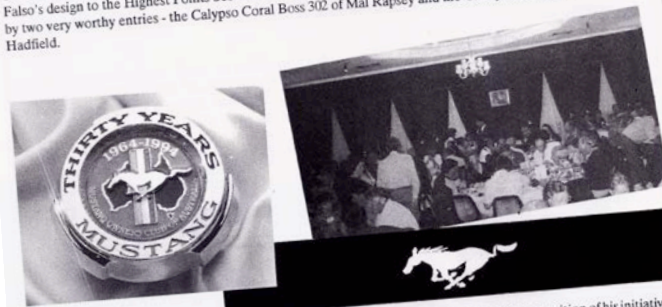
A Special Thanks to the FORD MOTOR COMPANY OF AUSTRALIA and to BOSS AUTO PARTS and SHELL VIC LAKE SERVICE for their generous donations to the Trophy list.

It was exciting to see Mustangs not seen before at the Nats and great to see some newcomers join the winners circle. Thank you to the judging team who toiled all day in the warm sun on the island. Thank you too, to the tally team - they worked all day under the marquee as did the memorabilia sales team, thank you.

The range of Mustangs were covered by Tony Kilvington who has kindly charted what we found. Thank you Tony. Unfortunately the '94 did not eventuate but I guess we'll see one or two before long. The general presentation appeared excellent to the public whose goody eyes and constant questions clearly showed they were in awe of it all.

Thanks Reece Egan for the P.A. system. It made the day one hell of a lot easier. Fred Love did the Tally Runners job for the day when Thommo was busy and John Comber spent most of the day on the coke van. Thanks guys. Congratulations to each and everyone who displayed their Mustang. It was those cars that made the event. I'll bet they look as good on the other 364 days of the year. So, you made the event and if you took out a prize, that was a bonus. Very well done.

The trophies were presented Sunday evening during the Dinner. Take time to thank the various sponsors - The Ford Motor Company of Australia, Boss Auto Parts and Shell Vic Lake Self Service - each had a hand in the support of the trophy list. Because of the special 30 year significance, Boss Autos donated two gold gas caps using Colin Falso's design to the Highest Points Scores in the Original and Modified classes. These unique pieces were won by two very worthy entries - the Calypso Coral Boss 302 of Mel Rapsey and the Candy Apple Cobra Jet of Greg Hadfield.



During the evening, Colin was presented by the National President with a chrome cap in recognition of his initiative and efforts and a special plaque was presented to Sue and myself for helping to put the event together. Greatly appreciated.

Adrian Ryan was a busy man earlier in the night. From the Ford Public Affairs, he made a great auctioneer. Top prize was the only 30 year gas cap you could buy - and appropriately it was left in Shepparton. No, this was not a repro. It was a real NOS job and cost just \$805. Congratulations Garth and Maria. Thanks to Boss Auto Parts for arranging the donation of the caps and thank to Adrian who even auctioned his tie!

OK. Next time we are celebrating in South Australia. The team knows how to put on great events so make sure you don't miss out booking in for your fun for 1995! Thanks for your support and thanks for coming.

FRANK HAYES  
PRESIDENT

# Tuckett's Tyrepower Hastings

Specialising in Tyres,  
Wheels, Brakes and  
Suspension for your  
Mustang or daily driver



**Tyrepower**  
GET THE POWER OF AUSTRALIA'S BIGGEST INDEPENDENT

2079 Frankston-Flinders Road, Hastings  
Call Rob or Dean on 59793844



- Outdoor and Indoor Car Capsules available
- Bike Capsules available
- One year warranty
- Showcases available
- Unique evaporative storage system
- Easy to set up and use

We at Autonovus are PASSIONATE about protecting your vehicle. The indoor and outdoor CarCapsules are the ORIGINAL car "bubbles" that completely seal and protect your vehicle from rodents, rust, corrosion, dirt, dust, mildew and musty odors. The patented continuous air flow system keeps the temperature consistent inside and out and eliminating condensation. Protect YOUR invest today with the CarCapsule.



WWW.AUTONOVUS.COM.AU

f AUTONOVUS

W: AUTONOVUS.COM.AU

P: 0490 455 287

E: INFO@AUTONOVUS.COM.AU





**AUSTRALIA'S NUMBER 1  
MUSTANG SPECIALIST SINCE 1990**



**MUSTANGMOTORSPORT.COM.AU**



**SHOP ONLINE NOW!**

**LARGEST RANGE OF MUSTANG  
PARTS IN STOCK IN AUSTRALIA!**

