

MUSTANG OWNERS CLUB OF AUSTRALIA - VICTORIA INC.



MUSTANG ROUNDUP

CLUB NEWS FROM ACROSS VICTORIA & TASMANIA

DECEMBER 2022 - FEBRUARY 2023



**DRYSDALE CAR SHOW • GEELONG REVIVAL • 'THE LAST DAY' 1970 BOSS 302 SPECIAL FEATURE
• MID WEEK MEET & GREET • MEMBER'S MUSTANGS • CLUB MEETING & SOCIAL REPORTS • PLUS MUCH MORE**

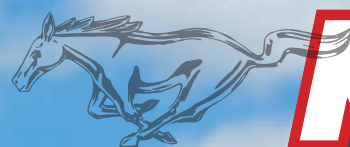
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SUMMER 2023

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COVER MUSTANG:
OWNER DAVE RIENZI 1970 BOSS 302 - Sent by Anghel Restorations USA
M.O.C.A. Vic monthly meetings are held 3rd Wednesday of every month at Legends Bistro at the Moonee Valley Complex Thomas St, Moonee Ponds at 8.00pm.
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PRESIDENT'S LETTER



Dear members

Since the last magazine we have had our both our Xmas parties both - the kids and the adults and both were outstanding in their own way.

The Mooney Valley Club did an outstanding job and should be congratulated; as did the Borg twins for the kids' party

The recent magnificent trip to Tasmania was an outstanding success with 48 cars travelling Bass Strait. We met with our Tasmanian members and enjoyed their company all week.

Poor Tony and Carol had a bad run with an alternator packing up just prior to boarding the boat. Now in the spirit of the club Tasmanian members were already working on the problem whilst we were travelling over.

Unfortunately, due to the unusual modifications to the car, a standard Alternator would not work causing a delay of several days. In the style of the Tasmanian members though David and Rosalee Wriggles, put Tony and Carol up for three days, what kind people they are in Tasmania. Eventually the car got going back to Melbourne on its own steam.

That was not the only problem; I suffered a carburetor issue which needed parts to be brought from Hobart. They arrived with two Tasmanian members Denise and Brian Fitzpatrick; thank you so much. Then the surgeon Dr Ron Campbell repaired the carby and boy what a difference that made. Oh, how lucky we are to have such a great mechanic along for the ride.

The trip was organised by Dee Colledge and Neil Butler and they did an outstanding job.



It's now that time of the year when there are car shows at every corner and it's just a matter of picking which one. We are involved with the Biggest Play Date and we supply drinks and food at our cost and take people for rides in our cars.

In the last month we have donated \$1000 to a Tasmanian charity Just4kids along with a \$2000 cheque to the Biggest Play Date for kids with cancer.

Also a lot of time, money and effort is given from some of our members for the Biggest Play Date. I wish to thank all members that help out in particular Barry Bolton.

Davina and I attended the Tasmanian Christmas function in Scamander this year and had a ball.

There are functions for everybody coming up so please enjoy and show off the best cars in the world.

Echuca is coming up soon and I expect a wonderful trip that will keep us all busy and a great time will be had all.



We will be have a Mustang display at the Grand Prix as per usual so pop over and say hello if you are there.

If you have any ideas for events come and see a committee member or channel your thoughts through Sue, Dee or Kerrie the Events Committee.

We have added money to the prizes for the raffle so spend big knowing that the money is going to charity and help pick a charity of your choice, let a committee member know so we can check out the charity with the though we could send them a donation .

It's now weeks till the Adelaide Nationals and the contingent from Victoria is the largest ever and makes me very proud of that as we look to what we know will be a wonderful time, Talk to Trish Kilvington in Adelaide for more information if you wish to add your name; the more the merrier. Adelaide always run a great event.

Sadly I will not make the March meeting due to a clashing trip overseas.

I am devastated as my record of not missing a meeting for 14 years has to come to an end. So I will enjoy hearing about the meeting in April Keep on enjoying your cars and looking after your investment.

Cheers

Ian Collins
MOCA VIC President

EDITORIAL

G'day fellow Mustangers.

Where did Summer go? By the time you read this we will be well into Autumn. Although Summer came and went, in a blink of an eye, there have been many Car Shows and Club Events that have happened over the past few months.

A few of those events we have covered in this issue, thanks to some regular contributors and members, but not as many as I would have liked to have shared in print with everyone.

As mentioned at the February Meeting, I managed to just scrape through with enough stories to finally be able to put together this issue with some interesting and relevant content. Hence, also the reason this issue is a bit late....

So...time again for a quick whinge.....Send in your Mustang Stories and articles as soon as you have them. Don't wait for tomorrow or ask me when the deadline is - there's no official print deadline anymore because only a few take notice of it.

When I get enough content to put a Magazine together, it all happens. Sometimes it's going to be late if we have nothing; sometimes it's going to be quicker if we have plenty of content. It's all in your hands.

In saying all that, I'd like to thank all the contributors for this issue. Some are MOCA Vic Members and others are Paul Shervington from MOCA WA and all the way from the other side of the world, Marcus Anghel of Anghel Restorations Arizona USA. This is Marcus's second article, which i'm most grateful and helped fill some pages in this issue.

If you recall, Marcus sent the story about the LAWMAN Mustang a few issues back. This issue has the article titled 'The Last Day' the history and restoration of the beautiful 1970 Boss 302 you see on the cover.

I'm quite excited to share this story and can't thank the talented Marcus enough for sending this in. We are privileged to be able see all these unique photos and to get an insight of the ton of knowledge Marcus has shared with us. Enjoy the read and hopefully it inspires you to send in your own Mustang Story.

Colin Falso
MOCA VIC Editor
colinmustangroundup@gmail.com

DEADLINE FOR NEXT MAGAZINE - TODAY!

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Drysdale Car Show

Ian Edwards



On Sunday 8th January at the Drysdale Car Show the Mustang Club had a great turn out of cars with over 40 cars on display.

It was a very hot day but our club has a great spot among the trees.

There was a lot of very good cars on display and lots of spectators enjoying the variety of cars.

We did not have any mustang winners on the day Brian James and his orange 240Z Datsun won car of the show.



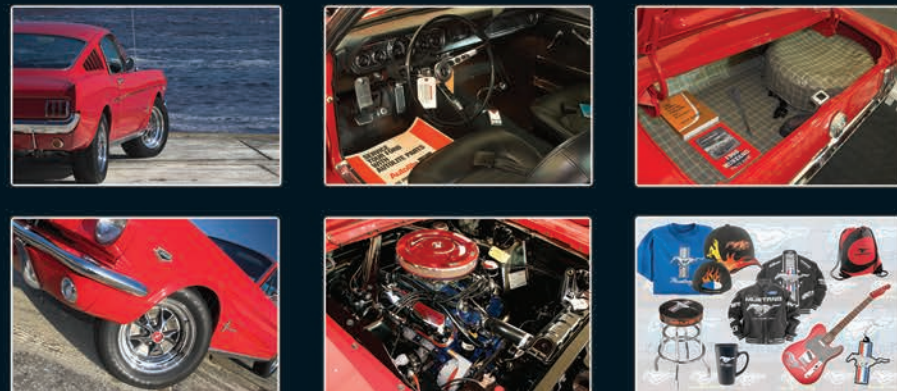
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Geelong Revival

Ian Edwards



A few photos from a beautiful day at the Geelong Revival on 26/11/2022

The Mustang Owners Club VIC was represented with 14 Mustangs on the Saturday. Despite the terrible weather we have had during the year we were lucky to have a sunny day.

There were about one hundred and forty cars on display and lots of spectators enjoying the display.

Hoping to see lots more car cars at 2023 event.



Addicted to Ford V8s

Ross Jackson



“At what point does a passion for Ford V8s become an actual addiction?

Wherever it is, I am there. Well and truly.

I don't get to many club events as my very limited time I can allocate to car activities tends to get soaked up by racing my 1972 De Tomaso Pantera, as pictured below, which I have been doing for 20 years.

Anyone who has been to the historics may have seen it. It's always at Sandown, Philip Island etc.

And I have to keep working in a busy legal practice to pay for it! Hence (with two sporty kids still at school) my lack of time.

But I thought I would share a picture or two of having attained my dream garage.

I have owned my matching numbers 1965 (January San Jose build) K Code for 15 years.

I bought it off Nez Demaj and it is still the sweetest thing. Ivy Green was the colour of the '66 coupe that was parked outside my older brother's school in 1967 when I was in Grade 1.

It was presumably an Australian delivery and was owned by Norman Kaye, a teacher who later found fame as an actor ('Man of Flowers'). That was the car that started my addiction. Exactly 40 years later I bought an Ivy Green Coupe. With its original spare wheel still in the boot.

There's a couple of pictures of it here in the Paddock at the recent Historic Sandown meeting alongside a couple of '66s owned by fellow competitors in Group S (one owns and races a genuine '66 Shelby) - which is the category for sports cars of the 50s - 70s. A terrific category of course.



Now it's just been joined by a 2019 Bullitt in my garage as shown. I bought this car in WA and the floods meant it took a month to get here. But it's worth the wait!

Not sure the neighbours agree...haven't figured out how to start it in 'quiet' mode...

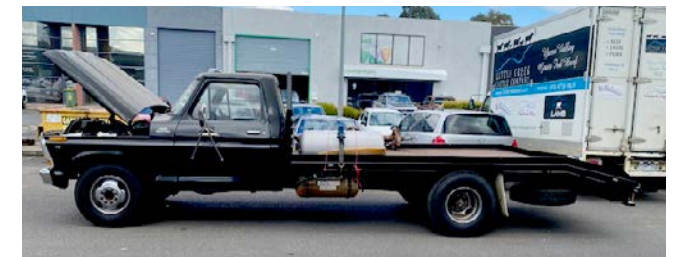
So that's a 289, a 351 Cleveland in the Pantera and a Coyote in the Bullitt. Further evidence of addiction your honor is exhibit A, B & C - a GT-F, the Pantera hauler a F350 plus a GTHO Phase 1, which I bought for \$7500 in the eighties. Sadly the GTHO had to go many years ago due to divorce.

So that's another Coyote in my GT-F and a 351 awaiting a rebuild if I ever get to restoring my 1978 F 350 to transport the Pantera like Moffat's original truck.



I think that's an addiction.

Finally a shout out to Mark Johnson who (with his father Ian) is a longtime Mustang man and looks after all these Ford V8s for me and has for over 20 years. MJR Motorsport in Lilydale.



**MUSTANG
ROUNDUP**

Challenge Bathurst @ Mt. Panorama

David Micallef



On the weekend of 26th - 27th November 2022 my wife Elizabeth and I took part in Challenge Bathurst in our R-Spec Mustang competing in Regularity Group C.

We drove the car up from Melbourne and with all the wet weather the East Coast had

experienced in recent months we were very grateful that we didn't get a drop of rain on the drive up and back.

Plus..the weather while at Bathurst was perfect with sunny blue skies and temps in the mid to high 20's.

This was my second Challenge Bathurst event. Last year the weather was cold and wet and being my first time at the mountain I had no expectations of a good result - it was all about learning the track with its many blind corners up the mountain and keeping it off the concrete walls.

This year with the weather being perfect for motorsports and with experience gained from the previous year I was feeling a lot more confident so I tried my best for a good result. At the

completion of the event I finished 5th outright out of 54 competitors in group C and with a PB lap time of 2:51.88.

Regularity is all about consistency not about setting the quickest lap time as with Super Sprints.

The way it works is after a 20 min familiarisation session then a 20 min practice session competitors nominate a lap time that they think they can repeat consistently during the 4 trial sessions.

After each lap during the trials 1 point is gained for every 0.10 seconds over your nominated time and 2 points gained for every 0.10 seconds under time. The competitor with the least amount of points gained at the completion of the trials is declared the winner.

Nominated times can be changed from one session to another and times must be between 2:36 to 3:20. My best time before the trials was a 2:52.10 which put me 3rd quickest in Group C.

Although I didn't finish in the top 3 where trophies are handed out I'm still very happy with 5th and my PB lap time.

CHALLENGE BATHURST
Challenge Bathurst 23rd - 27th November 2022
MOUNT PANORAMA
Regularity Group C - Practice

Page 1 Start Sat Nov 26 11:26
Planned time 19:58

Pos	Car	Driver	Competitor/Team	Value	Cap	CS	Sage	Planned	Time
1	192	Mark Spence	Mark Spence	1920	1000	1000	1000	2:48.1704	2:50.0710
2	204	Charles Brown	Charles Brown	1920	1000	1000	1000	2:48.7490	2:50.9270
3	210	David Micallef	David Micallef	1920	1000	1000	1000	2:51.8800	2:51.8800
4	200	John Smith	John Smith	1920	1000	1000	1000	2:52.1000	2:52.1000
5	208	John Smith	John Smith	1920	1000	1000	1000	2:52.1000	2:52.1000
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86	204	John Smith	John Smith	1920	1000	1000	1000	2:52.1000	2:52.1000
87	204	John Smith	John Smith	1920	1000	1000	1000	2:52.1000	2:52.1000
88	204	John Smith	John Smith	1920	1000	1000	1000	2:52.1000	2:52.1000
89	204	John Smith	John Smith	1920	1000	1000	1000	2:52.1000	2:52.1000
90	204	John Smith	John Smith	1920	1000	1000	1000	2:52.1000	2:52.1000
91	204	John Smith	John Smith	1920	1000	1000	1000	2:52.1000	2:52.1000
92	204	John Smith	John Smith	1920	1000	1000	1000	2:52.1000	2:52.1000
93	204	John Smith	John Smith	1920	1000	1000	1000	2:52.1000	2:52.1000
94	204	John Smith	John Smith	1920	1000	1000	1000	2:52.1000	2:52.1000
95	204	John Smith	John Smith	1920	1000	1000	1000	2:52.1000	2:52.1000
96	204	John Smith	John Smith	1920	1000	1000	1000	2:52.1000	2:52.1000
97	204	John Smith	John Smith	1920	1000	1000	1000	2:52.1000	2:52.1000
98	204	John Smith	John Smith	1920	1000	1000	1000	2:52.1000	2:52.1000
99	204	John Smith	John Smith	1920	1000	1000	1000	2:52.1000	2:52.1000
100	204	John Smith	John Smith	1920	1000	1000	1000	2:52.1000	2:52.1000



The R-Spec Mustang was developed in collaboration with Ford tuning specialist Rob Herrod and Ford Australia with 500 individually numbered units built.

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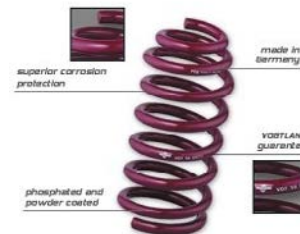
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2012 Claytons Concours at Kingston Heath Reserve Geoff Grace



EDITOR: Yes, not a typo...you read that right it's 2012 not 2021. Long time Victorian Club Member, Geoff Grace has sent in a few articles from past events that I'm sure many haven't seen or attended at the time and which I'm sure are still interesting today...So, we are going to re-print a few of his stories from the previous outings over time. Hope you enjoy them.

Great time at the Mustang Autumn meet on Sunday 22 April.

A 'family' of Mustangs on display.

Lots of Classis Mustangs on a day that cleared to be sunny and mild.



Even a GT40 and an AC Cobra to impress the show!

What a great day, which left a question: These two Fox Mustangs ARE Mustangs, (Black SVO & White 20th Anniversary Targa Top) : so - Is Terry Walsh's '81 Mercury Capri also a Mustang, with same running gear and panels as the Fox Mustangs?

If it is then we will have another happy Club member!



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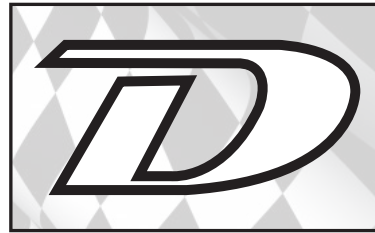
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The Final Drive

Phil Browne



First up, an apology. This yarn does not involve a Mustang, although it could if you use your imagination. But it does involve a man who loved cars.

Apart from MOCA I belong to another club, the Macedon Ranges and District Motor Club, well known for organising the Picnic at Hanging Rock car show each February.

The club has a group called the Mid-week Runners.

Once a month we take a drive together to somewhere interesting then have lunch at a pub or café.

For years these drives were organised by a happy fellow named Peter and his wife, Pam. But Peter became unwell and as is often the case he has parked his bones in a long-term parking garage in a local town.

Apart from Pam, Peter had another love, a 1969 Red Pontiac Firebird and he decided that he would like to spend his eternity in such a vehicle. This was not practical but Peter was a resourceful fellow and came up with an alternative. His coffin was wrapped in a photo of his car.

This got me thinking about how I might like to spend my days when I take my last drive.

I was thinking it might be in a box like the patrol box I used when I was walking up and down mountains in Papua New Guinea in my younger days.

It could have a big looping handle at each end that they would slip a pole through so that 2 mates could carry me on my last patrol.

Or it could be in a box looking like my yellow convertible. But definitely not with the top down.



Foundation 49
Men's Health

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Download the Men's Health Tool Kit





Registration Form Mustang Nationals Glenelg SA 7-10 April 2023 Hosted by MOCSA



ENTRANT'S Surname: First Name:
Name of spouse/partner:
Address:
State: Post Code:
Phone: Mob: State Membership No:
Email:
Children's Name/Age: /.....

Accommodation rates have been secured for a minimum of 4 nights for the period Wednesday 5 th April - Tuesday 11 th April 2023 inclusive								
		(Please tick nights required)						
Accommodation	\$/night	Wed 5/4	Thu 6/4	Fri 7/4	Sat 8/4	Sun 9/4	Mon 10/4	Total \$
Haven Marina: Queen Bedroom (2 people)	\$159							
Haven Marina: Queen & Single Bedroom (2-3 people)	\$189							
Haven Marina: Family Room (Queen/2 Singles) (3-4 people)	\$209							
Buffalo Motor Inn: Queen & Single Bedroom (2-3 people)	\$145							
Buffet Breakfast: Watermark Hotel (50 metres from Motel venues) is the location between Thu 6/4 - Mon 10/4 daily	\$27/ person	N/A		N/A				
Accommodation Enquiries: Trish Kilvington 0438 123 952 or email: pkilving@bigpond.net.au for other room/day configurations and advise if childcare is required								
Functions and Cruises					Adult / Child 10-16 U/10 No Charge	No. Adult	No. Child	Total \$
Friday 7 April	Meet and Greet Dinner: Club Shirt theme @Stamford Grand Glenelg (Seafood Deluxe/Carvery Buffet and selected drinks package)				\$98 / \$40			
Saturday 8 April	Dinner & Auction: Roaring 20's theme @Morphettville Racecourse (Gourmet Buffet and selected drinks package)				\$98 / \$40			
Sunday 9 April	Presentation Dinner: Semi-formal theme @Stamford Grand Glenelg (3-course meal – alternate drop and selected drinks package)				\$98 / \$40			
Monday 10 April	Cruise and luncheon to be advised				TBA			
FOR ENQUIRIES OR DIETARY REQUIREMENTS PLEASE Contact Trish Kilvington 0438 123 952 or email: pkilving@bigpond.net.au								
Car Details	*Class	Year	Body Style	Colour	Rego	Total \$		
Car 1								
Car 2								
Car 3								
Entry to Concours Class and Display Judged categories is only OPEN to Financial Members of the Mustang Owners Club Australia (MOCA) *Mustang Entry Classes: Thoroughbred \$60, Original \$50, Modified \$50, Resto Mod \$50, Display Judged \$35, Show 'n Shine \$10 Further details on your entry will be requested once registration form is received								

PLEASE RETURN your completed registration form with your DEPOSIT of \$100 by 30/10/2022

To secure your booking full payment required by 31/01/2023

Email or Post completed forms and payment to: Trish Kilvington

Email: Scanned Registration Form to pkilving@bigpond.net.au

EFT MOCSA Nationals BSB: 805050 ACC: 100100716

Details: (Surname & Initials) 2023 Nats

Post: PO Box 210 North Adelaide SA 5006

Cheques made payable to "MOCSA"

GRAND TOTAL \$	
LESS DEPOSIT \$	
BALANCE PAYABLE \$	
FINAL PAYMENT MADE -	/ /
DD EFT CASH	
CHQ	



Hi MOCA VIC Executive Team - Ian, Joe, Tony and Adam. The MOCSA Committee and members are excited to announce that the 2023 Mustang Nationals at Glenelg SA

over the Easter weekend 7 - 10 April is a GOER.

We're thrilled to extend an invitation to you and your members to attend the Nationals and thank you for your previous interest, as in the case of 2020.

The 2023 Nationals will be a special occasion as we are celebrating the 40th Anniversary of the Australian Mustang Concours/Nationals event where all States and Territories will be represented.

Advertising of the 2023 Nationals is present on the MOCA home page with a link to the Registration Form that will enable members to complete online.

As part of the advertisement, the Registration Form is also available to be viewed with page two highlighting details of the event and can be printed.

A countdown timer which will count down the seconds to the start of the event is also in play.

In addition to the MOCA home page link to the Registration Form, we are arranging a link to be displayed on each State's Home web page, promoting the event and enabling members to click on the link to register.

We are hoping that each State will coordinate a convoy of members to travel to Adelaide in 2023 to celebrate this special occasion.

Looking forward to hearing from you and your members by way of the Registration form and making contact with each registration entrant once they acknowledge interest in the event.

If you have any questions please do not hesitate to contact me on 0401 123 931.

Kind regards

Tony Kilvington, Trish Kilvington, Kym Turner
2023 Mustang Nationals Team



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

American Auto Parts - Mr Mustang #5 Summer Show n' Shine

Vince, Marion & Paul Shervington



American Auto Parts - Mr Mustang #5 Summer Show N' Shine Sunday 15th January 2023

A great turn up at American Auto Parts -Mr Mustang #5 Show N' Shine .A fine warm Sunday morning as the V8's rolled in .I was told " All killer no filler " on the day .

Going by the photos I have to agree all quality at the Show N 'Shine a credit to all who attended .

Ford Mustangs from all years, American Cars , F100 Pick Up Trucks and Harley Davidson bikes .It was a great sight to see at this free family annual event .

A total of 65 cars were at the event with cars parked either side of the complex throughout the morning .

Froth Coffee was kept busy all morning and cool tunes also played throughout the event .Special thanks to Mc Inerney Ford for the generous major raffle prize consisting of some Ford Merchandise and a cooler bag .

We also had some raffle giveaways .

Thanks to the Mustang Club members that attended .



A welcome introduction from Paul to the event and a few announcements were made before Vince Mr Mustang had a few words to say about the past year in business .

We made a special mention for the late Kevin & Josie Musgrave and their business Mustang World formally in Melbourne Victoria .

We officially announced Mustang World had been relocated last year to our premises in Perth Western Australia .

Vince is taking calls from the diverted Victorian number for all

Mustang parts and enquiries and providing same day express post service for orders to all states in Australia .

A great time had by all who attended it was a huge success .

Thanks to many customers ,car owners, friends and business associates that took the time to attend and celebrate everything that was on display .

Thanks for your enthusiasm and continued support .



Find us on Facebook - American Auto Parts - Mr Mustang Booragoon W.A. www.mrmustang.com.au

**MUSTANG
ROUNDUP**

THE LAST DAY

Marcus Anghel - Anghel Restorations Arizona USA

BOSS
302

The phrase “the last day” always seems to bring some emotion or indication of a transition from one point to another for us. Everyone has an image or an idea or a feeling it brings. The last day of the year, the last mile, the last serving, or even the last show of a series.

In the car world the last day of production has always been a special indicator as we move into a new model year. Each model year starts with anomalies of early production cars, and with that, similar things can happen with cars built on the last day of production.

July 8, 1970 represented the last day of production for the Dearborn plant for the 1970 Boss 302 model year. What many people do not realize is that during each year as the model year would end there would be a period where the factory stopped producing cars and would require new tooling to be set up, new assembly line processes implemented, and workers to be trained. Typically as you have a model year ending in July and then the new model year production starting in August. There is a gap of 4 to 6 weeks as it would be too difficult to shift from one model

year production to the next in only a few days. It was a costly but necessary process for the Ford assembly line to run smoothly for the remaining upcoming model year.

Our feature here looks at one of these last day of production cars and also the end of an era for the Boss 302.



As Ford was pulling out of racing and the big block wars and muscle car era was fading fast, the 1970 Mustangs, and in particular the Boss 302, were at the top of their game. The power and handling combination these cars provided made them one of the best all around performance, high revving street racers of their time.

And why not? The Boss 302 and its history represent a very important chapter and these cars were as good as any for street and track use. With some minor over the counter dealer parts modifications of the time they could be a serious contender on the SCCA tracks and road courses of their time. Ford even sold a popular Boss 302 modification handbook that showed owners how to modify their cars for track and the parts to purchase from Ford to make that happen.

Dave Rienzi is the owner of the Grabber Blue Boss 302 showcased on the pages here and has been a lifelong Ford and Mustang enthusiast. His first car in high school, which he still owns, was a 1968 Metuchen built coupe (currently under restoration at Anghel Restorations) and brought him into the world of Mustangs.

It was his daily driver in the snow and rains of New Jersey and although he could not at the time afford to purchase the Shelby or Boss of his dreams, fate has been very kind to him and today he owns an impressive collection of cars.

As co-founder of ZOA Energy drinks, a Gym Owner, Strength & Conditioning Coach and professional Bodybuilder he has always kept that passion for cars alive. Having bought a Grabber Blue 2013 Boss 302 a few years ago he was on the lookout for a vintage Boss 302 for a matching “bookend”. His search would bring him to the car on these pages which he found for sale in Rhode Island in 2019.

Although the numbers matching original drivetrain car was in relatively good shape it was tired and needed to be freshened up to bring it back to its former glory. That’s when it was sent out to Arizona and handed over to Mustang guru Marcus Anghel of Anghel Restorations to bring it back to its original day 1 glory.

Coming back to the Grabber Blue 1970 Boss 302 here, this particular car was shipped and sold originally to Garnsey and Wheeler in Greeley Colorado.

Built on July 8 1970 (last day of production), the car sold on September 25, 1970 and was ordered with an incredibly long list of options totaling 16 which even by today's standard is unusual. We see many Boss 302's being ordered from the factory with just a handful of options because in the end these were a street racer more than a luxury car.



But the combination of options here does not disappoint. We see popular options such as the shaker hood scoop, Deluxe interior, rear window slats and spoiler, AM radio and tachometer (yes, that was an option and not standard).

Other options such as the convenience group and décor group were not as popular. In particular the convenience group was introduced only as a mid 1970 model year option which included the unusual automatic seat back releases so the owner would not need to bend down and release the seat back. This was activated when the car door was opened.

However with all these options the one that is the most interesting is the one that is not listed on the car at all. As many of us know in 1970 emission standards were becoming more federally regulated and required.

Starting in 1970 all vehicles sold in the state of California were required to have an evaporative expansion tank and recovery of fuel vapors from the fuel tank. It was an unusual option as only California cars are found with this, however going into 1971 all Mustangs had emission systems added.

The Boss 302 here actually had all the brackets welded in place for this car, however the system was never installed. Unusual in itself. Was it possibly originally designated for California, or was Ford just using up parts at the end of the model year production that they no longer needed? Hard to say, but upon close inspection we know it was definitely factory installed.

It's always great to see another first generation Mustang brought back to its original glory and this Boss 302 does not, and will not, disappoint. Dave looks forward to enjoying it and taking it out every so often and running it thru its

gears on the roads in Florida where it currently resides and possibly some car shows in the near future.





Other interesting features

Parking Brake Warning Light



As part of the convenience group the parking brake warning light was added to the lower dash. However, the light/bezel design was changed in mid 1970 model year to a plastic piece.

Previous versions were a chrome bezel. Very hard to find one today that is not damaged or melted.

Center Console



Again another mid year change in the model year was the center console lid now having a button on the side to release the lid.

Previous to this the 70 consoles did not have this. Also to note the 1969 and 1970 center consoles are not the same at the base. Changes were made to accommodate the floor mounting.

Parking Brake Release Handle



Another subtle mid year change is that the actual handles were changed from a chrome handle to a black plastic handle.

Again, another very hard to find piece that is not damaged or missing as the plastic does not hold up as well as the chrome.

The move to plastics probably had more to do with cost cutting than anything else.

Tilt Column



Hard to think of cars being built today not having a steering column that tilts for the driver to adjust to their stance, but in 1970 this was still a relatively new and not popular option, however here we have it installed.

Note the white plastic spacer on the turn signal lever that Marcus had to machine as they are not reproduced today.

Trunk



As mentioned the CA emissions brackets that were welded in place in the trunk are original to the car and still in place.

Certainly an anomaly for a car that was not shipped to CA.

We think that this was part of the transition to put these type of systems in all cars going into 1971.

The NOS trunk mat is a perfect addition to the trunk area and a rare find today.

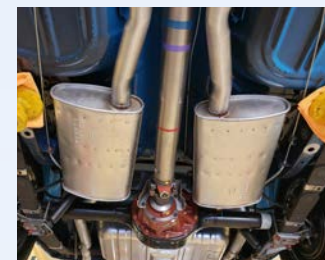
Correct Hurst Shifter Handle



There is several versions of Hurst shifter handles that were made over the years, but what is shown here is a correct original that is restored correctly as well.

Note how the pattern and font and numbers can be different from other versions.

Underside



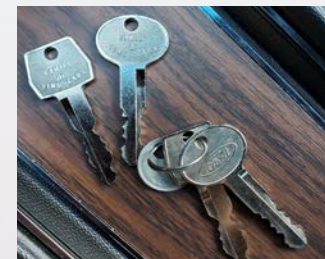
The underside of the car is detailed to perfection just like the top side with all the correct finishes, drips, oversprays and plating on various installed items

Typical Paperwork included with the car



Snapshot here of what the typical owner would expect with their new 1970 Mustang as they picked it up from the dealer.

Original Ford Keys



Original keys supplied by Ford in 1970 are different than replacements issues later or any aftermarket keys.

Not the round hole for the key ring which is an indicator of original keys plus the "Ford Family of Cars" script on the keys themselves

Stripes



Note the correct silver reflective stripes installed on the car that are just like the originals. A detail you see in certain sunlight or at night time. A correctly restored 70 Boss 302 needs to have this to be concours correct.

Jack and Spare



Because this Boss 302 was a late production 1970 built car, the correct jack shown here is matched and date coded to the car.

At this point Ford was already switching to the third generation pinch weld scissor jack shown here (D1ZZ-17080-A). Correct BF Goodrich F78-14 spacesaver shown as well.

Correctly Detailed Instrument Cluster



Note the correctly detailed instrument cluster shown here. Since it is a Deluxe Interior it would include the dark woodgrain around the instruments.

The panel itself has all the chrome work redone and the correct matching silver and black paint as shown around each gauge cluster. Also shown is matching passenger side clock panel.

Warranty



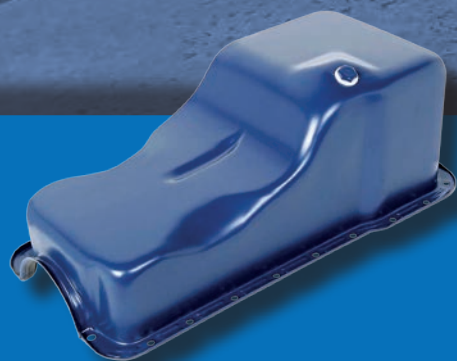
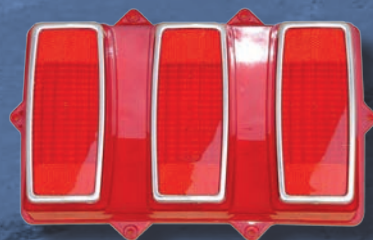
For every car sold Ford had a "window sticker" that showed the options included with the car and the total price and also the warranty information.

Interestingly enough the warranty on a Boss 302 was 12 months, however unlike other Ford vehicles the Boss 302 was one of a few that was not eligible for an extended 5 year warranty (which cost \$15 back in 1970).



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CAR CARE Tools, Techniques & Tips

Episode 17 – Work in Straight Lines

Peter Alderson

If you have read any of my articles, you know I say to work in straight lines washing, applying most products and removing these.

But what's important is to understand WHY we do this, and when we do NOT. With this knowledge you can apply it to any detailing situation.

Basically, working in straight lines relates to how you use a wash pad or microfibre cloth to apply most products and to remove a product. Back in the day I remember myself using my wash pad and drying towels in circular motions – just going every which way to wash, then dry, my car – back then it was with the first edition of the Holden Torana SLR 5000. Little did I realise at the time that using random circles, every which way, was the worst thing I could have done for the paintwork.



My first car – Holden SLR 5000 and my 70s hair!

So, why is it important to work in straight lines – the simple answer is to minimize scratches. BUT, why does working in straight lines minimize scratches? Well, the answer to this involves understanding how scratches form in the first place. Then, working with this knowledge, we can minimize further scratches.

Scratches are inevitable!

It is a sad fact that scratches can happen to any car and it is virtually impossible to stop them from occurring. Scratches are caused primarily by dust. It is how dust interacts with the paint surface that is the basis of understanding how scratches can occur.

So, the process of scratch development can occur over 4 stages:

1. Dust exhaust smoke in the air
2. Loose dust on the paint
3. Rain on dust
4. Dried dust and washing.

Let me explain how each of the above can naturally create scratches – and guess what – the first three create scratches in straight lines. It's the last one where we must take care NOT to create circles/swirls.

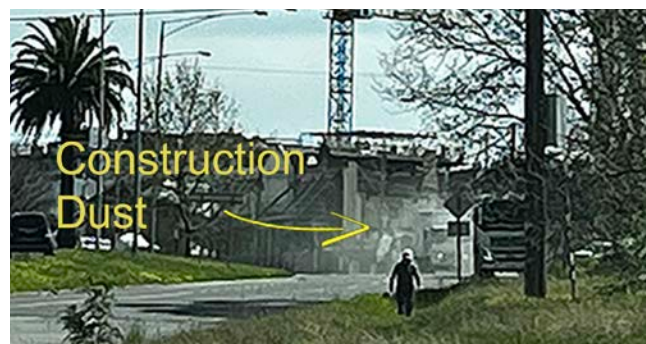
Now, each of these will create a different level of scratch potential, so I will be giving each a Scratch Factor Rating, and explain how this operates in each stage resulting in more, or less, scratch potential.

1. Dust/exhaust smoke in the air. (SF: 1-2 Low)

(a) Dust in the air

Picture this. You have just washed your car so it is spotless. You go for a drive to show it off and any one of these things can happen . . .

Road works ahead with a dusty roadway; driving behind a dump truck with dust billowing from its tray; the wind is just blowing and there is dust in the air; or you are driving by the beach and wind is blowing sand towards your car. Sound familiar?



Dust from building site blowing across the road.

Sad times I know, and dust is in the air. You probably think it is all OK as the wind caused by your driving will not allow the dust to settle on the paintwork – possibly, but scratching has probably already occurred. Check the following diagram!



Dust travelling along the paintwork as you drive.

If there is dust in the air, from whatever source, and you are driving along, that dust will be moving along your paintwork from front to back – in straight lines.

Dust is like sand blowing along your car as dust is made of small particles of dirt, sand, rock, pollen, brake dust and the like. Dust blowing along your paintwork IS going to scratch it. That's sad, but this is what is happening.

TIP: A Scratch Factor measures how damaging dust can be to paintwork. Think of a scale from 1 (very low) to 5 (very high). A Scratch Factor for dust in the air is between 1-2. General dust would be a rating of 1 and sand blowing along the beachfront would be a rating of 2

For dust in the air, I consider the Scratch Factor to be relatively low as there is no downward pressure on the dust as it interacts with the paintwork. It is just loosely travelling along the surface compared with you pushing it around with a cloth or pad!

If it is blowing a gale then SF: 3 Medium, as the larger quantity, and particle size, of dust travelling along the paintwork in a given time is far greater. This can lead to more damage to the paintwork.

(b) Exhaust smoke in the air

Sometimes you will come across a vehicle that is blowing smoke. This is bad for the environment in itself, but also bad news for your paintwork, as I will explain shortly. When smoke is combined with any dust that may have settled on your paintwork the problem is worse.



Exhaust smoke makes dust oily on paintwork

Exhaust smoke is oily – sticky. When smoke blows over and/or settles on your paintwork, it will stick to it and any dust there is more likely to also stick to the paint. This makes the presence of dust worse as it is more difficult to remove.

Driving along, and hopefully blowing the now oily dust off, will NOT work. Similarly, rinsing with water is less likely to move the oily dust. As water and oil do not mix the stickiness of the oil will make the dust adhere to the paintwork. Read the section titled “The Orchestrated Wash” later in this episode where I explain how surfactants and emulsification are important concepts to consider, and use, when washing paintwork that has a dusty/oily residue.

2. Loose dust on the paint (SF: 3 Medium)

Returning home from your drive you park, look at your paintwork, and see that it is now covered in a fine layer of loose dust.

It's like a sheet of sandpaper sitting on the surface of the paint. If this is moved the grit of the sandpaper, or dust in this case, is rubbing along the surface of the paintwork so it can scratch.

What could cause dust to be moved? Putting on a car cover; rubbing the dust off with a microfibre cloth; blowing the dust with a leaf blower; brushing it with a feather duster; and just

taking the car for another spin! Depending on how you perform any of the above actions, if irregular or random changes in direction are used, swirls or circular scratches can occur. Best to move in straight lines!

Remember, driving alone is likely to cause the dust to scratch in a straight line. Best to remove it before it gets a chance to scratch. I'll explain how best to remove dry dust a little later in this episode.

You decide to remove the loose dust by going for another drive thinking that will blow it off. But, as you are driving, it rains! Upon returning home there is no time to wash the car as it's nighttime now, and it's still raining, so you leave it for tomorrow.

3. Rain on Dust (SF: 1 Low)

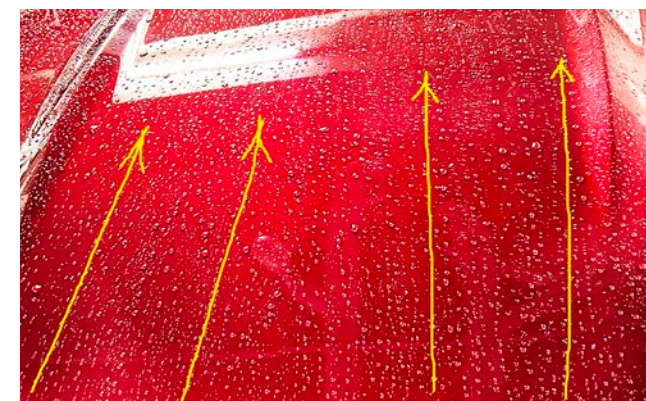
Contrary to what you might think, dust that gets wet will cause less scratching compared to loose dust, or dust that has been wet and dries on your paintwork.

When dry dust is rained on the dust is taken up by the water and encased within the water droplets. These droplets will form a relatively uniform pattern across your paintwork.



Dust trapped in uniform pattern of water droplets

My car above, for instance, was dusty and had been rained on. The dust was encapsulated in the droplets so, while I was driving, the wind caused by the forward motion of your car, caused the droplets to be pushed back along the bonnet and towards the windscreen. As these droplets move, collide and combine, trails of water are generated along the length of the bonnet. The droplets grow bigger.



Straight-line, dusty, water trails. Scratches likely!

CAR CARE Tools, Techniques & Tips

Episode 17 – Work in Straight Lines

You have probably guessed what's happening! Straight-line scratches, caused by the dust trapped in each droplet, moving back along the paintwork, and potentially creating straight-line micro scratches.

Now, I said potentially creating scratches. As the dust, and other contaminants are encapsulated in the droplets, they may NOT actually touch the paintwork, so the Scratch Factor is 1 (Low).

There is no doubt though that each droplet will contain ever-increasing amounts of dust that, if near the wall of the water droplet, can interact with the paintwork, causing micro scratches.

What is more of a worry though, is what happens when the now contaminated droplets dry, leaving behind dust that now adheres to the paintwork! It adheres because the dust, pollen, sand, exhaust vapor, and brake dust, become stickier once they are wet. When the water evaporates, the dust adheres to the paintwork, and can scratch when removed.

4. Dried dust and washing (SF: 5 High)

In the morning you come back to your car and see that the water has dried and evaporated away. Left behind are the dust, and other contaminants, that were embodied in the water droplets. Bummer!



Dried dust and contaminants on paintwork

Dried dust is the most abrasive and likely to scratch your paintwork. Above, a bonnet is heavily covered with dried dust. It could just as easily be lightly covered. Either way, dried dust is likely to scratch.

Scratch Factor 5 (High) in this case, as any movement of the dried dust will cause it to scratch. And, you will be using your microfibre pad with you exerting some pressure as you go. This pressure, in combination with the dust, is very likely to cause scratching. Sad to say, but micro scratching is likely to occur if not washed correctly.

Remember how this dried dust got to be there?

1. It started its life cycle as dust in the air hitting your bonnet and travelling along from front to back in straight lines. SF: 1-2.
2. Then it was rained on. It was collected in the water droplets as they were pushed backwards along the bonnet as you drove along causing straight-line scratches. SF: 1.

3. The droplets dried leaving larger pools of dust and contaminants sticking all over your bonnet. When washed scratching is likely so best to wash in straight lines. SF: 5.

And now all of this is stuck to the paintwork! A mere squirt of the hose will NOT move it as water and dried dust, being made up of dirt, fine clay, oils, brake dust, and pollen, do not mix. A surfactant, or soap, is needed to lift the sticky dirt from the paintwork. We do not want to be pushing, or rubbing it off, otherwise we are really going to be scratching the paint. So, a carefully orchestrated wash is needed.

A carefully orchestrated wash is needed to remove the dried dust – or to wash any car at any time, for that matter, even loose light dust, so we minimize scratches and avoid swirl marks. Let's do that wash!



Our washing aim is to avoid scratches & swirls

The Tools – Orchestrated Wash

Here are the tools you are likely to use to perform an orchestrated wash.



The Tools for an orchestrated wash

The Tools – Orchestrated Wash

1. 1 x pair of gloves to protect hands.
2. 2 x Microfibre pads.
3. 1 x Bowden's Auto Body Wash, or Nanolicious, or your chosen car wash solution.
4. 3 x Buckets to perform the full wash. THREE

The Techniques: Orchestrated Wash

Two slight variations to how you might normally wash a car. Let's briefly cover these situations:

1. Loose, light dust only
2. Dried on dust.

1. The Technique: Loose, light dust only

This technique is quick and involves less equipment. Two buckets will be used, one with clear water and the other with your suds and one pad only.

Start by using a steady, but strong, flow of water to push, or 'flood', as much of the dust off the paintwork as possible before washing with the pad begins. Remember this is loose and not stuck to the paint!

As the dust has been recently acquired, it is light in coverage and probably has not 'stuck' to the surface. We should be able to remove the vast majority of this dust without having to use our pad.

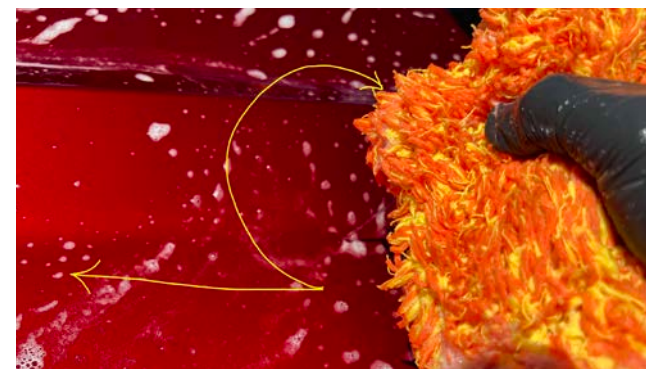
Not touching the surface with our pad means we are exerting NO pressure on the dust. We are not pushing it onto the paintwork. Therefore virtually NO scratching can occur.



Steady but strong water floods loose dust away

Now, working with two buckets, wash the surface with your pad. Work from one end of the bonnet to the other. I work from the windscreen towards the front of the bonnet so the water rolls off the end.

As you move the pad along the bonnet, start with one edge of the pad, slowly rotate it lifting any remaining dust into the pad. Continue rotating the pad through all four sides as you move the pad along the bonnet towards the front.



Rotate & move pad along surface as you wash

TIP: Why rotate the pad? We do this so that dust trapped in the pad is LIFTED into the pad and not DRAGGED along the paintwork as you move along the bonnet towards the front. So, scratches are way less likely to be created.

The other part of this movement is to move in straight lines from back to front – remember we do not want to be adding scratches that go in other directions. So, try to replicate the natural movement of dust along a bonnet. If we move the wash pad in other directions – swirls! Things to keep in mind as you wash include the following three tips:

1. Use a rich, creamy lather in your wash bucket.

The rich lather acts as a lubricant and a surfactant. The suds lubricate the surface and soften the wash pad's interaction with the paintwork. Your car wash lather loosens the grip water has on the paint and allows it to flow more easily. Soap does this better than water alone, as water and oils do not mix, AND soap will emulsify dust and lift it easily from the paint.

TIP: A surfactant is a substance that reduces the sticking tendency of a liquid with a surface. Water will stick to paint, normally seen as a sheet or droplets of water, on the surface. A wash solution makes the water NOT adhere to the paint, so it can more easily carry contaminants away. The emulsifying nature of wash solution means it lifts contaminants from the surface and suspends them within the wash liquid. So, the combined characteristics of the wash solution will lift the dust and carry it away from the surface by way of its surfactant and emulsification properties.

2. Importance of wash pad rinsing.

Rinse your pad after each rolling pass. The idea is to rinse off the dust you have just lifted from the paint. If you keep using the pad to wash another section you risk scratching as you are washing the next section with a contaminated pad! So, rinse your pad in a rinse bucket, OR rinse it well with your hose. Wring it out and reload it with soapy water from your wash bucket.

3. Add some soapy water before washing.

One thing I like to do is get the sudsy water working prior to washing. It's easy. Just dip your wash pad into the wash bucket, lift out some sudsy water and wring the pad over the surface you are to wash. This helps emulsify contaminants before washing. Reload your wash pad with sudsy water and perform the rotating wash. Rinse. Repeat on your next section.

CAR CARE Tools, Techniques & Tips

Episode 17 – Work in Straight Lines



Drip sudsy water prior to washing each section

Quick Quiz!

Now, let's pause for a little test. Can you spot at least THREE things being done wrongly in this pic?



Can you spot what is *WRONG* in this pic?

Here, a popular yellow sponge is being used. Never use a sponge like this one! They are too harsh. The material is scratchy, and has irregular sides that make it difficult to rotate to another flat surface. So, it is inefficient at evenly lifting dust away.

Secondly, the user is washing in overlapping circles creating circular scratches. Irregular movements work against the naturally occurring wind created straight-line scratches increasing swirling potential.

Thirdly, the tight, hard-lined, and not dripping suds trails, suggest a heavy pressure. Suds trail's should be soft, open, very bubbly, and dripping down the paint. We don't want to be scrubbing, but gently lifting dust away, into our pad, with our sudsy water. So, if you use a sponge, and wash like the person in the pic, then here is the result you are likely to get!



Swirls from incorrect sponge and procedure

So, it is important that we wash in straight lines to prevent overlapping of micro scratches. Minimizing swirls and keeping any scratch damage to straight lines means light will reflect only off a few given angles. Therefore the scratches are only visible from those same few angles. If there are wash induced swirls then the light hitting them will reflect in many different directions. This means the scratches can be more easily seen from many more angles!

The second type of orchestrated wash is the one we use for dried on dust. Let's cover that now.

TIP: What is an Orchestrated Wash? A set of steps, procedures, tools and techniques performed in a particular manner to ensure scratches are minimized. It incorporates flooding; a move and rotate wash; rinsing and wringing of pads; straight line wash; more rinsing and wringing; and a final flooding of the clean surface.

2. The Technique: Dried on dust

To successfully wash and remove dried on dust we use virtually the same wash procedure as for light dust only, but with a few important changes. So, instead of repeating the entire wash procedure instructions I will list those that are the same and go into more detail for the important changes.

This technique takes a little longer to complete as it involves a few more steps. More equipment is used. We will use THREE buckets, or TWO and your hose for rinsing.

If you use 3 buckets the first has clear water for a first rinse, the second is for a second rinse of the wash pad and the third has your sudsy water. TWO wash pads will be used. The first is used to perform a rotating wash and the second wash pad is used for a final wash of the same washed area.

TIP: Why use TWO wash pads? The first will pick up and remove contaminants from the paint. As this is a 'dried on dust wash', this first pad is likely to contain a good deal of contamination. So, the second pad is used to perform a second wash of the paint.

As it has not been used to pick up any contamination we can be assured the pad will not introduce any scratches – as the first pad might do, even though it has been rinsed twice! Better to be more safe than sorry!

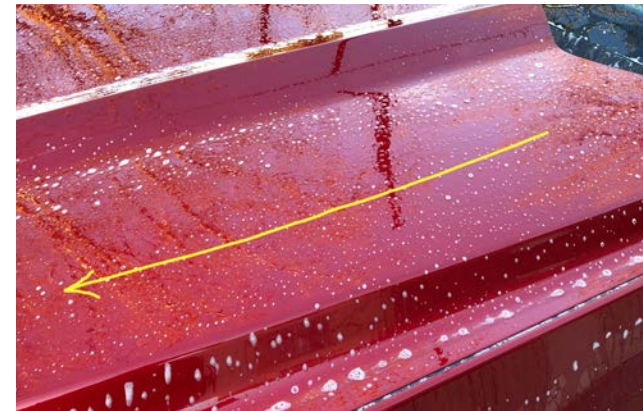
The steps are as follows:

1. Flood the panel you are about to wash with water to push off any loose contamination. There could be leaf litter that is loose, dust, or objects not stuck to the paint. These can be flushed away. Flooding moistens any remaining matter helping it to be lifted away during washing.



Flood to remove loose litter and moisten surface

2. Use your first wash pad. Have it soaking with sudsy water and perform a move and rotate wash to lift contamination into the pad.
3. Rinse it out with a flow of water from your hose onto the ground. We want to flush out the contamination as much as possible from the pad. Place it back into the first wash bucket.
4. Next, use your second wash pad, dripping wet with sudsy water, and perform a second wash of the panel.
Remember to always move in straight lines.
No need to do a move and rotate wash. Just move from one end of the panel to the other – no need to sweep backwards and forwards.



Move second wash pad in a straight line only

5. Flood the surface with your hose set to a flood setting. No need to have stray sprays of water going everywhere. Flooding is better at having water sheeting off and leaving the surface virtually free of any water droplets.



Flood panel with a flow of water for sheeting

6. Rinse this second wash pad in the second rinse bucket OR rinse it out with a flow of water from your hose. We do not want to put it in the first rinse bucket, as that is where contamination might be from the first wash pad.
7. Grab the first wash pad, from the first wash bucket. Wring it out onto the grass and rinse it in the second bucket. Wring it out again onto the grass then put it into the sudsy bucket and load with suds. Following this procedure helps to ensure any contamination is removed during the wash, rinse, and final rinse procedure. If not, further scratching of the paint can occur.
8. Continue to wash panels around your car until all dried on dust has been safely removed.

So, you can see from the above procedures the orchestrated wash employs a particular sequence; set of materials; and rinsing. It will gather up, and eliminate, dust from our wash pads. It takes a little longer to complete; is slower in each step; and you will use more water; but overall, will enable you to greatly minimize micro scratches.

Good Job. Well Done!

The Tips – Work in Straight Lines

1. Scratches are inevitable.
They can occur in one of four ways.
2. Scratches naturally occur in straight lines. So, we must wash in straight lines as well.
3. Working in straight lines means any micro scratches can only be seen from one angle.
4. All contamination has a Scratch Factor (1-5).
5. Loose dust is easily removed but may cause micro scratches when moved.
6. Wet dust rolls off in straight lines and may cause micro scratches.
7. Wet dust that has dried is most abrasive.
8. An orchestrated wash is used for loose dust.
9. An orchestrated wash must be used for wet dust that has dried and sticks to the paintwork.
10. The move and rotate procedure lifts contaminants with minimal scratch potential.
11. A rich creamy lather in your wash bucket is a must. It provides a surfactant and emulsifying properties to the wash procedure.
12. Wash pad rinsing is a vital step to eliminate contaminants from wash pads.
13. Never wash using overlapping circles.
14. Never press hard to remove dried on contaminants as scratching will occur.
15. Use up to three buckets for washing. Use a rinsing hose if possible to rinse wash pads.
16. Flood washed paintwork to produce sheeting. This leaves a virtually dry surface after washing.



BOSS
351

BOSS
429

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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



CAR CARE Tools, Techniques & Tips

Episode 17 - Work in Straight Lines

What's up next?

I am often asked about the products I use and what products are better for certain jobs. So, in my next article I will cover "Detailing Kit Essentials."

Happy Cleaning!

BONUS SECTION

BONUS #13

Fancy a drive to the shops?

"If you go down to the woods today

You're in for a big surprise . . ."

A little like the Teddy Bear's Picnic, but we are not going to the woods - we're going to the shops!

In late 2022 Gillian and I spent 6 weeks in sunny California with our son and his family. Four weeks actually became six due to a cancellation of our return flight by Qantas . . . hmmm. Bad, but happy!

I got to drive quite a bit, and on one trip down to the shops - to a French Bakery to get some real bread, we had a very big surprise. Now, normal American bread has way too much sugar in it for our liking, so the French Bakery was our go-to shop for bread and other delightfully real French pastries.



On this occasion we spotted a most incredible sight.

It's not that incredible sights are uncommon in California. It is, after all, a sun lovers state; a surf state; and of course a car lovers paradise.

What did we spot in a normal car park, on a normal day in Carlsbad? Just check the pictures! And this type of sight is a normal occurrence in California.

I spotted this first - and I was able to park our Mercedes convertible next to it for a closer look.



Moving from the Cobra and turning towards the Bakery, guess what was leaving the car park . . .



It was a 51 Ford Woody. So cool! Great condition.

Just down from that was parked a 2003 Mustang.



What would tomorrow bring? See the next issue.



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Mid Week Meet & Greet

The Social Committee

WESTGATE BRIDGE



PEN LINK



SCORESBY

Our Mid week Meet and Greet began in September last year at Scoresby and since then we have been rotating the locations to hopefully include all who wish to attend no matter where they live.

It is, of course, impossible to find the right place for everyone but we will give it a red hot go!

Good news! It seems there is an appetite for this type of event and it has been awesome to welcome members who for various reasons cannot make the monthly meetings.

Feedback from those who have attended has included 'Why not lunch?' and who are we to argue. So, our first trial of this will be when the meet ups return to our first location - Scoresby in March.

On this occasion, we will start at the Scoresby BP for a quick coffee and then off for a short Cruise to the lunch location. It is vital that we are informed of who intends to join for lunch as the venue is small and we must make a reservation.

Every meet and greet has a contact for the day and there name and number can be found on the App. Please use this information to reply to Sue for the March meet up.

So, if this sounds like something for you - be that a Meet and Greet or our first Mid-week Meet, Greet and Eat, then join in the fun but be sure to RSVP on the TEAM App.

Remember, Mustangs are not Mandatory - if weather is inclement or it's in the shop, come along in your everyday drive!

Happy Cruisin'



BUNKER HILL

Mexican Only Mustang

barnfinds.com/burbuja-mexican-1984-ford-mustang-5-0/
Ian Collins

So here's Mustang, you might not know about, for sale on the website www.barnfinds.com...sent in by Ian Collins. The copy below is from the Sale Ad.

"American fans of Ford Motor Company's Fox platform will immediately recognize this bubble-hatch, swollen-fender Mustang-looking car as a Mercury Capri, that brand's version of the popular pony car. Not so fast! In 1983 and 1984, Ford grafted Capri parts on some Ford Mustangs sold in Mexico, and you're looking at one. This 1984 Ford Mustang made its way north of the border to El Paso, Texas. The 5.0L (302 cid) five-speed pony became part of a storage auction, and the repainted red hatchback seeks a new owner here on eBay, with a Buy It Now price of \$6950 and a Make Offer button.

According to HotRod, the Mustang sold as an upscale performance model in Mexico, often with options like the power windows and seats shown here. In addition to needing some upholstery work, the seller reports the dashboard was cut at some point for a more modern radio. The Momo steering wheel may not be original, but it looks great. The seller holds a New Mexico title in their name, though it's showing model year 1980 despite the car's documented manufacture in 1984.

Mexican Ford fans call these models the Mustang "Burbuja" (bubble), and some say the treatment improves the hatchback's aerodynamics. Capri fenders boast a top to bottom flare in place of the Mustang's eyebrows over each wheel arch. Perhaps our Fox body experts can confirm, but they appear to be the same overall width.

If it follows American specs, this should be the 5.0L High Output V8 making 175 HP and 245 lb-ft of torque, which was more than sporty in 1984, a year in which the Corvette's numbers were 205 and 290, respectively. Five-speed manual transmission units like this one used a Holley 4180C four-barrel carburetor, while automatics used CFI (Central Fuel Injection). The 5.0 can become as powerful as your wallet allows. Thanks to MotorTrend for some details. Would you pay a premium for what fans of these Mexican Fords call the "Mustang Burbuja" (bubble)?"



What's your Mustang Story?

Share it in our Club Magazine!

We are always seeking articles to print in our Official Club Magazine. Send your Mustang Report, Pics, News, Tips or other Mustang Stories to: colinmustangroundup@gmail.com

NOVEMBER 2022 CLUB MEETING

Wednesday 16th November 2022
Moonee Valley Complex, Moonee Ponds



Meeting opened 8:28pm by the President, Mr Ian Collins.

APOLOGIES per sign on book

Graham Bell, Barry Bolton, Ron Minogue, David Geddes, Rod Madden, Geof Grace, Andre and Wendy Stoffers, Angela Williams, Ian Blume.

MINUTES OF PREVIOUS MEETING: Ian Collins

The Minutes of the previous meeting held on the 20th of October 2022 were read and confirmed.

Mov: B Avellino, Sec: L Sparrow

TREASURERS REPORT: Adam Richmond

TOTAL FUNDS AVAILABLE - OCTOBER 2022 \$394,634.73

Mov: R Minogue, Sec: C McKenzie

SECRETARY'S REPORT: Tony Borg

OCTOBER to NOVEMBER 2022 correspondence.

Frank Cardamone	Club Permit Enq
Brett McMillan	Permit Enq
Shane Benedict	Req for Supplier
L Maddix	Hyatt Carribean Gardens
Val Belakozovska	New Email
Mark Vass	Permit Enq
Adam Kenva	Car Sold
Colin Falso	Req for Club Minutes
Michael Rovira	Round up Enquiry
Darren Arrowsmith	Car for sale
Michelle Britton	Cars n Coffee Beeac
Mick Romerill	Car for Sale
Dave Goble	STNGGT plates sold
Mick Romerill	Car for sale
Dave Goble	Mustang Monthly Mags
Craig Wilson	Renewal Form
Linda Cruse	Event Attendance
Glenn Porter	Transfer of club permit
Len Van Rossum	Tassie Committee Cont
Daryl Peacock	Permit Renewal
Ben Curmi	Request for papers

NEW MEMBERS ACCEPTED

3680	LIYANAGE MISHAN	21	GT	SILVER
3681	STEVENS-HEWETT TERRI	66	COUPE GT	
3682	RESTIFO JOE	22	GT	PURPLE
3683	DIAMANDIS BILLY	66	CONVERT	SILVER BLUE
3684	STEFANIDIS BILL	19	FN	BLUE
3685	ADAMS DARREN	78	COUPE	RED
		17	COUPE	GREY

Total member numbers for November 2022 = 1055

PRESIDENT'S COMMENTS: Ian Collins

Prior to the president providing his comments, he was introduced by Club Secretary, Tony Borg, as the newly appointed President of the National Body, ratified at the recently conducted National Committee Meeting. The members present congratulated Ian by applauding his appointment.

Ian thanked those present for their congratulations and mentioned that the National Body now has two Victorian members on the National Body, the other being Peter Sheehan who is the Secretary of the National Body.

WELFARE: Ian Collins

Ian advised the membership that there has been no change in the welfare of those members currently dealing with medical issues.

BULLETIN: Colin Falso

Colin Falso, club magazine editor, asked for members to continue to submit articles and photos for the mag, the latest issue of the mag will be released soon, but please keep sending in articles and pics.

SOCIAL: Sue Brodrick, De Colledge & Kerry Thomas Roscrow

Discussions regarding a committee breakup/Christmas dinner was discussed and the date of 21 December 2022 was agreed, a venue is yet to be arranged.

EVENTS REPORT NOVEMBER 2022: Sue Brodrick

Thursday 20th October GREET AND MEET at shell Coles Express, Port Melbourne. 4 Cars,6 people attended. Nice catch up

Sunday 22nd October MUSTANG MOTORSPORT held a coffee morning at their workshop. Although the weather conditions were wet, wet, wet, many cars showed up to make it an eventful morning.

Sunday 23rd October Due to persistent wet weather the round up and dinner was postponed. Future date is being discussed so stay tuned. When bad weather is predicted, please keep a check on Team app or the webpage as one couple did turn up, wasn't disappointed as decided it was a nice day for a drive.

November 4th,5th, and 6th was our Echuca weekend away, due to flooding in Echuca and surrounding areas was also postponed. Looking at rebooking in first half of 2023, so stay tuned and as soon as we come up with a date will let everyone know.

4th, 5th and 6th November was the HISTORIC SADOWN

Thursday 10th November MEET AND GREET at Bunker Hill, Mickleham 10.30 - noon.

Come along for a coffee and chat. We have moved these meets and greets to week 2 in a month so as not to have everything in week 3. This report will change for next weeks general meeting.

Saturday 19th November MUSTANG AND MARKETS at Emu Plains Market, Balnarring Racecourse. Great day for the whole family. All info on team app and web page. RSVP no later than 18th November for parking spaces.

Any inquiries contact Kerry on 0438994906.If weather conditions stop this event from going ahead Kerry is organising a lunch instead

Friday 25th-27th November is the GEELONG REVIVAL MOTORING FESTIVAL Great day for the whole family. Entry is free to all areas except the pits and VIP zone. MOCA is holding a display so for further info and MOCA participation info see the team app and web page, also contact Tony on 0411 406 760

Wednesday 7th December MOCA club meeting and xmas dinner. Be sure to indicate for attendance as Legends needs numbers for catering. Meals will be similar or the same as last year, more info to follow on the cost which will go up on team app and web page. Let's make it a xmas event and come dressed in xmas gear or xmas colours.

Sunday 11th December MOCA kids and big kids xmas run. Our two elves Tony and Joe are busy planning this event, one not to be missed as always plenty of laughs. Will be meeting at Lorbecks, time to be confirmed so keep tuned. Please advise Sue or Kerry the names of any children 12yrs and under who will be attending. Text or call Sue 0418195525 or Kerry 0438994906 no later than 7th December. as far as I know 55 attending includes 11 children, don't tell anyone but I'm sure Santa will show up

FURTHER EVENTS TO LOCK IN

Sunday 8th January DRYSDALE AUTO CLASSIC CAR AND BIKE SHOW Held at Drysdale Recreation reserve .MOCA will have a display which has been confirmed as Mustang Paddock, directly on the right on entering the grounds which has always been our usual spot. Meet at BP servo Geelong Bypass at 7.45am for 8am depart. There will be Live music, food and refreshments.

Members are welcome to come along to the Saturday night,7th Cruisin the Peninsula, meeting at 5.30pm at Drysdale recreation reserve to depart at 6pm to Portarlinton, Indented Heads, St Leonards and back to Drysdale arriving around 10pm. 45kms round trip.

Thursday 12th January MEET AND GREET. Meeting at BP Pen link servo southbound Baxter at 10.30am till noon. Come along and meet fellow mustang members for chat and coffee. Can't bring your mustang, no problem come along anyway

Thursday 26th January AUSTRALIA DAY TBC

Sunday 12th February ANNUAL BEAUMARIS CONCOURSE CAR AND BIKE SHOW. Coming into its 10th year and major event in the bayside area. MOCA has a display, more info to follow.

Thursday 16th -22nd February TASSIE TRIP.

De to discuss

Sandown Historic Race Meeting 4-6th Nov 2022

On a beautiful sunny Sunday 6th Nov we had 16 Mustangs on display.

We had a great location, right beside the grandstand overlooking the track, which was very convenient in providing shade from the sun and allowing us to sit, chat and watch the racing.

The variety of Mustangs was also impressive including a 69 Boss, 07 Shelby, Mach1, Fox body(a blow in), late models, early fastbacks, early convertible, Cobra's and early coupes.

It made a good looking lineup.

Some of our guys participated in the lunch time cruise which included a couple of laps of the wonderful Sandown circuit.

The racing was very good, with plenty of Mustangs to keep us happy.

I think Melbournians were making the most of the first batch of beautiful weather after a run of crap, and the crowd reflected that.

All in all we had a great time, and look forward to next year.

Club Christmas Dinner/Meeting Wednesday the 14th of November 2022

Various aspects of the arrangements for the club Christmas dinner were discussed at length, including the menu layout, checking off of attendance against bookings, etc, with the following being agreed to.

A subsidy of \$20 per head was agreed, with the total charge from the Legends club of \$60, which equates to a charge of \$40 a head for members, being for the buffet dinner as provided in the menu, and will include provision of two drinks tickets for either beer, wine or soft drink or basic spirits.

New members attending their first meeting were introduced and welcomed.

In attendance at the meeting was Mr Murray Booth, club member and one of the event coordinators for the Tassie Chapter of MOCA Vic, he spoke briefly and expressed his amazement at the numbers attending the club meeting.

TASSIE: De Colledge

De advised there are now 97 individuals booked for the 2023 Tasmanian trip, which equates to a total of 50 cars. The most ever.

De advised there is good local support for the event, but in speaking with the Tasmanian coordinator he will ensure the event is promoted during their upcoming events.

Adam then read out several Tasmanian trip expenses that are due for payment and requested approvals to action accordingly, approval was provided by committee members responsible.

MUSTANG MOTORSPORT: Craig Dean

Craig Dean, CEO Mustang Motorsport, started by thanking the membership for their attendance at the 60th Birthday of Shelby held at Mustang Motorsport. Craig advised he has completed 1 RTR yesterday and it looks amazing.

Craig mentioned the 2022 SEMA event, which was apparently 90% electric, with many companies providing options for converting classics to electric. He also mentioned the Emach has 1400 HP on tap.

Craig also advised of the launch of the 2024 RTR and to keep an ear out for that one.

Craig provided advice of the 60th Anniversary celebration poster availability on the Mustang Motorsport website.

Ian then advised the membership of Craig Deans appointment to as the Australian Shelby Registrar.



MEMBERSHIP AWARDS: Joe Borg

Awards for long serving members were awarded as follows:

Mr Ron Campbell, for 25 years of membership.

Ian and Davina Collins, for 40 years membership, presented by Vice President Joe Borg, who provided a short history of the membership and support given to the club by Ian and Davina.

Ian then provided a short speech including his attraction to Mustangs and how he and Davina became members of the club.

The membership applauded their long membership and especially their efforts in support of the club and making it the success it is.

CONCOURS UPDATE: Adam Richmond

Adam Richmond announced the postponement of the 2022 Round Up, alternate locations were difficult to find when considering the clubs requirements, the time frame allowed and the requirements of councils with respect to possible locations.

Adam advised we would still be looking to hold the event in conjunction with the AQMC All American Day.

GENERAL BUSINESS

Craig Dean asked about our previous loan to the Moorabbin Air Museum for their P51 restoration project, Ian provided a response concluding with our receipt of our loan funds including the promised interest.

An announcement of the South Australian Nationals to be held on the Easter Weekend of April 2023, noting all relevant information is on line. A show of hands of those in attendance was taken with respect to attending the event.

Following the South Australian holding of the Nationals, the next event will be held in Queensland, additionally, the National Body is looking to move the event from the Easter Weekend to sometime in November.

BUY SWAP & SELL

An auction of a Ford Clock Radio, donated to the club by Garry Anderson, was held with receipt of \$50.

RAFFLE

Door Prize	Elza Strydom
Mug of the Month	Sue Brodrick
Members Draw	Chris Hodge, who was present, the jackpot now returns to \$100 at the next Draw.

Prior to the conclusion of the Meeting, Ian reminded the membership of the next meeting being held on the 14th of December 2023 and being the clubs annual Christmas Dinner, a charge of \$40 per head applies, and is only available to club members and their immediate family, please do not bring mates etc.

MEETING CLOSED

9.38 pm Minutes recorded by Tony BORG

NEXT MEETING

Wednesday the 14th of December, 2022 at Moonee Valley.

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

DECEMBER 2022 CLUB MEETING

Wednesday 14th December 2022
Moonee Valley Complex, Moonee Ponds



Meeting opened 8:36pm by the President, Mr Ian Collins.

Welcomes: Frank Thompson and Warwick Dowsley, Life Members and those that travelled in the bus from Bendigo.

APOLOGIES per sign on book

Graham Bell, Geoff Grace, Ron Minogue, Mac Barrett, Steve Baird, Udo Schaak, Shane Cowman, Neil Butler

MINUTES OF PREVIOUS MEETING: Ian Collins

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

Moved: W Dowsley Seconded: K Cornish

TREASURERS REPORT: Joe Borg in absence of Adam Richmond

TOTAL FUNDS AVAILABLE - NOVEMBER 2022 \$433,142.26

*figures subject to audit

Mov: A Dowal, Sec: C McKenzie

SECRETARY'S REPORT: Tony Borg

November to December 2022 correspondence.

Ron Minogue Balnarring attendance
Darren Arrowsmith Car for sale
Gary and Deb Finemore Tassie 2023
D Mollinuex Shelby 2016 for sale
Theo Christou Membership Payment Enq
Heather Petrie Request for Club Merch
Tom(Lara Lions Club) Motorshow Cancelled
Ben Curmi Club Permit Enq
Deb Fraser Number Plates/05Boss for sale
Garry Taylor 69 Conv Sold
David Sharpe 1966 Stang For Sale
Pearlene Heng Optima Batteries Event
Duffy & Simon Estate of John Holmes
no record of membership with MOCA Vic

Adam Kenna Car Sold 73 Fastback
Frank Cappellari Address Change
Bob Banks 1998 GT For Sale
Kevin Jarman Membership Enq
Mike Guyman Mustang Club of California
Frank Cox Joining the Club
Peter and Lor Wood Tassie payment
Darren Potter Change of Address

NEW MEMBERS

3686	CINCOTTA DOM	18	COUPE	GREY
3687	BERRY DALE/ANITA	16	GT	BLACK
3688	CLARK KATHRYN	17	GT	RACE RED
3689	MAKIN DAVID	22	CAL SPECIAL	PURPLE
3690	SYMONS JEFF/GLENDA	22	GT	PURPLE
3691	POLAZZON JOSEPH/DIANA	65	CONVERT	YELLOW

Total number of members to 14/12/2022 = 1056



PRESIDENT'S COMMENTS: Ian Collins

The president thanked the club committee for their efforts throughout the year, special mention was provided to Macka for all his efforts as the clubs secretary, which he held for the previous 8 years, and great job, Ian then went on to thank all members of the committee individually for their efforts in previous positions, taking up new positions and joining the committee.

MEMBERS WELFARE

Ian read a letter from Geoff Grace to the club, he spoke of the love of the club and thanked all those who have provided him support with his medical issues, and wished all a very

Merry Christmas and a Happy 2023

Ian also mentioned Bill Cant from Bendigo and Neil Butler.

SOCIAL: Sue Brodrick, De Colledge & Kerry Thomas Roscrow

EVENTS REPORT DECEMBER 2022: Sue Brodrick

25th-27th NOVEMBER 2022

Geelong revival report by Brian, report attached

SUNDAY 11TH DECEMBER

Had our MOCA xmas kids run, starting at Lorbek. 53 Adults and 15 children attended.

After been given our instruction sheets by our two elves Joe and Tony, off we all went. Our destination was St Andrews Hotel in Kinglake. To the kids surprise Santa showed up with presents for each child, lots of happy faces. Rally winners were third place Maditianos family, second place the De-Bono family and first place was the Dillon family. The De-Bono family also won the meat raffle which the hotel prepared just for our club. Would like to thank our two mischievous elves Joe and Tony for a well-planned event with heaps of laughs.

UPCOMING EVENTS

SUNDAY 8TH JANUARY 2022

DRYSDALE AUTO CLASSIC CAR AND BIKE SHOW.

Gates open at 8am, for those who want to meet at the venue, held at Drysdale recreation Reserve.

For those coming from the suburbs, meet at BP servo Geelong bypass at 7.45am for an 8am departure.

A cruise on the Saturday night 7th, leaving Drysdale cricket grounds at 6pm, heard this is a fabulous night. All details are on the team app and web page

THURSDAY 12TH JANUARY is our 4TH Meet and Greet. Meeting at BP Pen link servo outbound Baxter at 10.30am -noon. ALL DETAILS ON TEAM APP AND WEB PAGE

AUSTRALIA DAY 26TH JANUARY Will be held along with the Lions club of Lara at Pirra Homestead Lara,108 Windermere Rd ,Lara DETAILS TO FOLLOW

SUNDAY 12TH FEBRUARY

Annual Beaumaris concourse car and bike show event in the bayside area.

MOCA will have a display.INFO TO FOLLOW

OUR DATES FOR ECHUCA TRIP HAVE NOW BEEN FINALISED. 26TH,27TH AND 28TH MAY. Email will be sent first to all members who registered for our trip in November.

TASSIE TRIP DE TO REPORT

Special mention was made for the end of year run scheduled for Thursday the 27th of December 2022, meeting at the old Masters carpark at 10am then cruising to a pub for lunch.



MUSTANG MOTORSPORT: Craig Dean

Craig wished everyone at the meeting a Merry Christmas and thanked everyone for their support throughout 2022. Craig also mentioned that Ford dealerships may have vehicles at a reduced price as the new model is scheduled for release very soon.

CONCOURS UPDATE: Adam Richmond

A date for the concours has not been finalised as yet, but where the AOMC do not announce their All American Day, which the club was to hold the round up in conjunction with, then a separate round up is likely to be held.

Adam also mentioned the nationals to be held at Easter 2023, being the first week in April, bookings are still open.

TASSIE: De Colledge

De advised the meeting attendees the number for Tassie 2023 is now at 52 Vehicles, a new record. De also mentioned the Tassie members are very keen and as always, will be there to greet us as we disembark.

MEMBERSHIP AWARDS: Ian Collins

Awards for long serving members were awarded as follows:

Ian and Phyllis Edward, 10 years

Andre, Wendy, Daniel and Ben Stoffers, 30 years

Charlie Barravecchio, 40 years.

GENERAL BUSINESS

No General Business

BUY SWAP & SELL

Several vehicles for private sale were announced and details provided as requested.

RAFFLE

Door Prize John Sparrow

Members Draw Jackpot, next meeting to \$200

MEETING CLOSED

10.05 pm Minutes recorded by Tony BORG

NEXT MEETING

Wednesday the 18th of January 2023 at Moonee Valley.

Members must 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**

JANUARY 2023 CLUB MEETING

Wednesday 18th January 2023
Moonee Valley Complex, Moonee Ponds



Meeting opened 8:26pm by the President, Mr Ian Collins.

APOLOGIES per sign on book

Barry Bolton, Ian Blume, John Pippin, Kath Batchelor, Dave Batchelor, Andre Stoffers, Wendy Stoffers, Nick Madiatinos, Andy Shugg.

MINUTES OF PREVIOUS MEETING: Ian Collins

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

Moved: R. Campbell N Secoded: N. Duyvestyn

TREASURERS REPORT: Adam Richmond

TOTAL FUNDS AVAILABLE - DECEMBER 2023 \$388,809.17

*figures subject to audit

Mov. L. Avellino Sec. W. Dowsley

SECRETARY'S REPORT: Tony Borg

December 2022 to January 2023 correspondence.

Julio Marina	Issue with 2020 Stang
Bob Banks	1998 Stang for sale
Tony Dunlop	membership enquiry
Tony Dunlop	Further enquiry
John Mangar	change of email
Dennis Samuels	Team app enquiry
Michael Peloquin	Asbestos/imports
Dennis Samuels	Team app enquiry

SENT

T Peate Manager Legends Club - Thank You

NEW MEMBERS

3692	BURDON MARK			
	CHRISTINE BUTTERWORTH	17	HERTZ	BLACK
3693	FURNESS GLENN/JANET	GT FM		RED

Total number of members to 10/01/23 = 975

MEMBERS WELFARE: Ian Collins

Geoff Grace, no change, he does wish all well and will hopefully attend a future meeting to accept his 20 year membership award.

BULLETIN: Colin Falso

Colin advised the next issue of the Round Up Magazine is coming together and is looking good, he advised the closing date for articles was the end of January.

SOCIAL: Sue Brodrick, De Colledge & Kerry Thomas Roscrow

EVENTS REPORT DECEMBER 2022: Sue Brodrick

SUNDAY 8 TH JANUARY, we had over 50 cars displayed at the Drysdale Car and Bike Show. Weather was perfect for this event.

Our member Brian James won a trophy out of the Top Ten awards for his 1971 Datsun 240z, which Brian has owned for 50yrs. Well done, Brian. Great day was had by all.

THURSDAY 12 TH JANUARY. Our 4 th Meet and Greet will be at BP Outbound Pen link, Baxter. 10.30am till noon.

Come along for a cuppa and chat.

AUSTRALIA DAY 26 TH JANUARY Held in conjunction with the Lions Club, at Pirra Homestead, Windermere rd Lara. Bacon and egg rolls will be served from 9am, and the usual sausage and hamburgers for lunch.

This homestead is worth seeing so come along with your mustangs and chat with fellow members. Please register for this event as we need how many to cater for and don't forget to wear your lanyard. Register on team app or contact Sue on 0418195525, text or call.

SUNDAY 9TH FEBRUARY is our 5 th Meet and Greet, details to follow.

SUNDAY 12 TH FEBRUARY is the annual Beaumaris Car and Bike Show event in the bayside area. MOCA will have a display so you must register for this event to secure your place.

Details to register are on the team app and webpage, vehicle entry is \$15. This event gets bigger each year.

SUNDAY 19 TH FEBRUARY Showcars Melbourne event to be held at Moonee Valley Racecourse. Register and pay as per instructions on team app, any inquiries see Brian.

De advised all is going well with the upcoming Tasmanian trip, stating there is only 25 more sleeps and that at this time in 25 days, those travelling will be sitting in the bar enjoying a refreshing beverage.

De also provided breakfast arrangements once disembarked in Tasmania, was in place and we would meet up with Tasmanian members shortly thereafter.

Ian Collins commented with respect to Alex Karan not attending the 2023 Tassie event, and indicated Tasmanian police were able to take 30 cars off the road as they would not be needed due to Alex's non attendance.

Kerry also provided that in addition to App, Web and Facebook, events will also be listed on a notice board at club meetings, and where required, registration sheets would also be made available.

MUSTANG MOTORSPORT: Craig Dean

Craig advised of a new special model named the Centennial Edition, with many special features, check the press for further details.

MUSTANG RACING: Graham Bell

Graham spoke about an opportunity he had where he was able to drive a production Mustang at speed around the Bathurst track, he explained the process he went through to register and then enter a ballot, of which he was successful.

NATIONALS: Ian Collins

Ian advised the meeting that Victoria had the largest contingent attending the Nationals in Adelaide in 2023, and this is something we should acknowledge.

CONCOURS UPDATE: Adam Richmond

Adam advised a date for the 2023 Round Up had not been finalised, the club is awaiting the AOMC announcement for their All American Day with which MOCA Vic is to hold their Round Up in conjunction with as a Featured event. News on round up will be provided once finalised.

ECHUCA: Tony Borg

Tony advised of the cancellation of the Echuca event due to the floods and advised the new dates being 26, 27 and 28 of May 2023.

Arrangements were the same as previously advised. Members who were booked to attend previously were provided the opportunity to rebook for the new dates, and now that this has occurred, the trip was now open to all membership, an email will be sent to all in the next mail out at the beginning of February.

MEMBERSHIP AWARDS: Ian Collins

Awards for long serving members were awarded as follows:

Phil Rowan, 10 Years

Rowdie McIntosh, 25 years.

GENERAL BUSINESS

Russell Traynor requested he address the meeting and put forward a proposal to increase the total raffle prize spend to \$1000, he also volunteered his assistance to prepare for this to occur for the next meeting.

Discussions ensued and further input was provided by A Richmond, R Minogue, P Schang, J Chapman, K Roscrow-Thomas, R McIntosh and I Collins. Support for Russell's proposal was provided by the membership in attendance and it was agreed to follow the process provided in the clubs constitution where a motion be proposed by Russell for the committee to discuss and put forward for a vote at the next club general meeting.

Russell Traynor provided the following motion:

That the total cost of raffle prizes at general meetings be increased up to a total of \$1000.

Mov: Russell Traynor

Sec: Ron Minogue

BUY SWAP & SELL

Nil

RAFFLE

Door Prize	Alex Karan
Members Draw	Sumith Perera (1925)
Members Draw	Jackpot, next meeting to \$300

MEETING CLOSED:

9:49 pm Minutes recorded by Tony BORG

NEXT MEETING

Wednesday the 15h of February 2023 at Moonee Valley.

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



VICTORIA CLUB SOCIAL CALENDAR MARCH 2023 - MAY 2023



EVENTS SUB-COMMITTEE'S QUARTERLEY ROUNDUP

We continue to be extremely pleased with the turnout of members at each event. Even though it was the Festive Season, we've held numerous events pre and post-Christmas and it is great that so many members have ventured out in their beautiful cars.

Remember, if anyone has any ideas for a run/destination for a lunch then please feel free to let us know as we'd love organise an event for you.

A reminder that the Stack Team App - MOCA Victoria and the Club's Website is where details of all upcoming events can be found. Feel free to see any of us and we can assist you with loading the App onto your mobiles.

SUMMARY OF RECENT EVENTS

Meet & Greet Coles Bunker Hill - 10th November

We're pleased that attendances at these impromptu events is on the rise and that members who are usually unable to attend the monthly meetings, are more than happy to come for a chat.

Geelong Revival Motoring Festival, Geelong Waterfront - 25th - 27th November

This 3-day event offered something for everyone. Whilst the dedicated MOCV display was short on numbers compared to previous years, the overall actual number of cars on static display was a sight to behold. Special mention to Garry Anderson (Volkswagen Beetle) and Tony Masters (1966 Mustang Fastback heavily modified 508 cubic inch big block), for participating in the sprint laps.

Club Christmas Dinner and Monthly Meeting - 7th December

We had 170 members that attended this meeting and congratulations to everyone for getting behind the dress up theme. Aside from the little issue of excessive tinsel with the presents, a great time was had by all.

MOCA Kids Xmas Run - 11th December

Father Christmas did not disappoint all those families and children who meandered throughout Melbourne and managed to all get to the St Andrews Hotel.

Drysdale Autopro Classic Car & Bike Show - 8th January

MOCV members made this day one of the largest attendances we'd seen for a long time, taking advantage of the stunning summer's day. Close to 60 cars occupied our dedicated spot right next to the main entrance. Special mention of Brian James' 1971 Datsun 240z being placed in the Top 10.

Meet & Greet KFC Penlink - 12th January

Again many members turned up for a coffee and chat for a few hours. The idea for a coffee then a lunch at another venue was discussed and well received (please refer to the article also in this Edition on our Meet, Greet & Eat Concept).

Australia Day - 26th January

The Picnic in the Park and Claytons Concourse was held in the beautiful grounds of the Pirra Homestead in Lara. We had a terrific attendance. It seemed the Club's BBQ did not stop cooking the traditional eggs and bacon breakfast rolls then sausages for lunch.

MARCH 2023

THURSDAY 9TH

MID-WEEK MEET & GREET 10:30AM - NOON - SCORESBY BP. SOUTHBOUND.

This time Sue has something Planned! Meet here for a quick coffee and then off for a short cruise and lunch. See Sue for details and reply on APP. Those wanting to attend lunch MUST notify Sue 5 days prior for booking..

**FRIDAY 10TH
THRU TO
SUNDAY 12TH**

PHILLIP ISLAND HISTORIC RACE MEETING

MOCA has been invited to display. Notify Brian of attendance.

Come for some or all of the weekend. MOCA will once again be hosting VIP hot laps to raise funds for various charities, in between the main races. There is also a convoy and picnic planned on the Saturday, for day-trippers.

SATURDAY 11TH

PHILLIP ISLAND HISTORICS MUSTANG PICNIC.

What's better than watching the Historics? Watching the Historics whilst enjoying a Picnic with Friends. BYO picnic Blanket/Chairs and Picnic Basket. We will find a suitable place to view/Picnic and set up for the day. More info and Logistics to come when we have an idea of numbers.

WEDNESDAY 15TH

MONTHLY CLUB MEETING & CLUB CHRISTMAS DINNER

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.

**SATURDAY 18TH
SUNDAY 19TH**

ROB ROY HILL CLIMB

Clintons Rd Smiths Gully. MOCA will have a car display. Notify Brian if attending

SUNDAY 19TH

ALL FORD DAY

Eastern Park Circuit East Geelong

APRIL 2023

SATURDAY 15TH

MUSTANGS AND MARKETS - EMU PLAINS MARKET

Balnarring Racecourse, Saturday 15th April, 8 am - 4 pm

Gather at 8am at the Eastland BP Southbound, Scoresby for a convoy down to Balnarring where we have dedicated parking spots on the racecourse outside the entrance to the market. Contact Kerry on 0438 994 906.

WEDNESDAY 17TH

MONTHLY CLUB MEETING & CLUB CHRISTMAS DINNER

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.

MAY 2023

WEDNESDAY 19TH

MONTHLY CLUB MEETING & CLUB CHRISTMAS DINNER

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.

**FRIDAY 26TH
THRU TO
SUNDAY 28TH**

ECHUCA WEEKEND TRIP - TAKE 2

Given the floods in and around Echuca in November, that weekend has been rebooked to the above dates. Those members that committed then, have been privately communicated with. Please contact Tony Borg on 0411 406 760 if you are interested in attending this year's weekend away as other accommodation venues can still be booked.

Don't forget, all events are publicised on the Team App, the Club's Face Book page - Official Mustang Owners Club Australia, Victoria or regularly check the website <https://vic.mustang.org.au/events/>.



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 wherabouts of all Shelybs in Australia. Also, to have links with SAAC and to update their records, change of ownership and any relevant information of each Shelby produced.

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

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

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

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



Australian Shelby Registry
shelby.org.au

Australian Mustang Club
mustang.org.au

Mustang Motorsport
mustangmotorsport.com.au

Australian Shelby Registrar
Craig McKenzie

Victorian Shelby Representative
Brian James
0417 361 019
beepeejay@hotmail.com

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for MOCA VIC Club Members

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B Polo Shirt - White, Navy & Red	\$50
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D Ladies 3/4 Length Sleeved Tops In Black / White	\$40
Ladies V-Neck Short Sleeve	\$35
Ladies Cardigan - Navy	\$75
V-Neck Jumper - Dark Navy	\$75
E Fleece Long Sleeved Tops - Navy Only	\$55
F Reversible Vests - Navy With Red Lining	\$50

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

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- Contact Lynda Sparrow by Phone on 0447 474 790 or email 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

Circa: APRIL 1996...Brisbane National Concours Report and Judging Results.

BRISBANE CONCOURS 1996

Record attendance at the 1995 National Concours - Brisbane

Easter came in Queensland with excellent warm dry weather and Mustangs were there in force for the event. On the display ground at Zillmere on Easter Sunday there were over 170 Mustangs from all over Australia. This would seem to be the largest round-up of Mustangs in the country and at one stage it looked like seventy-five per cent were to be judged!

We had 20 Victorian families in attendance with 11 Mustangs, five of which drove the 2000 mile round trip including PR Warwick Dowsley in his now famous 1973 Coupe. As he didn't quite finish washing the Mustang he preferred not to have it judged and so it graced the front line of the impeccably set out display.

All 8 Victorian entries brought home a trophy and I congratulate them for upholding the quality of the Victorian contingent. Many of us made the trip into a well earned holiday with a number taking in the tourist bits in Queensland and all the way down the coast. Frank Thomson and Wilma carried three spare wheels as did Pat and Jim Lambie. Well it's not every day you get to have Magnums as spares. Thanks guys and thanks too for the company on the trip up. We were joined by Bob and Verna Galbraith at Moree for the last leg and after they'd already driven 2500 miles solo from Perth, they too appreciated the company.

The Vics were well represented in the Fancy dress nights too with prizes to Christopher Reeve look alike, Graham Bell, the Castlemaine Kids taking on the Klu Klux Klan and Ron "Uncle Sam" Minogue. Mr. Dowsley featured with the special guest Magician who despite many attempts, failed to make Warwick disappear much to the disappointment of the organisers.

Our thanks go to the Queensland folk who had one hell of a job catering for the record number of participants who almost fully booked the 100 room motel. I thought it was one of the best Concours that I've attended. so far.



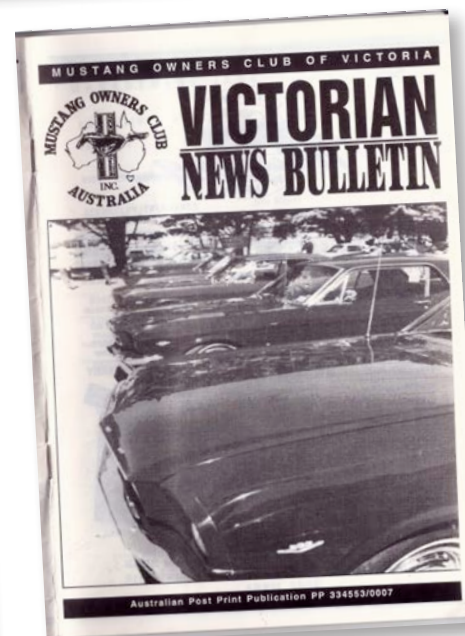
Our Mach 1 ran fantastic for the whole of the 2500 miles so Thommo has convinced me that the trip to Perth next year is definitely on. Contrary to popular belief you must prepare the car before you leave and redo the areas which the road works undo. A couple of full days is necessary, so plan for that if you want to be serious about the event.

The West Australia Branch is hosting next year's event in late March at Bunbury, 180 km south of Perth. The team over there are very keen to show the Mustangers from the east a great time and from their previous efforts that's a guarantee. Ron Minogue and Max Carter are looking at options including a coach holiday to Bunbury for those who aren't driving across. We'll keep you posted.



THE RESULTS

THOROUGHBRED CLASS			
	John Binge Bel & Tom Brereton Mel Rapsley	1971 Mach 1, Yellow 1973 Conv, Red 1970 Boss 302, Orange	Queensland Victoria Victoria
Winner	Mel Rapsley	1970 Boss 302	Queensland
New for 1997	Paul Wall	1966 Conv, White	Queensland
ORIGINAL CLASS			
Gold	Bill Cant Paul Wall Paul Wall	1973 Conv, Blue 1966 Conv, White 1967 Shelby GT350	Victoria Queensland Queensland
Silver	David Anderton Graham Bell Stan Bryant Peter Gornie Frank Hayes Doug Henry Mike Hodges Ron Minogue	1970 Boss 302 1970 Shelby GT500, Blue 1988 GT, Dark Grey 1990 GT, Red 1971 Mach 1, Red 1969 McLaren, White 1966 GT Htop, Blue 1967 GTA Conv	Queensland Victoria N.S.W. Victoria N.S.W. Queensland Victoria
Bronze	Ken Buckland Gale Wall Mark Crathern Bruce O'Connor John Ambrosi Tim O'Rourke Mark Malone Michael Carroll Robin Bone	1967 Conv, Blue 1966 Shelby GT350, Red 1973 Mach 1, Silver 1971 Mach 1 1965 Fback, Springline yellow 1970 Mach 1 1966 Htop, white 1969 Mach 1 1970 Mach 1, white	N.S.W. Queensland Queensland N.S.W. Queensland Queensland Queensland
MODIFIED CLASS			
Gold	Mark Holmes Cyril Ware	1967 Fastback, White 1969 Mach 1, Red	Queensland Queensland
Silver	Bob Halvorson Kevin Bennett Kevin Hitchens Dennis Wilson Greg Hadfield Greg Grissell	1967 Fastback, Red 1972 Htop, Yellow 1969 Fback, Blue 1970 Sportsroof, Red 1969 Mach 1, Red 1969 Htop, Met. Lilac	Queensland Queensland Queensland N.S.W. Victoria Queensland
Bronze	Tony Usal Shane Waters Adam Vary Victor Stames Tracy Rieck	1965 Fback, Black 1970 Mach 1, Silver 1967 Htop, Met. Lime 1966 Htop, Red 1970 Mach 1	Queensland Queensland Queensland Victoria Queensland
LONG DISTANCE	Bob Galbraith	1967 GT350	W.A.
ENCOURAGEMENT AWARD	Robert Cooke Jon Cooke Tim Orchard	1967 GTA 1969 Fback 1969 Mach 1, Red	South Aust N.S.W. Queensland



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