

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



# **MUSTANG ROUNDUP**

**CLUB NEWS FROM ACROSS VICTORIA & TASMANIA**

**JUNE - AUGUST 2023**



**BOSS MUSTANG REGISTRY UPDATE • MOCA VIC MEMBERS KOKODA TRACK • MALING ROAD AUTOCLASSICA  
• THE MOTHER ROAD • PENRITE OIL WAREHOUSE CLUB RUN • CLUB MEETING REPORTS • PLUS MUCH MORE**



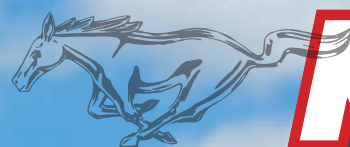
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MUSTANG  
ROUNDUP

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MUSTANG  
ROUNDUP

WINTER 2023

MUSTANG OWNERS CLUB OF AUSTRALIA VIC. INC.  
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[www.vic.mustang.org.au](http://www.vic.mustang.org.au) email: [mocavic@mustang.org.au](mailto:mocavic@mustang.org.au)

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

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	Secretary	Tony Borg	0411 406 760
	Treasurer	Adam Richmond	0423 449 125
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		Barry Bolton	0407 058 111
		Ken Harrison	0417 625 593
		Lino Avellino	0410 442 089
		Brian James	0417 361 019
		Sue Brodrick	0418 195 525
		De Colledge	0409 413 463
		Peter Sheehan	0438 600 721
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		Graham Bell	0419 326 261
MOTOR SPORT CO-ORDINATORS		Bob Lorch	0418 531 327
		Graham Bell	0419 326 261
VICTORIAN STATE SHELBY REPRESENTATIVE		Brian James	0417 361 019
EVENTS SUB COMMITTEE		Sue Brodrick	0418 195 525
		De Colledge	0409 413 463
		Kerry Thomas-Roscrow	0431 321 907
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CLUB PERMIT SCHEME CO-ORDINATOR		Craig McKenzie	0417 561 246 (MON-FRI only after 4pm)
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		Joe Borg	(Western Suburbs) 0478 311 341
		Bob Redwood	(Bendigo/Central Area) 0419 348 817
		Ron Campbell	(Greater Geelong Area) 0428 520 535
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LIFE MEMBERS

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

**COVER MUSTANG:**  
**OWNER: IAN COLLINS - 1969 BLACK JADE MACH 1 MUSTANG FASTBACK**  
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

Spring is here and I can feel relief from a cold wet Winter. Just last weekend the club put on a great display at the Acland Street St Kilda show. Weather was perfect and what a great roll up from MOCA VIC, which had 18 Mustangs on display.

This show competes with the best of them and is a great cross section of cars from all over the car world.

I would say mainly US but also makes from other places. The crowd was enormous, the sound of the Big Dipper roaring around the tracks in the background just sets the day off. This show and Maling Road are my street favourites as they are built around businesses that need our support... all were getting plenty last weekend.



Next month we will hold the greatest show in Vic....yes it's the Roundup. We are back at Dandenong Show Grounds, a place we have been to many times before. I fully expect a big day and plenty of Mustangs. Non-club members can also bring Mustangs along.

Adam as usual has done plenty of footwork prior and will turn on a great event.

This will be held on the 29th of October with the Presentation Dinner at Amora Hotel Richmond that night. Book your car and the dinner. The club helps with drinks and food to make the night affordable.

The club needs help with the set up and would love volunteers so put your name down. The forms are in the magazine or on the web site for entry of cars and too help out.

Also note the All American Day show presented by the AOMC is a must and we are keen to continue our run of best Club Display Awards, prizes are available on the day. I'm hoping a great contingent of Mustangs will be coming on the 19th of November at Carribean Gardens Scoresby.

I know a few of you have been put off with the lack of parking at the monthly meetings due to ongoing works at Mooney Valley. Note that we have an arrangement with the club to use their car park about 400m away with a regular bus running back and forward from the car park to our room. You can also walk the distance in about 7 minutes or choose to take the bus, the car park is locked so your cars are safe and the bus driver has the key. It has been working fabulously well and if you were staying away worrying about parking please dont it is working very well.

We had committe elections recently and the committee all re-stood, apart from Shane Cowman who stood down prior. We thank Shane for his input. Shane will continue to be available for club permits. So... the committee stays the same with the addition of former Club Secretary and current Nation Secretary Peter Sheehan rejoining.

Peter has a wealth of knowledge and has run our last National Concours.

I personally thank you all for the vote of confidence that the committee is keeping in the right direction. The club is the most financial with the most members in Australia and I may be bias but believe we are run by the best committee.

I must bring to your attention the passing of one of our Mustang family members, Bill Cant. I could easily write another page on the great man. Bill will be remembered for putting more Mustangs in concours than any other person in Australia, what a feat that is. Bill has won many Gold, Silver and Bronze Trophies and had one car elevated to Thoroughbred Class with 914 points out of a 1000.

The funeral was early September, with a good contigent of Mustangs that went up to respect Bill for his life of service to the Club and Mustang.

Keep on Mustanging

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

## EDITORIAL

G'day fellow Mustangers.

Here we are again for another edition of the MOCA VIC Club Mag. They may not seem to come quick enough for some but it seems that as soon as I finish one edition I'm collating content ready for the next one. Which reminds me of this printing term called a 'deadline' again. I get asked at every meeting, via phone calls and emails... "...when's the deadline for the next mag Col?...I've got this article for ya... am I too late?"

Well, let me remind everyone again.. we use to have an official deadline but many members didn't stick to it...so the deadline is now 'dead'... gone...kaput...no longer a thing.

If you need a deadline, as noted below it's TODAY.. as soon as you have it...not when you see me at the meetings or at a car show etc.

We aim to get 4 issues out a year that coincide with the 4 seasons. - Summer, Autumn, Winter & Spring. This seemed to work OK until that 'thing' happened and we all were put under house arrest for almost 2 years.

But, now I'm finding that we are playing catchup each issue and like this Winter edition...you'll be reading it in Spring. Plus the lack of stories and articles coming in are getting less and less...which delays the mag even further.

Therefore I'm thinking of perhaps another direction to take and possibly ditching the 4 seasons titles. I'm open to ideas and suggestions. Stay tuned this could also mean a complete revamped and 'new look' magazine.

As for what's in this issue...I'm calling this one the 'The Kokoda Track Edition'... Club Members Tony Borg and Brian James have submitted their stories about their recent trek of the famous track which spans about 8 pages of this issue.

What's this got to do with a Ford Mustang Car Club you say? well...the boys handed out our Club T-Shirts to the local villagers and helped spread the word of what a great car club we are. They fulfilled my request to include something related to Mustangs/and or the Club (just)....

What else in this issue? The usual contenders have submitted their stories - thanks Ron Minogue and Peter Alderson.

Fellow member, Andre Stoffers has also fired up and sent in 2 at once, kinda like a buy one get one free deal! his stories include an update on the Boss Registry and Modified Mustangs. Thanks Andre...keep them coming...

And finally thanks to Russ and Kerryn Barnes and Alan Hawke for their stories as well. Also a special mention goes to Robyn Bird from South Australia who sent in a USB stick with images from the recent Nationals in SA.

**Colin Falso**  
**MOCA VIC Editor**  
**colinmustangroundup@gmail.com**



### DEADLINE FOR NEXT MAGAZINE - TODAY!

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



# 2023 MUSTANG ROUNDUP



**SUNDAY 29th OCTOBER 2023**

**10am – 3pm  
DANDENONG SHOWGROUNDS  
Bennett St. Dandenong**

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& NEW MEMBERS WELCOME**

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& BOSS MUSTANG DISPLAY CONCOURS  
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- KIDS UNDER 16 FREE

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## 2023 MUSTANG ROUND UP & STATE CONCOURS Judging Information

### ELIGIBILITY

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

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

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

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

Note: The 3x club event attendance for Concours classes eligibility has been waived for this year due to COVID-19 pandemic impacts to on attending club sanctioned events. For those members who entered their vehicle into the 2022 Judges classes. Your entry will automatically transition to 2023 if you haven't had your entry fee refunded.

### Concours Showroom Original & Modified Classes

- Entry form & payment to be received by the M.O.C.A. Vic Secretary no later than **5pm Friday 29th September 2023.**
- Entry Eligibility is based on, and governed by, a rolling 10-year process. A Vehicle with a manufactured date of less than 10 years is not eligible to enter this class at any time.
- Vehicle can be transported to the event but must be driven into the Display and Judging areas.

### Concours Driven Original & Modified Classes

- Entry form & payment to be received by the M.O.C.A. Vic Secretary no later than 5pm 29th September 2023.
- Entry Eligibility is based on, and governed by, a rolling 10-year process. A Vehicle with a manufactured date of less than 10 years is not eligible to enter this class at any time.

### Show 'n' Shine Class

- No previous club event attendance required.
- Entry is open to any member/vehicle which has not been awarded the Most Outstanding Mustang Show'n'Shine class or either a State or National Concours class trophy within the last 5 years.
- Entry form & payment can be prepaid by 5pm 29th September 2023 or by 10am on the day.







## 2023 MUSTANG ROUND UP & STATE CONCOURS Judging Information

### CLASSES

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

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

#### Cost of entry into the judged classes:

- Concours Driven & Showroom Concours class \$65.00 per vehicle.
- Show'n'Show class \$25.00 pre-entry or \$30.00 on the day.

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

#### Concours Driven & Showroom Original Class

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

#### Concours Driven & Showroom Modified Class

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

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

#### Show 'n' Shine Class

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

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

### AWARDS

Gold, Silver & Bronze Concours trophies are awarded for those vehicles which have achieved the eligible point levels within Driven & Showroom Original and Modified class judging. The highest Original class points scorer will also receive the Kevin Musgrove award for Concours Excellence. These awards are presented at the Annual Presentation dinner on Sunday 29rd October.

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

### REMINDER

For those members who entered their vehicle into the 2022 Judges classes or the Presentation dinner. Your Judging Entry and/or Dinner reservation will automatically transition to 2023 if you haven't had these entry costs refunded.

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

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

#### Or Contact

Mustang Round Up & State Concours Director -  
Adam Richmond 0423 449 125 (after 6pm AEST)  
Head Judge - Ian Blume 5474 2477  
Assistant Head Judge - Tony Fable 0448 337 729



## MOCA VIC CLUB PERMIT SCHEME 2023-24 REMINDER



### ATTENTION ALL MEMBERS ON THE CLUB PERMIT SCHEME!

- **ALL Members who have Club Permits on their vehicles are reminded to please make sure that you have renewed your 2023-2024 Membership with the Club.**
- **If you have not renewed, as from July 1st 2023, your Club Permit becomes invalid and your Club Permit Vehicle is unregistered.**
- **If you drive your vehicle whilst unregistered and you are involved in an incident, then your insurance involved may also be impacted.**

### Our Club Permit Officers are:

**Craig McKENZIE Co-Ordinator 0417 561 246 Eastern suburbs**

email: [macka62@iprimus.com.au](mailto:macka62@iprimus.com.au)

**Joe BORG**

**Shane COWMAN**

**Bob REDWOOD**

**Ron CAMPBELL**

**0478 311 341 Western Suburbs**

**0400 344 593 Northern Suburbs**

**0419 348 817 Bendigo/Central Area**

**0428 520 535 Western/Geelong**





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## What Happened to All The Older Shelby's?

Ron Minogue



On Sunday 25th June the Penrite Oil Company kindly opened up their warehouse and parking area to car enthusiasts of all kinds to display their cars and talk about cars in general.

It was an early start but when I got there at about 7.45am the place was almost full of all kinds of cars. Displays of this type are always appreciated because you get to see a lot of cars from back in the day that you have not seen since then.

They were not all show cars by any means, but survivor cars always have that nice look and smell of originality.

How many times do you hear people say, "I had one of those or my father had one of those"?

There were a lot of Club Mustangs on display, all looking great, but I was looking particularly for any older, classic Shelby's (I am still suffering some seller's remorse after selling my '68 GT350 a few years ago).

The only Shelby's I could see on display were all late models, including mine. I saw what I thought was a very nice replica of an early GT350. My apologies if I missed any older real Shelby's but I was so cold that I had to leave early. The last time I felt that cold was on a glacier in Canada.

As I got into my '18 Shelby GT, pushed the starter button and felt the heater coming on, the bum warmer doing its job and the stereo playing that I realised I had the answer to my question at the beginning of this piece.

Hopefully when the weather gets warmer, we will see more of the early Shelby's emerge from under their blankets in the garage.



**MUSTANG  
ROUNDUP**





BOSS  
351

BOSS  
429

## AUSTRALIA BOSS REGISTRY

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

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

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

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

### PERSONAL INFORMATION

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

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

*(Street no & name - Optional)*

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

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

### VEHICLE INFORMATION

*(Please complete 1 (one) form per Boss)*

☐ UnRestored

☐ Restored

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

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

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

### Door Tag Details

Body	Color	Trim	Date	DSO	Axle	Trans
------	-------	------	------	-----	------	-------

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

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

Andre Stoffers

Mob: 0411 455 755

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



## BOSS Mustangs

Andre Stoffers



The below report was submitted to the National Body at their meeting in March 2023.

With the upcoming Victorian Roundup for 2023, I would like to invite all BOSS Owners to display their cars for everyone to see.

It all gets owners to talk to other owners on issues, trying to obtain parts or just general discussion.

Please contact me so I can reserve a parking spot at Roundup '23, as it has been several years since our last major show.

At present, Boss notifications for the registry are very slow. I'm still chasing owners and I think this will be an ongoing process.

Cars do turn up at either the very small car shows, (must be a local to that area) or to the big events such as the Ford days or a Concours.



I still have to catch up with owners and even then when a registry form is handed out, they seem to forget or don't pass it on.

However, more Boss's are about and, at this stage, the numbers on the registry are as follows:

Currently on the Registry:

69 Boss 302	13
70 Boss 302	21
71 Boss 351	7
69 Boss 429	7
70 Boss 429	2
12 Boss 302	4
13 Boss 302	4
<b>Total</b>	<b>58</b>



That's an increase of 20 since Oct '22.

Not bad, but I know there is a lot more out there!

Again, any updates and assistance from the State MOCA's would be appreciated. Please encourage members to contact me if they own a Boss.

Andre Stoffers Boss Registry

Mob: 0411 455 755 Email: [Boss.Registry@gmail.com](mailto:Boss.Registry@gmail.com)



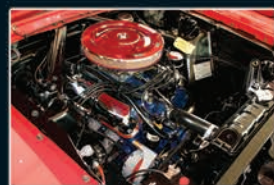


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## Back Road to Penguin

Russ and Kerryn Barnes



Have you ever been in a convoy of Mustangs and found yourself the leader. In a previous trip to Tassie I was in that very position. Having just left a road side café I was leading a convoy of 10 muzzies, and a hundred metres ahead I thought I saw a Mustang do a right turn. Our GPS and my “darling” navigator told me I was wrong, but I and 9 others were following the far ahead Mustang.

As the road got narrower and narrower, we caught up to this mysterious Mustang, it was indeed a TRACTOR. After a very embarrassing U turn and apologies to the convoy we were back on track with SIRI and my navigator much happier!!

That story was repeated a few times that trip but with 2 Apple phones and a very annoying SIRI we made it to the end of that Tassie trip.

This trip to Tassie my “darling” navigator told me in no uncertain terms that I was not to lead a convoy.

So, it was really enjoyable to follow other Mustangs for most of the trip.

But the greatest part for me was the road from Strahan to Devonport on our last day in Tassie.

A convoy of 20 Mustangs were following Ray and his 2 sons Mark and Paul in Ray's 65 Wimbledon White Coupe, cruising along just below the speed limit.

Next thing the back window of their car was blocked out by of all things a very large PAPER ROAD MAP. Then, we suddenly turned right. 4 Muzzies followed, the other 16 kept barreling along the highway to Devonport.

My reaction was instantaneous, “they are going the wrong way” I said. My “darling” navigator responded “just follow the bloody car and shut up”!! I shouldn't have worried because on a previous trip to Tassie Ray and his late wife Carmel did the whole trip with just his trusty PAPER ROAD MAP and without SIRI yelling into his ear.

This road to wherever was a Mustang drivers dream, NO log trucks, NO cement trucks, NO motorbikes, and no oncoming traffic. Rolling hills, slow turns, green pastures, even the cows looked up as 2 new model Mustangs sandwiched between 2 beautiful old Muzzies cruised by.

Our convoy of Ray, Mark, and Paul in the 65, Graham and Sue in the 2018 Naggin, us in the 2017 RBGT and Tony and Ritsuko in their Blue convertible 1408 H2.

After a few kms the blue convertible dropped out of sight. Not knowing at the time who was driving we looked up the very informative members details and eventually found their mobile number. They had stopped to take photos of this beautiful road and countryside and told us to carry on.

All too soon we popped out into Penguin a great seaside town with lots of Penguin statues scattered around the town.

Catching up with a few other Muzzie members for coffee we all ended up at Debra and Len's place for pizzas.

So if you ever get the chance to go on a MOCA Tassie trip just follow the 65 Wimbledon White Coupe and Ray with his trusty PAPER ROAD MAP. Ray will take you on roads that even SIRI has never heard of.

And once again a special thanks to Neil and De for organising this trip, it just gets better each year.



Mustang boys left to right - Graham Hutchins, Paul Basile, Ray Basile, Russell Barnes, Mark Basile and at the rear Mr Penguin!!



# The Mother Road

Alan Hawke



## THE MOTHER ROAD

Hume Highway heading out of town  
Hot north wind and the sun bearing down  
Hume Highway calling to me  
Get on the road and see what I can see  
Hume Highway my old friend  
It's been a while, good to see you again  
Unwinding like a wide ribbon road  
Release my burden and sooth my soul  
Hume Highway eating up the miles  
Roadhouse coffee every once in a while  
You've got so many stories to tell  
'Bout the road to heaven and the road to hell

<https://www.youtube.com/watch?v=JmvRZnKkrIk>

Many thanks to Marni Sheehan of Castlemaine for the above words borrowed from her evocative song, 'Hume Highway'. She nailed it!

The Hume Highway and especially the old Hume Highway does have so many stories to tell. Crazy high speed runs between Melbourne and Sydney, tragedy and the acclaimed 1971 Wheels article 'HO Down The Hume' (at over 140mph) by the great Mel Nicholls with the brilliant dash photo by Uwe Kuessner.

The Hume is Australia's Mother Road through our psyches, Australia's Route '66, the Great Southern Road from Sydney and more. Most of us have travelled it numerous times throughout our lives.



My curiosity in the old Hume was reignited by some recent articles in Australian Geographic. Wherever possible, the reporters drove over the sections of the old highway that could be accessed. Some of it was on private property or in the bush or forming the on/off roads to towns now bypassed.

On a recent Saturday I saddled up the Mustang and set off in search of some of the old Hume. The drive out through Yarra Glen, over the Great Divide and on to Yea and Seymour is one of my favourites.

The Mustang loves it. The multi exhaust settings and auto blip down throttle together with the various tune settings are in their element through the superb Goulburn River Valley.



Turning right at the Leopard Tank on the far side of Seymour and then right again just past a 1960's servo found the old Hume calling out to me.

It has been renamed Seymour-Avenel road and it unwinds for 20km to Avenel. It's in good condition, there was very little traffic, trees are too close to the road and as an undivided road it would be a highway of death if used by large traffic volumes. Indeed, it was an old friend bringing back many memories.



The historic six span sandstone bridge coming into Avenel is worth walking over. In the mid 1860's a heroic 10 year old Ned Kelly rescued a younger boy who had fallen into the raging creek 150 metres downstream. Ned received a green silk sash for his bravery and wore this under his armour at his last stand in Glenrowan.

The rescued boy's grandson went on to become the Essendon Football Club's fearsome centre half-back, Bluey Shelton in the 1960's. Avenel was quiet however the restored Harvest Home Hotel looked prosperous and busy. It has been noted down for a future lunch.

After a quick run up the new Hume, I swung off to historic Euroa. The road into town is another section of the old Hume with some motels from the 1960's still in business along the way.

Coffee was enjoyed at the Seven Creeks Hotel where travellers have rested or camped nearby since the 1850's. Log fires, antique furniture and decor gave it a warm ambience on a cold day. It was delightful to sit by the fire listening to travellers chat and to soak up the vibe.

It was a tremendous afternoon drive and I look forward to exploring more of the old Hume up around Chiltern which celebrates this Mother Road.



# Modified Mustangs

Andre Stoffers



Here is an assorted group of Mustangs that have gone to another level.

Several of these are cars that are in Australia, Limousines have been around for a while, locally and interstate.

The Ute look, especially in America, tend to use the tub from the Ford Rangers for early models, while in Australia, they tend to modify the body to become the Mustang Ute.

There are several types here in Victoria and Interstate.

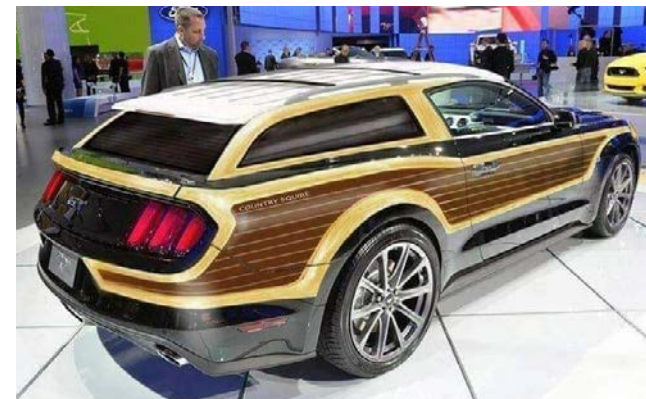
We have also seen later models turned into Utes and Station Wagons.

Some of these do look very nice.

And, if you're really keen, owners have turned the Mustang into a TRIKE!

There is a Mustang, in whatever form, that will or will not appeal to everyone.

Happy Mustanging.



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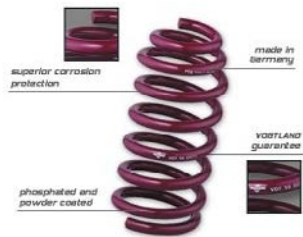
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## ANNUAL TASMANIAN TRIP 2024

Ron Minogue



Spots are still available for the 2024 Tassie Trip.

Departing on the evening of Thursday 22nd and returning on the morning of Wednesday 28th February at Geelong Quay.

If you're interested then please feel free to contact the Organising Committee to discuss further on [Tassie2024@mustangclubvictoria.org.au](mailto:Tassie2024@mustangclubvictoria.org.au).

The indicative itinerary is as follows:

Day	Breakfast	Day Activities	Night Activities / Dinner
Thurs	N/A	OPTIONAL lunch / meeting point, Gateway Hotel, Corio	Depart 6.45pm on the Spirit of Tasmania from Geelong Quay
Fri	Provided by the Lions Club of Devonport	Baskerville OR Symmons Plains Racetrack	Dinner location to be determined once Motorsports Tasmania confirms acceptance
Sat	Continental offering at Wrestpoint Casino	Mustang Car Spectacular Display - Parliament House Lawns adjacent to the Salamanca Market	Themed, 3-course dinner in the Derwent Room, Wrestpoint Casino
Sun	Continental offering at Wrestpoint Casino	Free Day	2-course dinner at the Royal Yacht Club of Tasmania
Mon	Continental offering at Wrestpoint Casino	Free Day OR OPTIONAL 3-hour Bruny Island Cruise	Free Night OR OPTIONAL 2-hour high speed MONA Ferry ride on the Derwent River, serving canopies & refreshments
Tues	Continental offering at Wrestpoint Casino	Baskerville OR Symmons Plains Racetrack	Pizza Night very kindly hosted at the MOCT's Coordinators home (thanks Len & Debra)
Wed	Estimated arrival at 5.30am at the Geelong Quay		





# Maling Road Autoclassica

Sunday 21st May 2023

Ron Minogue



This show goes from strength to strength each year after being out of action during Covid lockdown.

The weather was not good, and it was not my good fortune to be the 1st entrant which meant that I had to be in position by 7.15am. I am not an early riser but since the venue is only minutes from my home, I managed make it on time.

The organisers did a great job in getting the display cars in and out without any problems that I could see. The traders, particularly the food caterers, had a great day.

Brian, Tony and I, all Club members enjoyed a good old-fashioned breakfast at Ruby's café and could not resist the hot meat pies for lunch.

The big difference this year was that the organisers introduced a lot of non-car attractions in addition to the classic car displays. There were cartoon characters, face painting, a fashion parade and slot cars for the kids.



Despite the adverse weather, Maling Road was packed with visitors.

Most of the cars were of European origin with a few American and Australian examples including four or five from the Mustang Club.

Brian James usually takes off the top prize with his '66 Shelby GT350 but this year took out the top prize with his Datsun 240Z. Congratulations Brian.

As this car show was apparently started by a group of Italian car enthusiasts there were a lot of Fiats, Alfas, Lancias and other Italian makes.

The Mercedes Club had its own display area, and the Aussie cars were tucked away in one of the back car parking areas.

I was particularly interested in a 1962 Holden EK Sedan, Salmon Pink with a white top, exactly the same car that we brought all three of our kids home from the Bethlehem Hospital in Caulfield where they were born. No seat belts and the bassinet just sitting on the back seat, no problem.

I will be looking forward to next year's event as it will probably be even bigger and better, although the organisers might have to rent some private driveways to fit them all in.





# 'Stangs @SA Nationals

Robyn Bird (SA member)

## MOCA NATIONALS SOUTH AUSTRALIA - APRIL 2023





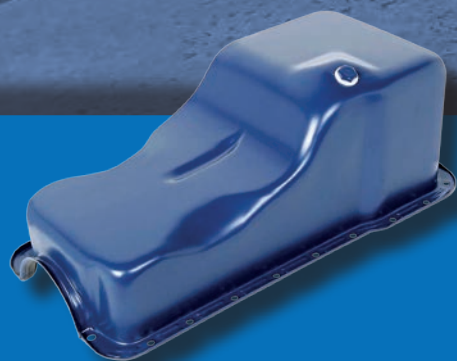
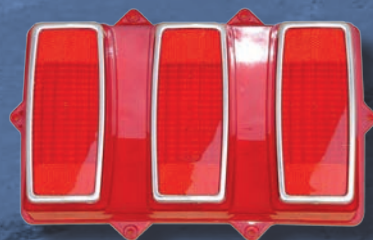
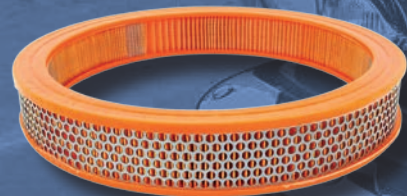






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# CAR CARE Tools, Techniques & Tips

Episode 19 – Detailing Extras – Part 1 of 2

Peter Alderson

In the previous episode I told you about all of the essential items you should consider for a detailing kit.

So, I hope you now have your Essentials Kit established, been able to use it, and have seen how you can complete all tasks needed for your regular detailing. Now, it's time for you to consider the extras you might like to add if you want to further your journey into car detailing.

In this episode I'll introduce you to part 1 of a 2 part series of episodes of more products, and tools, by covering Detailing – Extras 1 of 2. But beware – you'll need a bigger bag!

To help you choose what to buy, and maybe when, I will group these extras into the following categories:

- Specialized cleaning items
- Paint decontamination
- Protection products
- Enhancement products

I will cover the first two categories in this episode.

## Specialised Cleaning items

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

These tools are small, tough, and go into really tight spaces, and they do not fall apart like cotton buds tend to do. I'm talking about the Mascara Wand, and the Eye Shadow Applicator – this one's dual ended.



The Mascara Wand has a bristle end. It is ideal to push into small holes, such as water drain holes, and can be wrapped in a microfibre cloth to help clean and soak up debris, or water, from tight spots.

The Eye Shadow Applicator has two sponge ends. One is broad and flat, whilst the other end is round and pointy. Both ends are strong and can take some pushing pressure. This is an excellent tool for cleaning air vent louvres.

You can find both in the makeup department of a supermarket or at Priceline. Use these with Clean Detail spray to moisten grime before cleaning it away with the tool of choice.



These two items are particularly useful for those who own a convertible and want to clean the soft top.

A soft bristle brush, that will not damage the fabric of a soft top, is a must. I use a Bowden's Plush Brush, but there are many on the market. Chemical Guys also sell these in a kit for soft top cleaning and adding protection. This represents good value.

*TIP: If you do use the Chemical Guys kit, be aware that the spray protection must be cleaned away from any glass, or painted surfaces, before it has time to dry. Use a damp cloth to mop up any overspray otherwise its removal can be a little difficult. A great kit though.*

Use the brush with Bowden's Sublime Clean to spray then brush gently over wet fabric. Use one of your essential's kit soft rounded brushes to clean stitched seams for a thorough clean.

Sublime Clean cleans external fabric and vinyl. Being pH neutral it will clean, but not remove previously applied protection. So you can still maintain waterproofing of fabrics even after cleaning. It will also remove mould and mildew if present.

Once you have cleaned, and rinsed your soft top dry it before adding protection. I use my Essentials leaf blower to push out any water trapped between stitching, and joins, to make drying faster. Soak up the residual water with the Big Green Sucker.



absorb about 2.5L of water so is ideal for drying bodywork, roof fabric or vinyl. Why this microfibre cloth? Because of its high percentage of polyamide!

I use a Bowden's Big Green Sucker to help dry away excess water from the fabric or vinyl.

Have the cloth slightly damp. This allows water it comes into contact with to be quickly wicked away into the cloth. Remember, all microfibre clothes absorb best when slightly damp. The cloth can

After drying, and before protection is applied, you need to ensure the fabric, or vinyl, is absolutely free from any stray debris, or fluff, that may have fallen on the soft top after you finished the drying process.



A lint roller will help pick up any particles of debris from a cloth top. Use it after a deep clean of the fabric and before spraying with protective sealant such as Fabratection. That product was explained under the protection section in the previous Essentials episode. You must ensure any debris does not get 'glued' to the surface under the Fabratection.

The next product is one that most of us will already have available at home. I like to have one that I know is dedicated for use with my detailing work.



A soft bristle brush, a nailbrush, and even a toothbrush, can be used effectively to clean grooved rubbers, and tyres, as well as carpet and upholstery.

On new tyres for instance, it can be used, along with Bowden's Orange Agent, to remove the blue protective coating applied to whitewall stripes or any lettering, be it white or black.

Use it to detail the grooves, and raised lettering, that



may need a deeper cleaning that a regular wash does not easily clean. Virtually anywhere a deeper, or more aggressive cleaning action is needed, one of these small brushes comes in handy.

Similarly, a toothbrush is useful in cleaning, and applying protection, to areas that are otherwise too difficult, or cramped, to use other brushes. Cleaning the ribbed, rubber tubing that carries cables near the door jam is notoriously hard to reach and clean. The toothbrush makes this task easier.

## WARNING

Now, I must warn you before explaining the next two products. These items are destructive cleaners, and if used too aggressively, or on the wrong material, you can cause serious damage to surfaces. When and how to use each must be read very carefully in order to avoid unwanted damage.



Useful for whitewall tyres is a Magic Eraser. This can be purchased at supermarkets - but I use a Bowden's Magic Rub Bar as the material it is made of is infinitely superior, and designed for use with motor vehicles in terms of its safety, effectiveness, and longevity.

This Magic Rub Bar is a sponge made from foam called Melamine. Its construction makes it a great cleaner. Unlike a Magic Eraser though, the Magic Rub Bar is more rigid and dense.

While the bar is being rubbed over the area to be cleaned, its large surface area lifts contaminants into the bar leaving a clean surface. You can use a Magic Rub Bar to clean stubborn scuffmarks and built up grime; dried sunscreen; crayon; marker pen; mould, as well as food and drink stains on plastic or fabric.

*TIP: Take care to not rub too aggressively, as I have warned, otherwise you may damage the surface – lightly does it!*

I use it very effectively to clean the white on white walls, and raised white lettering on tyres.

Be aware however, that with this bar being a mechanical cleaner, it can be mildly aggressive to most surfaces. Always test a small area first!

NEVER use the bar on anything that is easily scratched. Do not use on clear plastic; polycarbonate or plexiglass; anything shiny or highly polished. Never use it on painted, or varnished surfaces, such as carbon fibre, or wood. If you do, you can micro scratch these surfaces. If damaged they require a machine polishing to bring back their shine.

On soft materials, like vinyl and leather, you are better to use liquid cleansers such as Leather Love, Fabra Cadabra and Vinyl Care. These are in your Essential Kit and explained in my previous episode.

The next cleaning product that can cause DAMAGE is very fine steel wool. I use 000 or 0000.



I get mine from Bunnings, as it has 0000, whereas steel wool from supermarkets is more designed for kitchen use and is way too harsh for use on cars.

Steel wool rated 0000 has a texture that will not harm automotive glass when used correctly.



## CAR CARE Tools, Techniques & Tips

### Episode 19 – Detailing Extras – Part 1 of 2

I use steel wool for cleaning the exterior and interior glass of my car. Here is how I do it:

**WARNING: DO NOT USE STEEL WOOL ON TINTED SURFACES.** I'll say that again – Do not use steel wool on tinted surfaces! You'll forever scratch them and they will need to be removed and then reapplied. Do not use steel wool on tinted surfaces.

I use steel wool on exterior glass surfaces and interior surfaces that are NOT TINTED. I use 000 or 0000 steel wool from Bunnings.



Here is how to deep clean glass effectively.

- Spray glass cleaner onto a small section of glass.
- Spray glass cleaner onto the steel wool.
- For interior glass - spray onto the steel wool only to avoid overspray onto other surfaces.
- Rub in small circles on one section at a time.
- Wipe it off with the short pile of a Big Blue Softie.
- Apply glass cleaner again with a pad or the short pile side of a Big Blue Softie.
- Buff it off with the long pile of a Big Blue Softie.
- Finish the process by polishing the glass with a glass cleaning cloth.

*TIP: Depending on how contaminated the glass is you may need to complete this process twice. Turn to a new section of the steel wool, and microfibre cloth frequently, to ensure you are not contaminating what you have just cleaned!*

## Paint Decontamination

Decontamination of paintwork is a lengthy process of cleaning the paintwork prior to applying protection. Decontamination removes previously applied layers of protection, such as polish, wax and sealants. It will also remove embedded brake dust from the paint.

It is not performed each time you wash your car, but once or twice a year depending upon how the previous layers of protection have held up.

So, if your car is parked outside most of the time it will have been exposed to the elements and protective layers will wear, and become contaminated, more quickly.

If parked undercover, then protective layers will last considerably longer. Decontamination however, should be performed no less than once a year. This will ensure there is no excessive buildup of contaminants on the painted surface.



I use Bowden's Bugger Off. Bugger Off uses enzymes in its concentrated citrus formula.

Enzymes create a chemical reaction with the splattered body parts disrupting their cell membrane, breaking it down and dissolving it, so they can be easily brushed and rinsed away.

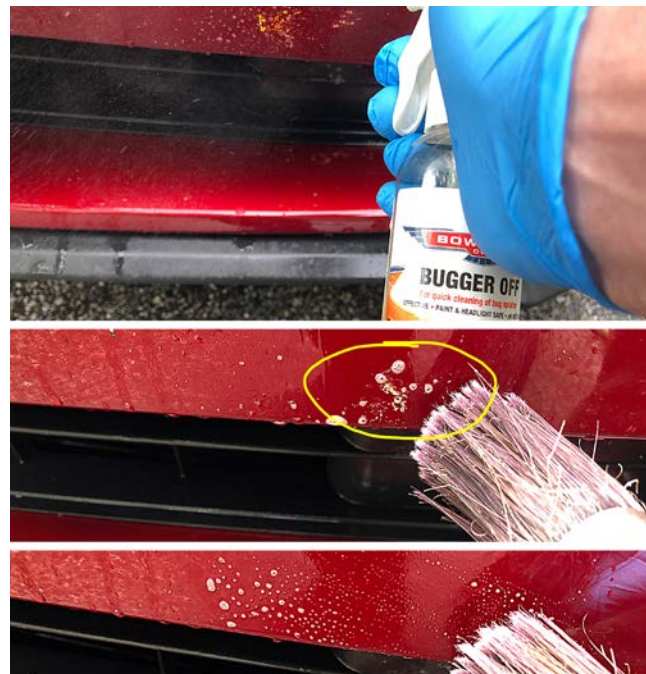
Bugger Off is safe to use on all surfaces, including, glass, plastic, paintwork, rubber and metal.

Follow these steps to decontaminate your paintwork before adding protection:

- Use your Essentials spray wand to rinse the car with a gentle flow of water.
- Now use a broad spray, on a higher pressure, to push any stuck material from the surface.
- Inspect look for any insect matter that has not been removed.
- If there is, we use Bugger Off to eliminate it from being stuck to the paintwork.

*TIP: Splattered bugs stick paintwork and their legs, wings and acidic dried remains, can scratch and permanently mark paintwork. You don't want to be rubbing this solid material over your paintwork as you apply the decontamination products. Even more scratches!*

- Spray Bugger Off on the splatter. While it soaks, spray the end of your paintbrush.
- Wait 30 seconds for the enzymes to work.
- Gently brush the splatter. It should be effortlessly removed. If any parts remain, repeat this step.



When inspecting the bodywork after cleaning away bugs, you should look for any stuck on tar spots.

These are commonly found on paintwork near the lower sections of panels behind the tyres.

Dried on tar can be extremely difficult to remove with either water or car wash solution. These are not strong enough.

What is needed to remove tar spotting is a dedicated petro-chemical cleaner that will not damage the paintwork, plastic or rubber, where splattered tar may be found.

I use Bowden's Ta Ta Tar. Spray the section and let it sit for about 30 seconds. Use your soft paintbrush to work the product in and around the tar.

Do this for about 30 seconds, then gave another spray then agitate once more. After about a minute, you will see the tar easily coming away from where it was stuck.

Now that you have removed any stuck on contaminants it is time for an overall wash, but not with any normal wash solution you might use!



I would normally use Bowden's Nanolicious. But, I'll be using Bowden's Auto Body Gel here. The reason for this is that Nanolicious will add a protective layer to the paintwork that rejuvenates my ceramic coating, adds UV protection, and a shine.

This is not needed now, as further decontamination steps will remove it. So it would be a waste now. Auto Body Gel is just a gentle, but effective cleanser alone, which is all we need here.

Wet the car and wash it as normal. Be careful to let the wet soapy sponge do the work for you.

Any hard rubbing may scratch the paintwork. Work in straight lines to minimize micro-scratch circles.

Before proceeding to the next stage of decontamination it is important to dry your car carefully, and thoroughly. Use a leaf blower, and drying microfibre cloths, from your Essentials Kit.

*TIP: When drying, do not use any drying agents, or protective solutions, such as After Glow. We are not adding these during the decontamination stage. It's pointless, and a waste of product, to apply it, only to then immediately remove it!*

Two further products are essential in the decontamination process – Bowden's Three Way spray together with a Bowden's Claying Rubber.

I prefer to use a claying rubber to a clay bar. The rubber is larger, making the job quicker, and I do not need to keep folding or using new clay bars. The Claying Rubber is rinsed clean after each section.



The job of the Three Way is to remove embedded contaminants, such as iron particles, deposited from airborne dust, from brake pads, and disks. Carbon and oil particles, from exhausts, also bond with your paintwork. These all contribute to make your paintwork rough, and degrade hydrophobicity.

Use these products as follows:

*\*Hydrophobicity is the ability of any surface, in this case your paintwork, to shed water easily.*

- Spray Three Way onto one section.
- Let it sit on the panel for about 60 seconds.
- Purple streaks appear if there is contamination.
- Now, grab your Bowden's Claying Rubber and spray it with Three Way.
- Use the Claying Rubber to gently rub over the area being treated. Use straight lines up and down, then side to side. Press gently.
- If there is resistance there is significant contamination.
- As the embedded contaminants are removed, the Claying Rubber will glide smoothly.
- Continue spraying, and gently rubbing, until there is no resistance – this means the iron deposits have been successfully removed.
- Rinse off that section with soapy car wash.
- Check your work by spraying a small section with Three Way. Let it dwell for 60 seconds.
- If there are no purple streaks then you have successfully decontaminated this panel.
- If there are purple streaks then repeat the cleaning / washing process.
- Gently rinse then wash the panel with the Auto Body Gel car wash to remove any Three Way.
- Complete this panel by flooding it with a steady flow of water. You don't want to splash water onto other dry panels you will work on next!
- Continue until the entire car has been successfully decontaminated.





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## CAR CARE Tools, Techniques & Tips Episode 19 – Detailing Extras – Part 1 of 2

Before moving to the last stage of decontamination, wash the car one final time to ensure all Three Way has been removed.

Its composition is such that it has a thicker viscosity than other solutions you may use for washing. The car must be absolutely clear of the Three Way so it does not interfere with the Paint Cleanse and Restore process, and certainly before we apply any wax, sealants or protectants.

Use your favourite car wash solution, BUT, not one that adds any form of protection. Dry your car thoroughly.

The final step in decontamination involves the use of one more product – but depending upon your paint and how it is protected, you will choose one or the other.

For Clear Coat paintwork only we will use Bowden's Paint Cleanse and Restore. If you have a Ceramic Coat on your paintwork, you will choose to use Flash Prep.

If you used a cleanse and restore product you would damage your ceramic coating. Flash Prep is already in your Essentials Kit.



If your paintwork does not have a ceramic, or similar protective coating, then use Paint Cleanse and Restore.

It is designed for use on new, hard clear coats and older, more fragile acrylic coats.

So, your paint may appear dull in comparison to paint encased in a ceramic coating.

Paint Cleanse and Restore is NOT a polish. It is not going to remove a layer of paint in order to restore shine.

Rather, it is going to perform the same type of deep cleaning as is done by Flash Prep. It removes fillers, old wax, oxidation, minor imperfections and dull spots. It leaves a smooth finish ready for protection products.

*TIP: Keep in mind, Paint Cleanse & Restore is NOT suitable for ceramic coated cars, whereas Flash Prep IS suitable for ceramic coats.*

Apply using a pad and straight lines. When a haze appears use the short pile side of a Big Blue Softie to gently remove it. Then do a final buff with the long pile side of a Big Blue Softie from your Essentials Kit. Continue from panel to panel to complete the car.

If your car is protected with a Ceramic Coating, then you must use Bowden's Flash Prep – again to perform the same cleaning action - removing old waxes, fillers, oxidation, minor imperfections and dull spots.

It also gives a smooth finish for wax, and final protection, to be reapplied if wanted.

This is already in your Essentials Kit.

However, as we are explaining products used to perform decontamination I will briefly explain how it is used in this process.



Use the short pile side of a Big Blue Softie to spread Flash Prep over an area being treated. Up and down then side to side. This action will ensure the solution gets into all areas of hidden hollows within your paint to perform its deep cleaning action.

Grab another dry Big Blue Softie and, with its short pile side, immediately remove the hazing Flash Prep.

Once removed, perform a final buff with the long pile side of another dry Big Blue Softie. Done!

### What's up next?

You now have a number of additional items you can choose to put in to your Extras Kit. Use these tools to improve your skills. Enjoy!

In my next episode I will explain more products and tools you can choose to have in your Extras Kit when I complete the second part: Detailing Extras – 2 of 2.

It will cover Protection and Enhancement products.

Happy Cleaning!







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Highball Cars & Coffee - 2024 Mustang Interior  
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# Kokoda Track

June 2023

Tony Borg

Those who know me personally would be aware of my work history with the Department of Defence, spanning some 37 years, and that I have a keen interest in Military History, in particular that of the conflicts Australia was involved in and especially of the reputation of the Australian Soldier during those conflicts, all of which contribute to my wanting to learn more.

So when the opportunity to follow in the footsteps of our fallen heroes on the infamous Kokoda Trail, it didn't take much to convince me.

This journey for Samantha and myself started more than 12 months prior to our journey, one Sunday, over lunch with a fellow club member, Brian James, we talked about his previous attempt on the Kokoda that was halted due to an injury sustained during his training. So after some discussion, I turned to Samantha and said, "Let's go". So yes, not much in the way of planning up until that point.

We chose to do a trek utilising the services of an organised tour group, as Papua New Guinea and the Kokoda itself, are not places you would want to be without support.

We made the necessary bookings and began training. We chose to use the services of Australian Kokoda Tours (AKT) because amongst other things, they provided training leading up to your chosen trek dates. AKT had a tour starting on the 26th of June 2023 which suited us, so we made the necessary booking.

For Samantha and I, training started in February 2023, we met the AKT representative at the war memorial in Torquay and began what was to be a 15km walk, carrying our 10kg backpacks. Before starting the session I thought I had an adequate level of fitness for the Kokoda, but little did I know, for on this first training session I was only able to complete about half the planned walk, so at the very least it told me just how far behind I was in my preparation.

Training with AKT was scheduled on a Saturday, every two weeks leading up to our planned date.

On those alternate Saturdays, Samantha and I would trek around the You Yangs National Park, which happens to be close to where we live, and is also on the list of places the scheduled training can take place. On occasion, we also trained around Anakie Gorge and Mt Macedon.

Having the right gear is also important, so this meant numerous trips into hiking and camping stores, purchasing hiking boots, sleeping bags, back packs and the myriad of other items needed to assist our Kokoda adventure.

Our start date soon arrived, a 6am flight from Melbourne to Brisbane, where we would meet other trekkers who were departing from Sydney or Brisbane.

One of the tour group's suggestions was to wear your hiking boots on the flight, as the loss of checked luggage when flying into PNG was not unheard of. So at the airport it was somewhat easy to spot other trekkers joining us on our trek. We met a number of them in the departure lounge.

At Brisbane airport we received word that three of our group leaving out of Sydney were going to be delayed by 7 hours. Which meant we wouldn't meet them until the next morning in our Port Moresby hotel.

The trekking group consisted of 20 paying trekkers, 1 lead trekker, and 30 or so porters, of which some were allocated to individual trekkers and the remaining, known as general porters, provided support as

needed, including cooking, and carrying our supplies for the 8 days on the Track.

During the trek, I kept a journal, writing my thoughts of the day's events, as well as noting the villages we camped in each night. Below are only some of the highlights from my notes.



## Day 1 - Kokoda to Deneki

Up at 4am to meet in the hotel lobby by 5am, David our tour guide along with Mick the tour company owner took us in buses to the Port Moresby airport for the 6:30am flight to Popondetta. There we boarded two trucks which took us along the two or so hour drive to Kokoda, with more than half on dirt roads. We had lunch at Kokoda, before a tour of the memorial and museum. We were then introduced to our porters and started on the track.

The first part of which was quite an easy flat road, and I got a bit ahead of myself, because we then started the climb to our first night on the Kokoda in Deneki. The climb was hard, with every step more tiring than the previous. I had to take many, many short stops to catch my breath.

It wasn't long after dinner that we hit the sack, not much in the way of flat ground where we were camped, our tent site had a slight slop and Samantha and I found ourselves sliding down to one end of the tent during the night.



## Day 2 - Deneki to Alola

Up at 5am, packed our backpacks, then brekky at 5:30, packs on at 6am and onto the track. Up, Up, UP, a very steep climb first thing on the way to Isurava. Here we gathered at the memorial site and held a ceremony, which included the Ode to the unknown soldier followed by the playing of the last post. This was to be the first of many moving and emotional ceremonies held at significant sites during our 8 days on the track.

It was in the battle of Isurava that Private Kingsbury fired a Bren gun from his hip clearing a path through the enemy lines for his fellow soldiers to pass safely, he was posthumously awarded the Victoria Cross for his bravery.

Back onto the track for about 45 minutes before we were read the story of the Bisset brothers, where the injuries sustained by the younger brother Butch, were to be fatal, dying in the arms of his older brother, Stan, who stayed with him till his dying breath. As the story goes, they talked about their childhood and the many things they did together, singing songs from their youth, the last of which is said to be "Danny Boy". Personally I will never be able to hear that song again without thinking of the Bisset brothers.



Once in Alola, we had dinner and the porters cooked a birthday cake for one of our trekkers and then sang to us. It was here we first heard a song that was to become our song for the trip, "it's not an easy road."

## Day 3 - Alola to Templeton's Crossing

Alola is a beautiful spot, we were up at 4:45am, and we all knew this was going to be another difficult day on the track. Our first stop was a Japanese Ammunition dump. To see what was found all gathered together was unreal.

Our camp for the night was at Templeton's Crossing, and as the descent into camp was very steep, and not one we wanted to do after sunset at 6pm. We knew we were behind schedule and getting in late was becoming more and more likely.

As it turned out, we managed to arrive into camp by 5:30pm, not bad in the end. After dinner we had tribal council, which was always entertaining. Tribal council was all about fessing up to our individual indiscretions throughout the day, which could include leaving your walking pole behind, putting on your backpack before the call to do so, or falling, which was explained as landing two hands or two bum cheeks on the ground, or any combination thereof.





#### Day 4 - Templeton's Crossing to Kagi

Today was Samantha's birthday, and at breakfast we all sang to her. It was also on this day that Samantha slipped and caught her foot on a tree root, causing a severe sprain to her right ankle.

Have to say I was a bit worried at first, but after receiving some treatment from another trekker, who happened to be a nurse, we were able to continue on. It is worth noting, among our fellow trekkers, was a paramedic and a physio, who were always ready to assist where needed.

First up for the day, was another river crossing, what an absolutely spectacular sight, then a 45 minute climb to Mount Bellamy, the highest point on the track at just over 2000 meters!

From here we were offered two track options, a long and a short one. A group of us, including myself, chose the shorter route. To a site called 1900, which, as we were to learn later, received its name simply due to its height above sea level.

Our camp for the night was at the village of Kagi, where once all had arrived, the villagers gathered and greeted us with a few songs, including our favourite, "it's not an easy road".

After dinner, the village women and children gathered in our mess hut and sang to us again, this time ending in a verse of Happy Birthday to Samantha, the porters baked her cake which she gave to the village children, and you should have seen their faces.

It was also here that Samantha, Brian and I decided to give out the many gifts we brought with us to give out to villages along our trek.

We had a number of Mustang Club T Shirts, donated to us by the club, that were given to the village leaders to hand out, we did take a photo of the group wearing the shirts,

which I thought was fantastic, imagine future trekkers coming across villagers wearing Mustang Club T shirts so far into the jungle. We also handed out harmonicas, I gave the first one to a little girl, who after taking it looked at me quizzically wondering what it was I gave her, I then took the harmonica from her and played it, at which time her face light up, it was truly one of the highlights of the trip for me. That evening, we could hear the sounds of harmonicas playing from all corners of the village.

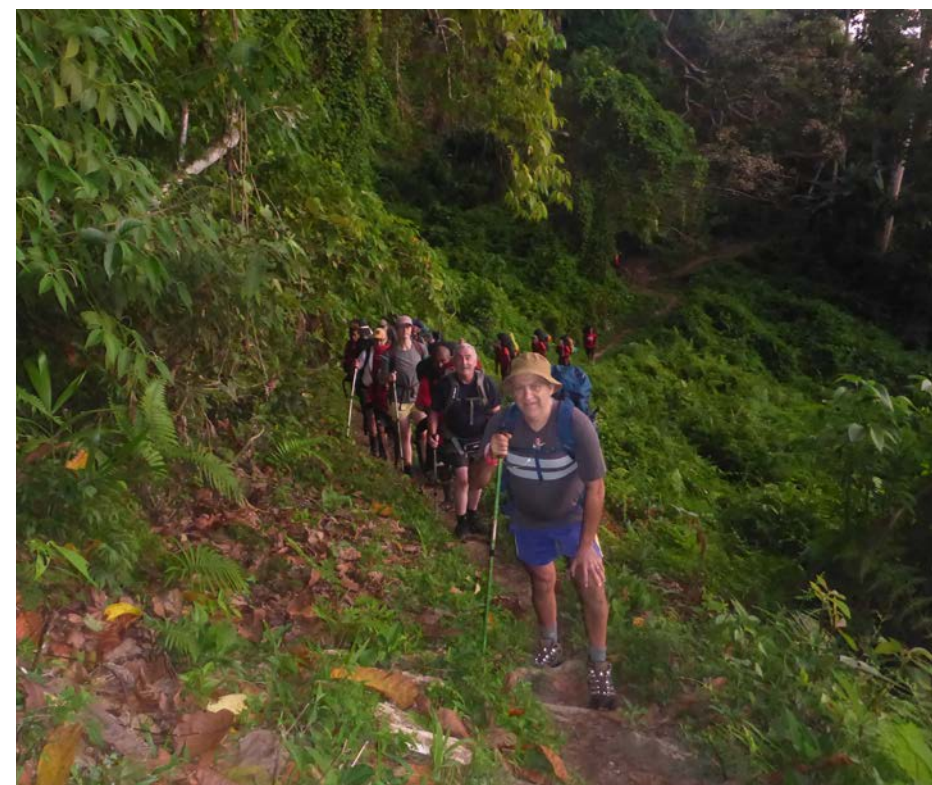


#### Day 5 - Kagi to Minari

Up early again, and after breakfast we were on the track to our first stop at Mission Ridge, where Samantha read from the book before we heading to Brigade Hill.

Here we stopped for lunch, and another moving ceremony. We were also treated to one of our porters dressing in a traditional village garb, covered from head to toe in mud, coming out from behind a bush, yelling and screaming before climbing a tree.

The group didn't know what was going on, and a number of us were scared witless. From Brigade Hill we descended into our camp for the night at Minari.



#### Day 6 - Minari to Nairo

We started with yet another steep walk stopping at Five Creek for morno's before heading to Browns Creek.

It was a beautiful spot and although the water was cool, many of the group, including myself, jumped in the creek, floating some 40 to 50 metres, it was simply amazing.

We were ahead of time and so arrived at our next campsite just after lunch time. We had time to relax for a change.

#### Day 7 - Nauro to Uaalf

Onto the track for a 1 hour steep ascent, just for something completely different. We stopped at the top which is known as Heartbreak Ridge, and after completing it I know all too well why it received the name.

We then had a relatively easy level walk before we started another 1 hour steep ascent up the side of a mountain.

Here we viewed another Japanese Ammo dump, which was only discovered in 2019. We then started the long descent to the river, which we proceeded to criss-cross more than 10 times before reaching our camp at about 5:20pm.

It was here that our group leader, David, went through the 8th and last days proceedings, stating we should cross under the arches at Ower's Corner around 1:30pm. Following dinner the Porters sang for us again, including our favourite of the trip.

#### Day 8 - Uaale to Owers Corner

Our final day on the track was going to be another tough one, up early as usual. We firstly continued to cross the river yet another 11 times before we began a steep 1 and a half hour ascent.

The combination of steep incline and the heat made this part of the day difficult, you would think we would be used to it by now, but that was not the case. Once at the top of the climb, we had another reading then started another steep descent before a short stop in a village and continuing yet further down. At the bottom we had a quick stop, and one last swim in the river.

Gear on and back on the track for only a short walk to a small clearing, where we gathered in a circle and stated our individual highlights of the trip that we were now close to completing.

Then it was up, up, up our last climb. It took Samantha and I around an hour to climb to the top, where we gathered with the whole group, who were there waiting for us, holding their walking sticks up in the air forming an archway, before we all walked under the Kokoda arches together.

We were done, and after a celebratory beer, snag and a burger, the reality of completing the walk combined with the heat, exhaustion and emotion of all that we had done over the previous 8 days caused me to break down sobbing on Samantha's shoulder.

It was a very emotional journey for me but I have to say, I was completely taken by just how deeply it affected me.

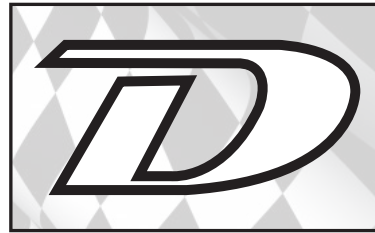
There was one last place we were to visit before going to the hotel for a well-earned shower. We all climbed into a bus and headed to the war cemetery at Bomana.



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There I was once again overwhelmed by emotion, seeing some 3800 graves all lined up in regiment, and after reading some of the headstones and noting the number of soldiers who died for us not yet reaching their 21st year, it was all too much for me. What a waste of life.

It was here our tour leader handed out cards to each of us with the details of a soldier who had died on our birthdays. We were asked to find the soldier's grave and place a poppy on their grave stone and perhaps say a prayer for them.

It was here we were told something that touched me deeply and that I will never forget, in that it was very unlikely that any of the graves had ever been visited by the families of those who lay here.

We then headed back to the hotel for a shower and some clean clothes before heading down for a celebratory dinner and drinks. We said goodbye to our porters and thanked them for their support throughout the trek. We were done.

If I had to name just one thing that this journey has given me it's an even greater appreciation of the sacrifice our Australian soldiers gave willingly in order to provide us with the freedom we have today.

Lest we forget.

Tony



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# Kokoda Track

June 2023

Brian James

Walking the Kokoda Trail is not just a matter of packing a bag and jumping on a plane.

With months of training, vaccinations and health checks I was confident I was ready.

But then there was the trekking gear, back pack, footwear, appropriate clothing, first aid kit, blister packs, malaria pills, water bladder, sunscreen/insect repellent, anti-inflammatory treatment.....etc.

There were trial treks in the weeks leading up to the challenge at the You Yangs, Torquay and Anankie Gorge.

Having addressed all that I believed I was ready. There was going to be substantial doubt about my state of readiness as I got into the trek.

A commercial flight to Port Moresby with a last night of luxury at the Hilton, and then a prop aircraft to Popondetta. Flights direct to Kokoda are more prone to inclement weather. Our walk would be from North to South, ie, Kokoda back to Owers Corner, (the end of the Trail. An open truck would take us from Popondetta to Kokoda in 2.5 hrs over the most bone jarring road in PNG.

After lunch it was time to meet our personnel Porters, (supermen, but no capes).

A few group photos at the Kokoda archway and we were on our way.

The first 1.5 - 2.0 hrs was flat, the weather fine. This aint so bad.

Then the first uphill, which I thought was quite tough to Deniki, for our first overnight stop.

Boy, was I in for a reality check and wake up call thinking that first day was tough!

Each evening our trek leader David Webb, (Webby), would outline the following day's trek detailing significant locations, distance walked and the grading of the climbs including climb time and degree of difficulty from easy to hard.

In the days ahead I was becoming increasingly suspicious of our trek leader, Webby, and his description of any upcoming terrain. "Moderate to Hard" was his description of our first climb. I would simply classify it as "Bloody Hard".

There were various forward assessments of the terrain over the coming days by Webby, but most were just bloody difficult and very testing as far as I was concerned. Webby's idea and my idea of "Easy" was not shared.

Each night most (all) trekkers were pretty knackered and it was a late night if you weren't in bed by 8pm (even the young ones).

I have to say though, our food was particularly good, a cooked meal every night, which was unheard of in most of the other tour groups. There were dedicated Porters to prepare and cook the meals each evening using lots of pots and pans. It was fascinating each morning after we had been trekking for an hour or two, to get a "clear the Track" order and see out Porters come running through our ranks on their way to our next overnight stop, with all their pots and pans rattling on their backs. They were amazing.

We were encouraged to stop along the way and take time to look around. The scenery is breathtaking, absolutely magnificent.

There were some treats available in some villages along the way, small stalls set up selling bananas and soft drink, coke, sprite, fanta. This was always a welcome sight. The bananas for energy and the soft drink for that sugar hit. It was

not unusual to scull a couple of cans. The days were hot and humid. The drinks didn't touch the sides. They were quite expensive at 10 Kina, (~Aus\$5), but they were worth every penny.

The Trail itself is very narrow, and in some stretches virtually invisible. A great deal of the Trail has tree roots of all sizes running across it above ground, some are huge, and so many of them that cross and intertwine making it difficult to walk over. Your feet can get caught up in them and they can be slippery. There are many fallen trees across the Trail.

Occupational Health and Safety is not a priority in PNG.

Along the entire Trail there were saplings that had been sliced through by the Porters machetes. The thing is, they were often in the middle of the Trail and had been severed

around 30cm above the ground. They had been cut on a steep angle forming the perfect impaling device. These saplings were probably around 20 - 40mm in diameter just waiting for some poor unsuspecting exhausted trekker to stumble and find themselves wriggling like a worm on a hook.

Just another day in paradise.

On day 4, Samantha (Tony Borg's wife), was one of our trekkers who sprained an ankle when her foot became caught under a root. It was incredibly courageous of Sam to continue. At the time she was quite distraught at the prospect of not completing the trek. While being treated after her fall by Narelle, a nurse who was making the trek, Sam declared that if her ankle was not broken, she would continue. We had a long way to go that day to meet the rest of our group for an overnight stay at Kagi.

I was worried about being caught on the trail at night. We would stay together no matter what, and our porters were with us as well.

I need not have worried about Sam being able to walk or her pace. She was limping and in obvious pain but walking, and climbing, quite quickly which was amazing. It took us about 3 hrs to get to Kagi and we made it long before nightfall.

Sam's determination was an inspiration to us all. It was an incredible effort. Whenever I felt Knackered,(most of the time), I just reminded myself Sam was doing this with a sprained ankle. What a fantastic accomplishment.

It was interesting to note the trekkers all had the good gear, proper trekking shoes/ boots, trekking pole, lightweight clothing. The Porters on the other hand wore thongs, old runners or bare feet. No pole(s), and just the casual jungle attire they always wear. There was even

one Porter who had 1 thong and 1 barefoot. Not sure if he found a thong, or if one of the original pair had a mechanical failure! But those guys never slipped or fell, unless one of us took them out.

The villagers are very friendly and the kids are gorgeous.

One of my favourite memories was at Kagi on day 4. A number of our group had brought presents for the kids, and we decided to give them out at Kagi. Two brothers had

brought 4 AFL footballs, I had a soccer ball printed with all World cup team flags. One little guy had no interest in AFL, his eye was on the soccer ball and he headed straight for me. I passed it to him, and for the rest of the day he and the ball were inseparable.

We also distributed some kids MOCA T-shirts. They were popular, but I doubt any of them knew what a mustang was. Anyway, we now have some honorary Mustang members in the middle of the Stanley Ranges rain forest if you're thinking of dropping in.

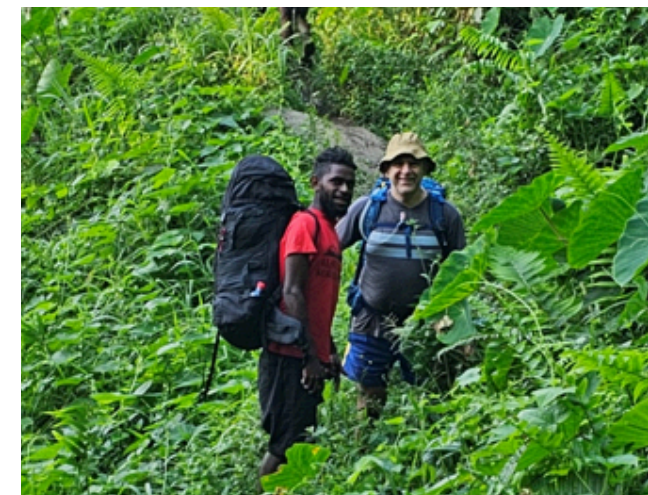
There were lots of smiling children in Kagi that day.

Each day as the ascents got harder and longer, and the descents just as bad, I had to admit that "tough" climb on Day 1 maybe wasn't that bad after all.

Exhaustion at the end of a day was normal, but the days came and went very quickly. Before we knew it, it was Day 8, the last day. It is supposed to be a half day, but there were no half inclines or half descents, the Trail was going to challenge us to the end.

The last climb to the end of the Trail at the archway was a doosie. I was pretty exhausted by this stage and virtually stumbled over the line. The Kokoda experience is without a doubt the most

physically challenging 8 days of my life. It was far harder than I imagined, and I'm not sure anyone can be totally prepared.





My Porter, Gerry, had dragged me up so many hills and had grabbed me by the hand so many times the rest of the group thought we had a “thing” for each other.

After a BBQ and beers at the finish, there was one more surprise.

We were taken in a bus to the Bomana Cemetery outside Port Moresby. It is a beautifully manicured lawn cemetery honoring our fallen heroes. We were all handed a laminated document with the details of a soldier who had died on our birthday.

We were told there are very few visitors, if any, to the sea of headstones in the park.

We were to find our soldier from the location code on the document. We were to spend some time with him and leave a poppy. My soldier was Private Allen Roy Fittler who died on 24 March 1945 aged 29.

This was a very sobering and emotional activity. A number of our group were visibly upset. This exercise reinforced that we had not merely walked from point A to point B.

We had journeyed the same path and walked in the same footsteps as our fellow Australian heroes who had sacrificed their lives so that we should remain free. But we did not trek the Trail under the same circumstances, nowhere near it. The difficulties we encountered was minimal compared to what these amazing individuals went through.

Nobody was shooting at us. We had food and water. We weren't suffering from Malaria, Dysentery, Dengue Fever or any of the other environmentally generated diseases. Our feet weren't rotting in our boots. We didn't have to sleep in wet trenches. We didn't have to carry heavy weapons and ammunition and we had dry shelter at night.

Our trek was a walk in the park!

LEST WE FORGET



## VICTORIA CLUB SOCIAL CALENDAR SEPTEMBER 2023 - NOVEMBER 2023



### SEPTEMBER 2023

**WEDNESDAY 20TH**

#### MONTHLY CLUB MEETING

Legends Club Corner Wilson Street & Thomas Street Moonee Ponds VIC 3039  
Dinner is served from 5.30pm, Meeting starts at 8.00pm  
Don't forget you have to be in attendance for your chance to win,  
LUCKY MEMBERS JACKPOT DRAW, MUG OF THE MONTH, DOOR PRIZE, and MOCA RAFFLE.

### OCTOBER 2023

**WEDNESDAY 18TH**

#### MONTHLY CLUB MEETING & ANNUAL GENERAL MEETING

Legends Club Corner Wilson Street & Thomas Street Moonee Ponds VIC 3039  
Dinner is served from 5.30pm, Meeting starts at 8.00pm  
Don't forget you have to be in attendance for your chance to win,  
LUCKY MEMBERS JACKPOT DRAW, MUG OF THE MONTH, DOOR PRIZE, and MOCA RAFFLE.



## SUNDAY 29TH OCTOBER MOCA VIC ANNUAL MUSTANG ROUNDUP

10am - 3pm DANDENONG SHOWGROUNDS  
Bennett Street Dandenong  
FEATURE DISPLAY 1971-1973 MUSTANGS  
SEE PAGES 6-10 IN THIS ISSUE FOR ALL THE DETAILS



### NOVEMBER 2022

**WEDNESDAY 15TH**

#### MONTHLY CLUB MEETING & ANNUAL GENERAL MEETING

Legends Club Corner Wilson Street & Thomas Street Moonee Ponds VIC 3039  
Dinner is served from 5.30pm, Meeting starts at 8.00pm  
Don't forget you have to be in attendance for your chance to win,  
LUCKY MEMBERS JACKPOT DRAW, MUG OF THE MONTH, DOOR PRIZE, and MOCA RAFFLE.

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/>



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# MAY 2023 CLUB MEETING

Wednesday 17th May 2023  
Moonee Valley Complex, Moonee Ponds



Meeting opened 8.00pm By the President, Mr Ian Collins

## SPECIAL WELCOMES

Frank Thompson, Peter Sheehan (National Secretary) and Warwick Dowsley

## APOLOGIES per sign on book

Craig Dean, Peter Alderson, Geoff Grace, Rod Madden, Kathy and David Batchelor, Benjamin Stoffers, Daniel Stoffers, Nick and Kaye Duyvestyn, Jeremy Lane, Steve Baird, Bruce Rigby, Jan Theidman.

## MINUTES OF PREVIOUS MEETING: Ian Collins

The Minutes of the previous meeting held on the 19th of April 2023 were read and confirmed.

Mov: A Stoffers Sec: U Schack

## TREASURERS REPORT: Adam Richmond

**TOTAL FUNDS AVAILABLE - APRIL 2023 \$343,262.20**

Mov: N Butler, Sec: P Browne

## GUEST SPEAKER

Guest speaker Pastor Arthur Bartlett, spoke about his 37 years as motor racing Chaplain, at various Victorian racing venues, including Philip Island, Calder Park and notably the Australian Grand Prix since their introduction of Pastor services in 1995. Pastor Bartlett spoke about his beginnings in motor racing starting with his involvement as a driver and his building of a model T truck, which he uses during race days. Arthur also spoke about his kids camp which is made up of various town buildings which he bought, moved rebuilt and restored on a site depicting an old country town.

## SPECIAL BIRTHDAY

Special mention was made of the celebration of Mr John Chapman's 80th birthday.

## SECRETARY'S REPORT: Tony Borg

APRIL to MAY 2023 correspondence.

Correspondence Inwards:

Tony Dunlop	Car Sold
Dana Roknic	Joining the Club
Roger Selwood	Shell for Sale 66FB
Geoff McInnes	Request for Name Tag
Frank Rivelese	Request for 10 year Badge
Jo Godfrey	Include wives details on Membership
Jo Godfrey	Membership Enq
Reg Coleman	Q re membership Program/app
Anthony Garcia	Membership Enquiry
Tyler Hitchins	Membership Enquiry
Chris Sager	MOCA Assistance at Geelong Revival
AOMC	All American Day
Remmie Vella	Renewal
Nigel Bissett	Membership/Permit Enq
Various	Responses for Echuca Dietary Req

Correspondence Outwards:  
All Members

Membership Renewal  
Legends Club Parking Arrangements  
Upcoming Events  
Request for Dietary Requirements

Echuca Attendees



## NEW MEMBERS ACCEPTED

TSENALIDIS CHRIS	19 BULLITT	GREEN
BANGE RON	69 MACH 1	MAROON
DAL BOSCO MORRIS JENNY	17 GT	BLACK
HEINRICH AMY	21 2.3L	GREY
GODFREY JO		
PETER TONKIN	02 COBRA	MAROON
JONES KAYE	66 COUPE	ARCADIAN BLUE
VAWDREY PAUL	19 COUPE	BLUE
PETKOVSKI STEVEN	65	WHITE
STORER PHILLIP JANN	69 MACH1	ACAPULCO BLUE
KEY PHIL DI	21 GT	BLACK
RIGBY LANCE DEBRA	69 GRANDE	YELLOW
PENBROOK HEATH		

**Total number of members to 17/05/2023 = 1001**

**SOCIAL: Sue Brodrick, De Colledge & Kerry Thomas Roscrow**

## EVENTS REPORT FOR MAY 2023

### PAST EVENTS

THURSDAY 11TH MAY, 8TH MEET AND GREET.  
Meeting at Bundoora Park farm café. 10.30am -12.30pm  
SATURDAY 13TH MAY, Dog and Pony day held at Mentone Grammar school, Keysborough playing fields 11am-3pm

### UPCOMING EVENTS

SUNDAY 21ST MAY, Maling road Auto Classica. This is an all-day event held at maling Rd Historical shopping village  
SATURDAY 27TH -28TH MAY, Historic Winton meeting, 8am-4pm. See Brian for tickets.  
FRIDAY 26TH -MONDAY 29TH MAY, we're off to Echuca. 74 members attending. Friday's lunch plans have changed from Malmsbury hotel to the Marong hotel.  
THURSDAY 8TH JUNE 9th meet and greet will be in Corio and Geelong. Venue TBA  
SATURDAY 15TH JULY keep this date free for our Xmas in July, held at Central club hotel Richmond, details to follow.

DE new members

Brian James also provided advice regarding the courtesy bus arrangements provided by the Legends Club, for the transport of patrons too and from alternate parking to the venue during current construction activity.

## MEMBER WELFARE: Ian Collins

Ian advised there has been no updates since the previous meeting.

## BULLETIN: Colin Falso

Colin advised the next issue of the round up magazine was imminent, and asked members to submit their articles when available. Colin also asked the meeting to provide him with suitable photos for the front cover of the upcoming issue.

## NATIONALS: Adam Richmond

Adam advised planning was underway for the planned 2027 Nationals in Victoria, currently researching suitable regional areas to hold the event

## 2023 VIC ROUNDUP: Adam Richmond

Adam advised the meeting that those of you who had previously paid for judging and/or presentation dinner could utilise their payment for the 2023 Round Up event, scheduled for the 29th of October 2023.

## GENERAL BUSINESS

Ian Collins mentioned the upcoming AOMC All American day scheduled for the 19th of November 2023 and asked the membership to attend in numbers in support of the fantastic event.

## BUY SWAP & SELL

Tony advised two cars for sale from a single seller, a 1973 Mach 1 in Gold, and a 1966 Coupe in Silver Blue with a white vinyl roof, and asked those who were interested to see him following the meeting.

## RAFFLE

Door Prize	?
Members Draw	Michael Smith (#2580)
Members Draw	Jackpot, next meeting to \$700
Mug of the Month	Frank Spiteri

## MEETING CLOSED:

9:06pm Minutes recorded by Tony BORG

## NEXT MEETING

Wednesday the 21st of June 2023 at Moonee Valley.

Members must be in attendance and 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**



# JUNE 2023 CLUB MEETING

Wednesday 21st June 2023  
Moonee Valley Complex, Moonee Ponds



Meeting opened 8:32pm by the President, Mr Ian Collins.

## APOLOGIES per sign on book

Lino Avellino, Robert Opperman, Geoff Grace, Dave Geddes, Nick Dyvestyn, Kaye Dyvestyn, Ben Stoffers, Daniel Stoffers, Kerry Thomas-Roscrow, Christine and Peter Schang, Pam Dillon, Mary Peverill, Ray Gramer

## MINUTES OF PREVIOUS MEETING: Ian Collins

The Minutes of the previous meeting were read and confirmed.

## TREASURERS REPORT: Adam Richmond

**TOTAL FUNDS AVAILABLE - MAY 2023**      **\$333,533.67**

\*figures subject to audit

Mov: R Minogue Sec:B Bolton

## SECRETARY'S REPORT: Tony Borg

May to June 2023 correspondence.

Correspondence Inwards:

Rochelle Lyanage	Cancellation of Membership #3680
James Cooper	67 Coupe For Sale
James Cooper	67 Coupe For Sale Advertisement
James Cooper	Question, is the price Reasonable
Linda Cruse	Weather looking good for Echuca
Jodie Lothian	Request for J. Borgs contact details
John Gilopidis	Info re 71 Grabber Green Boss
Neville Minotti	Wanting 67 Gutter Moulds
Motor Life Magazine	
Jayde Deverson	Pics of Cars in Echuca Hotel Car Park
James Cooper	Price of 67 Coupe
Frank Mosca	Request for Membership Form
Craig McKenzie	Advice re team App Reload
Russell Allgifts	Membership Renewal
Deane Robert	Interest in Lane 88
Steve Wilkins	Price Drop 67 Convertible
Peter Buckingham	Payment of Membership

Correspondence Outwards:

Nil

## NEW MEMBERS ACCEPTED

HITCHENS TYLER	22 GT	OXFORD WHITE
NEAVE STUART & SALLY	73 MACH1 F/B	BLUE
ASCONE JOE	66 RED	STANGHERLIN
NAOMI & JIMMY	17 GT F/B RED	
SMOLENAARS DARREN & KERRY	68 F/B	HIGHLAND GREEN
	18 BULLITT	
ORCHARD COLIN & DELENE	70 CONVERT	POWDER BLUE
HEALEY RUSSELL & LORRAINE	70 MACH 1	GRABBER BLUE
MC CULLOCH CRAIG		
SANDIE CAREW	11 SHELBY	RED

**Total number of members to 12/06/23 = 1008**

## MEMBER WELFARE: Ian Collins

Ian spoke about Nick Dyvestyn and his illness stating he has had a procedure and is on the mend.

## BULLETIN: Colin Falso

Colin mentioned the recent release of the latest club magazine and thanked those who contributed articles. Colin also advised the next issue was in progress and once again requested the membership contribute.

Ian Collins mentioned the considerable contribution made by Peter Alderson with his regular articles relating to cleaning and keeping your car looking its best.

## SPECIAL BIRTHDAY

A special announcement was made regarding the presidents 70th birthday, Sue Brodrick arranged decorations surrounding Ian's seat at the committee table, and a cake.

Joe Borg (Vice President) led the meeting in wishing Ian a happy birthday and in singing the song. Ian expressed how appreciative he was to celebrate his birthday with the club he so dearly loves.

## SOCIAL: Sue Brodrick, De Colledge & Kerry Thomas Roscrow

## EVENTS REPORT FOR JUNE 2023

### PAST EVENTS

SUNDAY 21ST MAY MALING ROAD CLASSICA, All cars entered into this event turned up considering the day was very wet, which didn't stop a huge crowd from attending

FRIDAY 26TH -MONDAY 29TH Around 37 cars,77 members attended the Echuca trip. Weather was cold and wet but never dampened anyone's spirit. We were escorted to our display on the Sunday morning by the Echuca village CFA. Big thanks to Tony for organising this fun filled event and Kerry for our games each night, everyone thoroughly enjoyed it.

FRIDAY 27TH-28TH May Historic Winton Meeting

THURSDAY 8TH JUNE 9th Meet and Greet held at Corio, 5 cars showed up with one potential new member with a month old blue California. Six continued onto Inverleigh hotel for lunch.

### UPCOMING EVENTS

SUNDAY 25TH JUNE Lane 88 Auto Museum turns one. 8am- 12pm. We have been invited to arrive early 7.30am to park your mustangs in the main driveway. Penrite put on a terrific show.

THURSDAY 13TH JULY 10TH Meet and Greet. This time we are meeting at Garden World Nursery Café 10.30am -12.30pm

SATURDAY 15TH JULY is our xmas in July held at the Central Club hotel, Richmond. 6.30pm. \$60 for members and \$70 for non-members, please contact Davina for Payment. You will have a Fun night with Ken and his band.

THURSDAY 10TH AUGUST 11th Meet and Greet, meeting at Beasleys nursery café in Warrandyte,10.30am -12pm. If weather is not looking great, mustangs are optional.

SUNDAY 13TH AUGUST Cruising to the National Vietnam Veterans Museum in Newhaven. Morning tea and entry is \$20 per person payable prior to the day for catering purposes. Contact Davina for payment and dietary requirements. We will head to the western Port Hotel for 1pm lunch. Please contact Sue for RSVP numbers for lunch.

SUNDAY 3RD SEPTEMBER, Acland St Father's Day car and Bike Show,10am -6pm. Details on how to enter this is on team app and MOCA Web page.

## COMMITTEE ELECTIONS: Chaired by Ian Collins

As previously advised to the membership via email, Ian announced the upcoming Annual General Meeting to be held at the club meeting scheduled for Wednesday the 19th of July 2023.

Ian advised as is the case each year, the committee was now dissolved and nominations for the 2023/24 committee were to be taken in preparation for the AGM.

Ian advised the meeting that all current committee wished to be renominated for the 2023/24 MOCA Vic Committee. Ian then sought from the membership a seconder to the committee nomination which was provided by Mr Udo Schack.

Mr Peter Sheehan was also nominated for the 2023/24 committee for which Mr Craig Dean seconded.

Ian then sought nominations from the membership of which there were none.

## MUSTANG RACING: Craig Dean

Craig mentioned a Mustang Motorsport Track day for the 15th of July 2023, and invited the club to display at the event.

Craig advised he has now updated the Shelby register to include all Shelys from 1965 through to present models.

## 2023 VIC ROUNDUP: Adam Richmond

Adam advised the meeting of the upcoming Round Up event scheduled for the 29th of October 2023, a flyer has been produced and he asked the membership to take them and post them in their local community.

Those wishing to have their cars judged and/or attend the presentation dinner, that they can now do so by completing the on line forms for the respective events.

Members who registered and paid for the cancelled 2022 event, that their payment and registration would be carried over to the 2023 event.

Adam also noted that the exemption in place for the 2022 event, would also be carried over to 2023, this related to not needing to comply with the 3 attended events rule to qualify for judging.

## NATIONALS AWARDS

Awards for those Victorian members who received awards for the recently conducted Nationals in Adelaide were awarded to the winners as follows:

Greg Hadfield

Concours Modified Class, Silver, for his 1966 Orange Hardtop

Mick and Janet Hogan

Concours Original Class, Silver, for their 1966 Silver Blue Hardtop

Dorothy and Ron Cremona

Concours Modified Class, Gold, for their 1967 Gun Metal Gray Fastback

Con and Deanna Makris

Concours Original Class, Gold, for their 1969 Black Jade Mach 1 Sportsroof

Robert Stent and Kerry Hewitt

Concours Original Class, Gold, for their 2002 True Blue Convertible Cobra

Robert Stent and Kerry Hewitt Kevin Musgrave Memorial Award, for Concours Excellence in Original Class and elevated to Thoroughbred Class, for their 2002 True Blue Convertible Cobra

Peter and Sue James

Concours Thoroughbred Class, Gold, for their 1695 Twilight Turquoise Fastback GT.

Congratulations to all the winners.

## BUY SWAP & SELL

Tony provided advice of a 2023 GTCS in Mischievous Purple, with only dealer k's on the clock, price was set at \$88,000.

## RAFFLE

Door Prize	Kathryn Apryle
Members Draw	Bryan Kelly (#377) not in attendance
Members Draw	Jackpot, next meeting to \$800
Mug of the Month	Chris Barker

## MEETING CLOSED:

9:36pm Minutes recorded by Tony BORG

## NEXT MEETING

Wednesday the 21st of June 2023 at Moonee Valley.

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

## MEETING CLOSED

9:05pm Minutes recorded by Tony BORG

## NEXT MEETING

Wednesday the 19th of JULY 2023 at Moonee Valley.

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





# JULY 2023 CLUB MEETING

Wednesday 19th July 2023  
Moonee Valley Complex, Moonee Ponds



Meeting opened 8:15pm by the President, Mr Ian Collins.

## APOLOGIES per sign on book

Geoff Grace, David Geddes, Ron Minogue, John Pipan, Warwick Dowsley, Joe Borg, Nick Maditionos, Graham Hutchins, Tony Fable, Andy Shugg, Craig Dean, Graham Bell

## MINUTES OF PREVIOUS MEETING: Ian Collins

The Minutes of the previous meeting held on the 21st of July 2023 were read and confirmed.

Mov: L Avellino, Sec: De Colledge

## TREASURERS REPORT: Adam Richmond

**TOTAL FUNDS AVAILABLE - MARCH 2023**      **\$336,221.39**

\*figures subject to audit

Mov: B Bolton, Sec U Schaack

## SECRETARY'S REPORT: Tony Borg

June 2023 thru to July 2023.

Correspondence Inwards:

Craig McKenzie	Invite to Cobra club to Round Up	
Davina	Re Trophy for Peter James	
Lee Fabris	Advert Number Plate	Arthur Tsiglopoulos
Membership Payment	Colin Atkins	Membership Enq
	Lou Pullia	Membership Pmnt Enq
Rob Redwood	CPS Unavailability	Ban Vahland
Resignation from club	Ian Langland	Euroa Car Show
	Frank Moribito	Memb Enq
	Craig Geeson	Memb Enq
	Mark Bennett	Round Up Stall
	Wayne Boyd	Memb Payment
	Rob Redwood	CPS Unavailability
Lara Lions Club	Car Show Flyer	
Andrew Rowan	Complaint re email	Chris Bibby
Received mail for MOCA Member		Dan Cahill
Joining the club		Craig Johns
Membership payment Enq	Mick Suttie	Comment re Parking
Ron Minogue	Apology for meeting	Correspondence

## SENT

All members      Parking arrangements

## NEW MEMBERS ACCEPTED

ZAHARIS GEORGE	65	RED	
JAMES DEAN	67	COUPE	BLUE
CHAPMAN PETER			
TASIA HULL	69	BOSS302	YELLOW
YAP ASH			
MICHELLE ARMSTRONG	69	F/B	CANDY APPLE
RED LILLEYMAN ROBERT & SIOBAIN	65	CONV	
RED ATKINS COLIN & SHIRLEY	20	SL	BLACK
BAXTER MICK	66		BLACK
BURLING NATHAN & KATRINA	22	5550GT	ATLAS BLUE
BECKER GARY & BRENDA	64½	COVERT	SILVER
MACKIE JOHN	23	GTCS	BLACK

**Total number of members to 19/07/23 = 1015**

## MEMBER'S WELFARE: Ian Colins

Ian spoke of Geoff Grace, who is still in hospital, and Nick Duyvestyn who was in attendance and was provided with words of encouragement from the presidents (The club is battling for you mate)

## BULLETIN: Colin Falso

Colin requested more articles from the membership for the next copy of the clubs round up magazine currently being put together.

## SOCIAL: Sue Brodrick, De Colledge & Kerry Thomas Roscrow

## EVENTS REPORT FOR JUNE 2023

### PAST EVENTS

SUNDAY 15TH JUNE--- Lane 88 Museum's 1st birthday. MOCA had a great display of around twenty cars. Members were brave attending on this cold day, huge turnout overall.

### UPCOMING EVENTS

THURSDAY 13TH JULY--- 10th Meet and Greet held at Garden world Nursery café, Springvale Road,10.30am -noon.

THURSDAY 10TH AUGUST--- 11TH Meet and Greet held at Beasleys Nursery café in Warrandyte,10.30am -noon. Depending on weather mustangs are optional.

SUNDAY 13TH AUGUST--- Cruising to the National Vietnam Veterans Museum in Newhaven, morning tea and entry is \$20 per person, payable prior to this event for catering purposes. Contact Davina for payment and dietary requirements. We will head to the Western Port hotel for 1pm lunch. Please contact Sue for RSVP numbers for lunch

SUNDAY 3RD SEPTEMBER---Acland street father's day car and bike show,10am -6pm.details on how to enter is on team app and MOCA web page, any queries chat to Brian or Tony.

THURSDAY 14TH SEPTEMBER--- 12th Meet and Greet held at Poynton's nursery cafe, Essendon,10.30-noon

## BOSS REGISTRY: Andre Stoffers

Andre advised the meeting of an upcoming club magazine article he is writing. Andre also mentioned a number of Boss Mustangs currently for sale, including a low mileage 429CJ where the owner is asking \$495000, another 70 Boss 302 where the asking price is \$160k to \$170k. Andre also mentioned that all Mustangs are going up in price and that having a Mustang is certainly a good investment. Additionally Andre mentioned two other cars for sale, namely a Black GT350 asking \$280k noting the car does need work, also a K Code where the owner is asking \$250k

## SHELBY REGISTRY: Brian James

Brian mentioned that Craig Dean is still working on the Shelby register database.

## SPECIAL TALK: Brian James, Samantha Borg and Tony Borg

A talk was provided to the meeting about a recently completed trek of the Kokoda Trail by Brian, Samantha and Tony. The trio spoke of the history, difficulty, comradery and sense of achievement each had in completing the trek. A number of questions were asked of the trio by the membership.



## MEETING ADJOURNED at 9:06pm for the holding of the 2022/23 Annual General Meeting

## MUSTANG OWNERS CLUB of AUSTRALIA (Vic) Inc. ANNUAL GENERAL MEETING 2022/23 WEDNESDAY 19th of July 2023 MOONEE VALLEY RACECOURSE, MOONEE PONDS

Meeting opened 9:06pm By the President, Mr Ian Collins

## MINUTES OF THE PREVIOUS ANNUAL GENERAL MEETING, Held January 2022

The minutes were read as a true record of the January 2022 Annual General Meeting.

## TREASURER'S REPORT - As read by club treasurer Adam Richmond.

Treasurers reports for both the July 2022 and July 2023 were read by Adam.

### MOCA (Vic) Inc. Treasurers AGM Report as at 30th June 2022

Total Income	
JULY 2021 \$131,994.37	JUNE 2022 \$182,798.99
Total Expenses	
JULY 2021 \$119,586.64	JUNE 2022 \$182,475.67
Total Other Expenses	
JULY 2021 \$4,086.91	JUNE 2022 \$5,262.00

Moved: U Schaak Seconded: L Avellino

### MOCA (Vic) Inc. Treasurers AGM Report as at 30th June 2023

Total Income	
JULY 2022 \$228,890.70	JUNE 2023 \$295,902.87
Total Expenses	
JULY 2022 \$182,475.67	JUNE 2023 \$266,098.30
Total Other Expenses	
JULY 2022 \$5,262.00	JUNE 2023 \$10,407.81

Moved: U Schaak Seconded: L Avellino

## COMMITTEE As read by the President Ian Collins

Ian advised the membership of one change to the incoming 2023/24 Committee from that of the outgoing, 2022/23 Committee, namely Shane Cowman who resigned from the committee, Ian noted Shane will retain his role as a club permit officer. Ian advised the vacancy caused by Shane's resignation was filled by Peter Sheehan, the committee and membership welcomed Peter to the committee.

## GENERAL BUSINESS

Nil

## MEETING CLOSED:

9:11pm Minutes recorded by Tony BORG

## NEXT AGM

The next AGM is scheduled for July 2024.

## MEETING RECOMMENCED at 9:11pm following the holding of the 2022/23 Annual General Meeting.

## NATIONALS: Peter Sheehan (Nationals Secretary)

Peter advised the meeting that the 2024 Nationals, planned for Queensland had been cancelled, although as the QLD committee are to be replaced in the near future, there is talk of holding the 2024 Nationals later in the year. The 2025 Nationals are planned for NSW.

Peter also mentioned the committee for the 2027 Nationals planned for Victoria were already working toward the event.

## RAFFLE

Door Prize	Terry Spiteri
Members Draw	Robert Jolly (#2405) not in attendance
Members Draw	Jackpot, next meeting to \$900
Mug of the Month	Tony Crosara

## MEETING CLOSED

9:32pm Minutes recorded by Tony BORG

## NEXT MEETING

Wednesday the 16th of May 2023 at Moonee Valley.

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





## 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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Children's Polo Shirts	<b>\$25</b>
<b>D</b> Ladies 3/4 Length Sleeved Tops In Black / White	<b>\$40</b>
Ladies V-Neck Short Sleeve	<b>\$35</b>
Ladies Cardigan - Navy	<b>\$75</b>
V-Neck Jumper - Dark Navy	<b>\$75</b>
<b>E</b> Fleece Long Sleeved Tops - Navy Only	<b>\$55</b>
<b>F</b> Reversible Vests - Navy With Red Lining	<b>\$50</b>

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

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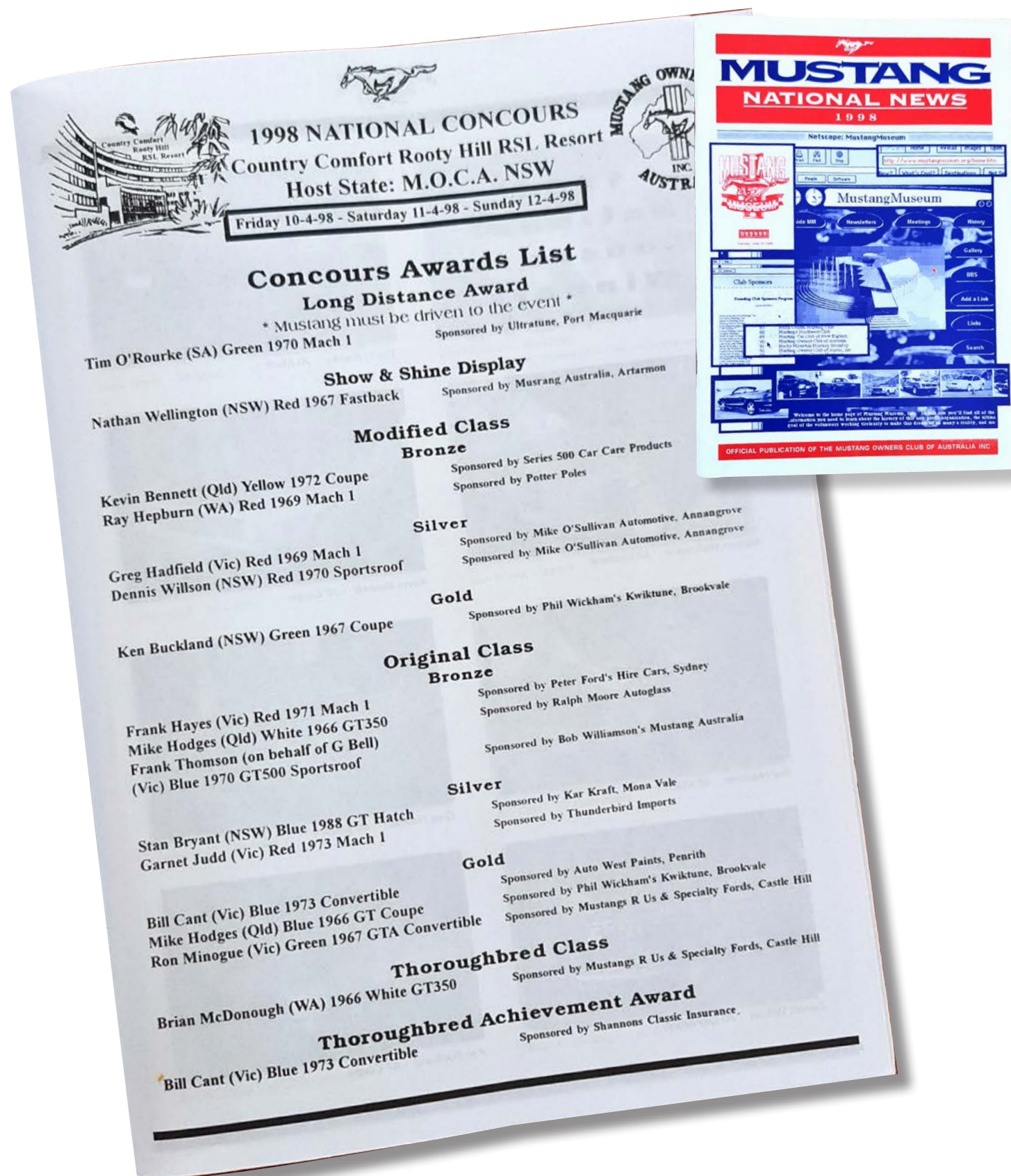
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**MUSTANG ROUNDUP**



Circa: **APRIL 1998**...an excerpt from 1998 Edition of MOCA National News Club Magazine.  
MOCA National Concours Awards List hosted at Rooty Hill RSL - New South Wales.



**1998 NATIONAL CONCOURS**  
Country Comfort Rooty Hill RSL Resort  
Host State: M.O.C.A. NSW  
Friday 10-4-98 - Saturday 11-4-98 - Sunday 12-4-98

**Concours Awards List**  
**Long Distance Award**  
\* Mustang must be driven to the event \*  
Sponsored by Ultratune, Port Macquarie

Tim O'Rourke (SA) Green 1970 Mach 1

**Show & Shine Display**  
Sponsored by Mustang Australia, Artarmon

Nathan Wellington (NSW) Red 1967 Fastback

**Modified Class**

**Bronze**  
Sponsored by Series 500 Car Care Products  
Sponsored by Potter Poles

Kevin Bennett (Qld) Yellow 1972 Coupe  
Ray Hepburn (WA) Red 1969 Mach 1

**Silver**  
Sponsored by Mike O'Sullivan Automotive, Annangrove  
Sponsored by Mike O'Sullivan Automotive, Annangrove

Greg Hadfield (Vic) Red 1969 Mach 1  
Dennis Willson (NSW) Red 1970 Sportsroof

**Gold**  
Sponsored by Phil Wickham's Kwiktune, Brookvale

Ken Buckland (NSW) Green 1967 Coupe

**Original Class**

**Bronze**  
Sponsored by Peter Ford's Hire Cars, Sydney  
Sponsored by Ralph Moore Autoglass

Frank Hayes (Vic) Red 1971 Mach 1  
Mike Hodges (Qld) White 1966 GT350  
Frank Thomson (on behalf of G Bell)  
(Vic) Blue 1970 GT500 Sportsroof

**Silver**  
Sponsored by Kar Kraft, Mona Vale  
Sponsored by Thunderbird Imports

Stan Bryant (NSW) Blue 1988 GT Hatch  
Garnet Judd (Vic) Red 1973 Mach 1

**Gold**  
Sponsored by Auto West Paints, Penrith  
Sponsored by Phil Wickham's Kwiktune, Brookvale  
Sponsored by Mustangs R Us & Specialty Fords, Castle Hill

Bill Cant (Vic) Blue 1973 Convertible  
Mike Hodges (Qld) Blue 1966 GT Coupe  
Ron Minogue (Vic) Green 1967 GTA Convertible

**Thoroughbred Class**  
Sponsored by Mustangs R Us & Specialty Fords, Castle Hill

Brian McDonough (WA) 1966 White GT350

**Thoroughbred Achievement Award**  
Sponsored by Shannons Classic Insurance.

Bill Cant (Vic) Blue 1973 Convertible

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