

MUSTANG OWNERS CLUB OF AUSTRALIA - VICTORIA INC.



MUSTANG ROUNDUP

CLUB NEWS FROM ACROSS VICTORIA & TASMANIA

DECEMBER - FEBRUARY 2023/24



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1/2 PAGE - NO BLEED	180mm (W) X 125mm (D)
FULL PAGE - NO BLEED	180mm (W) X 260MM (D)
FULL PAGE - WITH BLEED	210mm (W) X 297mm (D) + 3mm BLEED ALL EDGES

ADVERTISING RATES x 4 EDITIONS PER YEAR

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

MUSTANG ROUNDUP

FEBRUARY 2024 - ISSUE 1

MUSTANG OWNERS CLUB OF AUSTRALIA VIC. INC.

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COVER MUSTANG

OWNER: MARCUS ANGHEL Arizona USA - 1968 UNRESTORED LIME GOLD COUPE

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

The year has cruised through to the quarter mark already. I want to start with NSW and next year's Nationals. Those that are thinking of going best get on the horse really quickly as the place is nearly booked out. Check the previous magazine for information. Queensland were to run this year's Nationals but due to a few problems in the club they decided they could not do the Nationals justice; in the short time they had to get ready. Instead they are running a local Concours in June and wished to invite all club members to that.

Anyone wishing to go contact myself or Peter Sheehan - this information is also available on the web.

Here in Vic we have been busy with coffee catch ups which have grown from a few to many participants each time. Well done girls for coming up with that idea.

Early this year we had the Drysdale Car & Bike Show and whilst not quite back to the days of pre-covid numbers it was well attended, especially by the Mustang Owners.

Not long later, Australia Day came along. This year it was held at Port Arlington on the edge of the water. What a beautiful spot it is, grass and trees with a great showing of Mustangs of course. I feel we may be there for other events in the future. How beautiful of Dee and Neil to organise the Spirit of Tasmania to do a sail past for us. Thank you to Brian, Tony and Joe for this event.

Then the trip to Tasmania, Wow! What an event it was. A car show on the lawns of Parliament House next to Salamanca Market bringing 116 Mustangs. Even a couple powered by battery turned up. The rest of the trip was fabulous and 53 cars on the ferry from our club said it all.

To Neil and Dee you are wonderful ambassadors for our Club and Tasmania. Not to mention the wonderful members of Tasmania who turned out in force everytime we came down.

Special call out to Len Van Rossum, Head Co-ordinator and Wife Deb for all their input and Dave O'Brien for all his help with the car show day. The combined efforts of Tas/Vic raised \$2000 towards cancer treatment.

All Ford Day has just been and gone and whilst I believe they pricing themselves out of the market I am sure the event went well.

A large contingent of members turned up at The Biggest Play Date, a day ran by the Miranda Foundation. Our Club takes a big role in helping; as we fully believe this is a worthy

cause for the Miranda Foundation headed by Vanessa Miranda, who runs the event so well. It runs like clockwork.

We supply drinks and run our egg & bacon rolls all day - with all monies going to the foundation. We also take those wanting a ride in a Mustang, for a small fee, which goes a long way towards helping raise the \$50,000 plus which was raised on the day for child cancer. To all our members who came along and helped out I thank you from the bottom of my heart. Vanessa will be coming to the April meeting to accept a cheque from our club for \$2000 to help the total. Please come along and support Vanessa as she tells her story about the foundation and our involvement. We continue to support charities we think are worthy of our support and this is the main charity we chose.



We again have a display at this year's Grand Prix, so look out for the boys and girls if you go. I will be there so let's catch up if you go.

April 14th 2024 is the Mustang's 60th Birthday and Ford has invited us to Phillip Island Race Track for a fitting party. Watch out for information regarding this event. Coincidentally the birthday of our beloved club is near enough to this date, we of course are turning 50 and celebrations have also been planned.

I often wonder 50 years ago how our founders of which 3 are still going would have envisaged the club 50 years on. Frank Thompson, Warwick Dowsley and Frank Hayes are all here to see what has become of those early foundations they laid for our club to become the best car club in Australia. Thank you boys we all owe you.

There are plenty more events coming up so I hope to see you all at an event soon.

Keep on Mustanging
Ian Collins
MOCA VIC President

EDITORIAL



G'day fellow Mustangers.

Welcome everyone to the first issue for the year 2024.

This one is jam packed with some great stories and articles from not only the local Victorian members, but also from a previous contributor from Arizona USA - Marcus Anghel from Anghel Restorations.

His third article in this issue is about a 12,000 mile, original unrestored 1968 Mustang Coupe.

Marcus had sent in lots of detail pics and info; not only to the benefit of the seasoned concours restorer members; so they can pickup on some extra tips and note how certain factory finishes could/should be; but also for the rest of us to get inspired and make our Mustangs look as good as can be for the upcoming car shows and events. I couldn't fit all the pics he sent in this magazine but if you need to see more or want to look at them larger...check out the article from page 12 onwards for details to his website.

Of course there are other great articles in this issue, like Tony Master's 1966 Fastback Mustang Journey. He shows us what one man can do with an 'ol rusted Mustang, a bit of a work plan, a welder, lengths of steel and sheet metal etc and lots of skill and patience. Great Job Tony.

Then there's our regular contributors who always help me fill these pages with hopefully stuff you want to read about: Member Interview with Joe Borg from Phil Browne, Mustang & Shelby USA Adventures from Ron Minogue, Central Vic updates from Angela Williams and Peter Alderson with his Car Cleaning Tips to name a few.

So put that all together plus all the Club Runs, Social Events and general pics sent in by various members and there's a bit to read about in this issue.

So, for you others that are wondering what or how to send your article...it's easy...no need to write a 'war & peace' novel if you don't feel your great at writing. Just get your phone cameras clicking or whatever you choose to take a pic with, a few words explaining what and where about the pics and you're done.

As long as it's Mustang or Mustang Member related in some way it will be in the Club Magazine.

So get out there - I'm waiting for your input...cheers!

Colin Falso
MOCA VIC Editor
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MOCA TASMANIA Christmas Party

Patrick Wing



MOCA Tas members enjoying their annual Christmas Dinner at Swansea Bark Mill. Theme was the letter R.

Photo credits to Bev Burgess, Shelby Hall, Denise Fitzpatrick, Jane O'Brien, Liz Farquhar & Jodie Nalu.

Many thanks to organisers and to Rob Golley for once again putting up accommodation for us and coping with the after hours frivolity.





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VICTORIA

Central VIC Christmas Breakup

Angela Williams



We held our Christmas breakup on December 10th, and we held it at our house in Epsom.

We didn't have as many people attend as we normally do but it was still a great way to spend the day. The weather wasn't too hot so that made the day even more enjoyable for those who did attend, we ate too much as you do at Christmas but it was great to just sit around, relax and chat to everyone.

Thank you to John and Maree Chapman for ordering and picking up the food and a special shout out to Ian and Davina for driving all the way up here just for our Christams do. We really do appreciate all the effort you go to.



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4. You DO NOT need to select an access group.
5. If you don't have a smart phone, go to mocavictoria.teamapp.com to sign up and view the App online.
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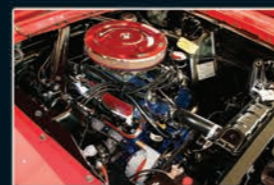


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Australia Day BBQ

Ian and Phyllis Edwards

On the 26th January the Mustang Owners Club had our Annual Australian Day BBQ.

It was fantastic to see about 75 members display their Mustangs. The weather started out a bit drizzly but turned out a beautiful day.

It was held at W G Little Reserve Portarlington situated on a hill overlooking the bay with beautiful views. We got to see the Spirit of Tassie and Portarlington ferries crossing the bay throughout the day.



AWARDS

Best Early Model: Shane Collister - Aqua 65 Fastback

Best Late Model: Russell Barnes - GT White with Blue Stripes.

Thank you to the committee for the set up, the egg and bacon rolls for breakfast and the burgers and sausages for lunch. Coffee, tea and soft drinks were provided

Their efforts made it a very enjoyable day.



**MUSTANG
ROUNDUP**

UNRESTORED 1968 MUSTANG COUPE

Marcus Anghel - Anghel Restorations Arizona USA



One of the best unrestored and preserved first generation Mustangs in existence today.

The Ford Mustang was always unique from the beginning in that it had an appeal for both young and older buyers. That was in a big part because you could order the car in so many different configurations and with different options and packages making it a perfect fit for so many drivers.

It's part of that appeal that had Gladys Swedenborg walk into her local dealership (Lutz Ford) in Palo Alto on June 24th 1968 and buy this Lime Gold 1968 Mustang we see here.

What is interesting is that she was 69 years young when the car was purchased, but it was perfect for what she needed. Gladys who was originally born in Baird Texas graduated from college in Abilene, Texas, and lived in Oklahoma and Wyoming teaching school before moving to Menlo Park in 1959 with her husband Edward.

Gladys and her husband Ed enjoyed that Mustang for many many years. Although Gladys didn't drive the car much, as she was not comfortable with driving, she could be seen every once in a while around their town and home of Menlo Park California where they eventually lived for 40 years. On average it was only driven about 500 miles per year.



Edward and Gladys both passed away in 2002 at the ages of 106 and 103 respectively (after 74 years of marriage).

The car was always garaged which helped to preserve the car in a near perfect state. None of this was done on purpose, its just what happens sometimes.

The idea wasn't to save it as a survivor car or a classic car, but it certainly worked well for the history of this car. And of course the weather in that part of California is really good for storing a car.

When it was finally time to sell the car, it was Carl Mendel of Santa Clara who eventually purchased the car and kept it for two years. Having owned a few other Mustangs he appreciated the low miles and the condition of this Mustang and added it to his collection since it only had 11,123 miles on it.

When another car came along he sold it to Dudley Simmons of Poughkeepsie New York in 2003 who saw it listed on Ebay. Dudley (who worked at IBM for 27 years) saw the car with a Buy it Now and eventually purchased the car to bring back to New York. He was much more focused on this car and the originality and had the ability to store it in a climate controlled environment to keep all of the features we see here today. He was the first person to finally see the car was much more than just a clean Mustang but a true time capsule.

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I first saw this Mustang about 15 years ago and was immediately struck by how original the underside looked...but had my doubts about it being unrestored.

I have seen some really amazing cars in my years but never anything this clean. Seemed too good to be true. I had asked for some more pictures for some detailing articles I was working on at the time and when he sent me the CD and I couldn't believe it. As a historical reference and for restorations and factory techniques this is probably one of the best cars I have ever seen.

For the car itself it was built in the San Jose factory and sold only 20 miles away in Palo Alto. Build date was June 18, 1968 and sold about one week later. The Lime Gold exterior is complimented with the Ivy Gold interior and actually still smells like a new car inside with the pristine interior. The drivetrain is a 289-2V motor with a C4 transmission and 2.79 rear end axle ratio and runs and drives.

The car was ordered with only two options which are power steering and air conditioning. The tinted glass would have been included with the air conditioning option although the Marti Report shows it as a separate option.

Since the car was only ordered with these two options there was no radio installed, therefore no antenna was ever installed on the front fender.

All original, belts, hoses, and correctly dated Firestone tires with the original wheels (not repainted) and hubcaps.



All original date coded glass, interior, date coded seat belts and carpet. Original date coded exhaust system with original muffler. All body panels, bumpers, and components date coded to the car. Original registrations in California all the way back to 1968 when first purchased. Original black California license plates (front and back) with registration stickers all the way thru to 2003 when it was shipped to New York. The driver's side door still has the original oil change sticker from December of 1987 showing a mileage of 9421 miles. Immaculate in every way possible and has not been restored the car runs and drives and everything is functional including the original air conditioning system. The car currently has a set of original date coded Firestone Deluxe Champion 7.35x14 polyglas tires that it would have been delivered with mounted on its original date coded set of wheels. Current mileage is 12,016. The only modifications we can see today are the vinyl roof and the C stripes on the car. The car does not have the original battery although the original battery tray was saved (Group 22) and now has a Group 24 battery and tray in place.

Here are just some of the photos of this car...enjoy a drive back to 1968 and see what a car at the Ford dealership would have looked like. They are only original once. To see additional photos and info about this Mustang go to <https://anghelrestorations.com/12000-mile-1968-mustang/>



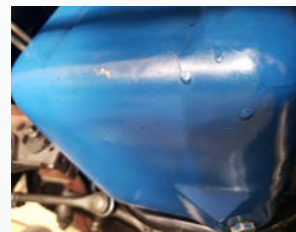


Underside



Original red oxide primer on the underside of the car plus all the drip marks from the automated paint process. Original stripes on the driveshaft of the car still visible. Stripes would never be applied in a perfect pattern so sloppy application is typical.

Engine Paint



The engine paint is not unusual to have runs in it or even bare spots with no paint at all. The engines were not painted with the same care as the rest of the car.

Front Bumper Chrome



Original bumpers on the Mustangs did not have a very good quality chrome plating. By today's standards actually quite poor. Here it shows the striations in the chrome but generally you can always see imperfections on original bumpers. Both bumpers are dated March 1968.

Driver & Passenger Front Wheel Well Openings



Detail of all the different finishes that were done from the factory. Nothing has been touched up or changed. For the amount of miles the car has it's impossible to imagine how the wheel well openings are so clean except to assume the car was never driven in the rain.

Exhaust Hanger



Common from this period that the rubber that was used came from tire material that was sourced. Here you can see a portion of a white sidewall.

Original Belts



Original assembly line C60E power steering belt dated 268 translating to second quarter of 1968. The original belts are embossed or debossed in the actual belt where reproduction belts are ink stamped.

Overspray Drips Underside



Even with all the technology we have today it is difficult to exactly replicate all the finishes on the underside and the paint overspray patterns. This photo shows it very well in particular all the drip marks on the underside.

Driver Pinch Weld



The driver side black out is exactly as you would expect and how Ford intended. There is no sharp line for the black paint but it fades out instead to where the body color is. Also you can see how the black overspray would be on the underside of the car.

Galvanized



A seldom seen detail on original cars today. Frames on the Mustangs were a galvanized steel. Here you can see the bare metal where no paint was applied and where the body was held in place as it moved down the assembly line getting painted.

Cutback Control Arm



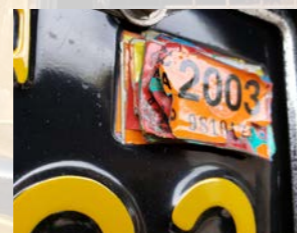
For a period starting around April 1968 into the early 1969 production year Ford was using these cutback style upper control arms. They were prone to cracking so Ford shifted back to using the previous version until they were replaced by a new design in 1970.

Original Spark Plug Wires



Here you can see another original and very hard to find detail. The number 8 spark plug wire boot actually has the number 8 molded in it. Also note the spark plug wire mix and match of Q1 and Q2 date codes and both yellow and white printing.

Original Dealer License Plates & License Plates Frames



The original license plates that were issued with the car in 1968 from day 1 are still with the car. The license plate matches all the original registration papers. Interestingly the plates were never restored as can be seen from all the registration stickers that are still on the rear plate.

Oil Change Sticker



Oil change on the driver side door when the car was serviced by the original owners in December of 1967. The mileage at that point was 9421 miles.

Original Wheels



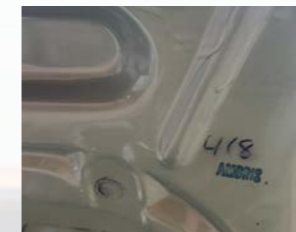
Note the paint dabs on the back of the wheels. Previous owner had taken them off and had them stored. The correct Firestone Polyglas 7.35-14 whitewall tires that the car would have come with are now back on the car. Tires had to be collected one at a time over a few years.

Passenger Side Pinch Weld



The passenger side pinch weld black out is another anomaly on this car. The sprayer for the pinch weld must have been jammed as it caused an excessive amount of black paint to be sprayed as can be seen from all the runs.

Paint Inspector Stamp



A San Jose built car was stamped typically on the hood and/or the front fender or fenders. The 418 numbered on the hood is the rotation number for this car. The hoods would need to be marked to go back on the correct car while the engine and drivetrain were being installed and then put back in place.

Air Cleaner Decal



Original Autolite air cleaner service decal that shows the FA-50 type air cleaner element to be used.

Front & Rear Shocks



The original Autolite rear shocks and are both date coded April 1968 with a brushed on red paint ID dab on the lower shock.

The original front Autolite shocks are date coded May 1968 with a sprayed on red paint dab.

Reverse Light Seals



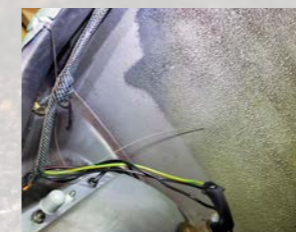
The original reverse light to rear panel seals are a grey color and not black like many NOS Ford seals sold later. Also note the cut out on the bottom that helps allow water to drain out from this area.

Rear Wheel Well



The original textured sound deadener that was applied in the rear wheel wells and then body color overspray when the body was painted. Overspray was not intentional but just happened when the body was painted since this area would not be masked off.

Welding Wire



An interesting anomaly from the factory is seen in the trunk of the car. Here you can see welding wire that got stuck during the assembly of the car. This was never removed and actually painted over. An unusual thing to find.

Rear End Housing



The paint pattern on the housing shows runs in the paint. The bare housing was painted in an upright position allowing the paint to run down and bare on one end where it was clamped and held in place. Most restorations do not follow this process as it's not the most attractive.

Seam Sealer



Application of the brushed on seam sealer can be seen at the bottom of the rear quarter. Typical is a black colored sealer but also have seen a grey sealer used (not common).

Original Muffler



Because of the climate the car was stored in even the original exhaust is in pristine condition especially the muffler. This original muffler is also dated for the car with it being a March 13th 1968 date code. Note all the spot welds in the muffler.

Spare Tire



Shows the correct way a tire, jack and handle would have been stored for a car with steel wheels. This matches the jacking decal on the trunk. This May 1968 date spare has never been installed on the car and also has the original assembly line style Excel wheel weight.

Original Rear Drum



Has never been off the car since 1968. The original retainer tabs are still on the axle studs to keep the drum in place. The rear axle assembly was pre-assembled before the production line and these tabs kept the drums from falling off as the car was moved around and positioned.

Voltage Regulator



The original voltage regulators were date stamped in a unique pattern/font that is typical for this time. Here this regulator is stamped 8E23B which is May 23 1968 second shift.

Original Registrations



The original California registrations are still with the car which matches the license plate. These are from 1968 to 1990 after which the original owners did not drive the car.

Member Interview with Tony Borg

Phil Browne



A Talk with Tony

One fine day I jumped in to the Red Rocket Speed Machine and drove towards the beach, stopping at Tony Borg's house. Over a cup of coffee and one of Samantha's fabulous muffins we had a chat,

PB "When did you join the club?"

TB "2008."

PB "What is your membership number?"

TB "1728."

PB "Positions held within the club?"

TB "In 2013 I volunteered for the Committee to run the Nationals in Geelong in 2014 then after that I was nominated to the Club Committee where I was just a Committee Member. Later I took on the role of Events after Adam became Treasurer. I carried that out until I took over the role of Secretary. I have enjoyed every moment of it."

PB "First memory of a Mustang?"

TB "I had a Ford Laser which was in need of a new motor. I found a supplier and when we were discussing the job I noticed a poster on the wall, the one that had all the Mustang body profiles through each model. When I went back to pick up the car I asked about the poster and the guy invited me to another section where there were about 6 Mustangs in various stages of restoration or conversion. I

then decided to buy Samantha a Mustang for her 40th birthday but in the meantime she said that she would like a motorbike. By that time our daughter Emily had been born and from a safety point of view I was not happy with Samantha riding a motorbike so I told her about my plans and she agreed to the car instead."

PB "So that was your first Mustang?"

TB "Yes, the '66 coupe. It took about 18 months to get it up to the standard I felt comfortable with and by that time she had a motorbike parked beside it and said that as I had liked the car so much I should have it and she had her bike."

PB "How many Mustangs have you owned?"

TB "Two. We later bought a 2001 Tickford Cobra for Samantha."

PB "Which is your favourite Mustang?"

TB "Mine."

PB "Most desired Mustang?"

TB "'67 Fastback."

PB "Best Mustang drive?"

TB "Tassie."

PB "Favourite Mustang story?"

TB "Probably the one about how we bought the first car. Then the story continues with the club. You can probably see that I enjoy my time with the club and the people within. These are the people I want to spend time with, not the ones I have to."

PB "Daily driver?"

TB "XR6 ute."

PB "Time line with the club executive?"

TB "On the committee in 2015 but in the executive just the past 18 months as Secretary. After my first few meetings of the committee I said that I wanted something to do so I ended up as the Events Coordinator."

PB "Most admired club person?"

TB "Ian Collins. When I joined Ian was the Secretary and committee member who was easiest to talk to. Ian was welcoming and I have chosen to be like that too. You have to be welcoming and genuine."

PB "What is your vision of the club going forward?"

TB "I think that it is going in the right direction. A few years ago the committee talked about getting younger people involved. The release of the newer cars has helped and at the same time the club evolved in to being friendlier and now a lot more women come to meetings and events then naturally children begin attending with their parents. The first of these would probably be Andre and Wendy Stoffers whose kids are now long time members. If it was just a guy's club you wouldn't see those women and kids."

PB "Do you have a vision for the national club?"

TB "I'm not too sure how things will change. Maybe the consideration of changing the Nationals away from Easter will help. A lot of people don't want to travel around Easter. It's not a religious thing, it's just that at that time of year travelling is chaos. We are considering moving our next Nationals, in 2027, to probably a week after Easter. It's a step in the right direction but I don't know what that direction is yet."

PB "Do you envisage the club owning its own facilities for meetings etc?"

TB "No. We are a state-wide organisation so where would you put it to be fair to all members?"

PB "Do you have a poolroom?"

TB "Yes I do."

PB "Is that where all the trophies etcetera go?"

TB "In my time I've been with the club I have received one award. I'm not in to that side of things. But I do have a memorabilia room."

PB "Do you have a favourite drive?"

TB "Apart from Tassie, the Great Ocean Road down through Lorne. My father lives in Portland so a drive down there then back along the Hamilton Highway. I really enjoy that part of the world."

PB "When you climb in to your car what cassette or CD do you put in the player?"

TB "Nothing. I like to listen to the sound of the engine and the car on the road. In the ute I listen to the radio, talk back. Samantha calls it 'Old Man Radio'.

PB "Thanks for your time and thoughts about Mustangs."

TB "You're welcome."



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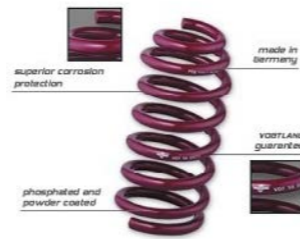
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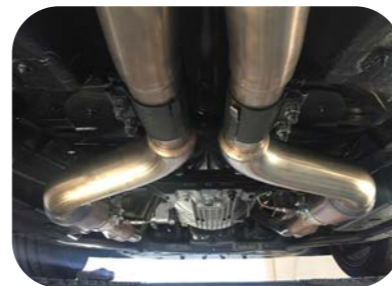
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Geoff Grace

To all my friends at MOCaVic. Thank you so much for being really thoughtful and generous, awarding me the Member Draw Prize, when I was not in attendance.

If I could be there I would. Just having a bit of a time of it because I have this spinal cord damage from a bleed during a "routine" decompression that went wrong.

This affects balance and walking. Then more recently I "inherited" Parkinsons which affects balance and walking, so in my case there is a compounding affect.

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**MUSTANG
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My Mustang Story

1966 Fastback Journey

Tony Masters



Firstly, please blame member Nick Georgiadis for the production of this article - as I tend to be a little too shy to produce content such as this myself. However Nick has assured me the info will be of interest to at least some members. So here goes....

Setting the Scene.

I've always been a Ford man and cut my teenage teeth working on my dad's XW falcon, then later a 302 XC. But it was only after I built a real sleeper of an XA ute (Mick Webb 351 "super torquer" short motor, EFI, roller cam, 4-speed, Detroit Locker, etc) that the bug really bit.

I sadly sold the shell from the ute when child # 3 came along, but I kept all the good running gear - as I figured I needed to tinker on "something" as our young family grew up. This included me starting to build up a Ford big-block that I wanted to put in a Jet-sprint boat.



Then one day while a good mate was checking on restoration progress for his 65 Fastback, a sad 66 Fastback came in from import that was a rusty mess (it was from Indiana where salt is widely used on roads in winter).

The prospective import-owner did a runner and I had a unique opportunity to cheaply pick up a complete first-generation Fastback with rust damage, but importantly no apparent crash damage. I figured if I was to put a big-block in such a car, I'd need to butcher the floors to install a full chassis anyway, plus it was a very basic C-code model (nothing special), so I grabbed the chance. This was circa 2006.

So began the saga of 13 years (total elapsed time) for the transformation of that rust-bucket into the Restomod I've ended up with.



As photos tell any story better than words, here are some selected pic's of progress, grouped under suitable headings.

Day 1 Status.

From the 3 photos below, it almost looks ok! The rust stain in the carpet is a giveaway though. Thankfully the lack of crash damage meant that the mounting points were not shifted/twisted away from original positions - so this let me align and replace metal in the rebuild phase with reasonable confidence. Also, my experience with Aussie falcons meant the floor in this car was very familiar to me.

Dismantling & Discovery (and Disillusionment).

The day I got the car home, I rigged up a plastic coke bottle in the engine bay as a fuel tank, primed the oil system and fired it up. The paperwork showed it probably hadn't started for about 14 years, but I still got a shock when a mummified/bone-dry squirrel carcass came

shooting out one exhaust pipe!

I drove it around the block twice, fell in love with the classic lines of the car, and then drove straight down into the car-port for the complete tear-down. Once I started to lift the layers though, I got a good lesson in humility - boy was this going to be some job to complete. The following photos give just a taste of the rust damage. And yes, that is the right front tyre clearly visible through the firewall/floor.....

I quickly welded up a rotisserie after I got it stripped to a rolling shell, but the news got worse the more I dug in.

By the way, I had to build this rotisserie such that I could dynamically change the center of balance (of rotation) on the fly to avoid the whole car flipping over like a pendulum - as I cut away at the rusted floors/chassis rails.



I also had to weld in a complete space-frame inside the body shell so it didn't just collapse into a pile if I cut away too much.

This space-frame also kept my critical mounting points in position for when I would later weld in fresh metal. Checkout the rust and holes in the frame-rails below!

Ok - so once I got over the initial shock, I just thought up (usually while awake in bed at night) the most practical ways of addressing the bodywork and grafting in a hidden chassis. This all happened slowly over several years by the way, this was NOT a fast process. I was very busy at work, was coaching junior footy and cricket,

doing the usual family stuff, etc. So this project got whatever time was left....

Chassis & Panel Fabrication.

Ah - one very important thing I did do after I got the car, but before I started cutting into it, was create a basic 20 (or so) page project plan to run past a certified VicRoads vehicle engineer.

There is no point proceeding to significantly modify a car if it's never legal to drive on the streets I figured, so finding an engineer was yet another task to undertake.

My engineer was shocked actually - pleasantly shocked that I presented him with an actual printed & bound project planning document. Apparently this is a rare thing for them to receive, but it proved to smooth things out in later stages.

So I highly recommend to anyone contemplating doing anything similar - to do the same. He perused my project plan and after a minute or two just pointed to one of the table of contents headings and said "when you get to this point, ring me and I'll pop over for an inspection".

The following photos show some of the items he was particularly interested in, you know, structural stuff like encapsulating 100mm x 50mm box-tube chassis in the sills, how I cut away the shock towers, how I was going to fabricate custom engine mounts and so on....

For example, the photo shows I've recreated the inner sill panel for one side, then welded in the box-tube chassis member, and I'm just working out how to hide this box-tube in between the inner and reproduction outer sill panels. Oh - and you need to remember to weld in a few reinforced 7/16" UNF nuts to be used as seat-belt mounting points too.

Then below I'm running them in position to join with the new rear frame rails.... Note the length of white 1/2 inch thick rod running through the front leaf-spring suspension mounting bolt-hole. I used this on both sides of the car to make sure the left and right suspension mounting points were aligned to each other, are centrally located within the body shell, and also perpendicular to a line drawn "front to rear" along the middle of the transmission tunnel.

The hidden chassis front edge is then welded in (at an angle) into the original front frame rails - but making sure the new chassis rails run through both walls of the front rails (to avoid fatigue cracking).

I could then install new floor pans, but not before going overkill by including "sub-frame connectors". I grafted these in by frenching them into the new pans and fully welding them in place (there is no spot welding in the chassis of this car).

The final result is shown in the photo below of the shell on my rotisserie. The "full chassis" is hidden about as well as I could after painting everything in POR-15.



Suspension & Wheels.

I knew that with a big-block being installed, I was going up in both weight and power, so not only is a bullet proof chassis needed, but a much more robust than stock suspension/steering/wheel/brake package as well.

From the outset I have tried to reduce driveline weight as much as possible by going all aluminium for heads/induction/gearbox/plastic water pumps, etc, etc - and I'm sure this has helped my cause. But final wet weight is 1,450 Kg's, so definitely heavier than a stock fully optioned 66 Fastback (by 100 to 150kgs).

Firstly, I went with RRS for their McPherson strut front suspension and rack & pinion steering systems. This allowed me to cut back the shock towers to fit the big block, but it also completely modernised the cars handling potential.

I also shifted the engine rearward as much as I could (but still retain a standard pedal-box position) to get weight back behind the front wheels. I've managed to get the front 2 cylinders of the big block level with the shock towers, with everything else rearward of that. I've ended up with a 55% to 45% front - rear weight balance, so not too bad.

A further challenge was that the engine induction would never allow me to fit an export brace for the top of the shock towers, so I had to fabricate a custom shock-tower (and chassis) strengthening system. Here is what I ended up with (after much thought over many nights).....

I cut away the upper cowl panel from the lower cowl to not only allow me to make rust repairs in the lower cowl, but I've also made the top cowl panel removable (I run my wiper motor inside the cowls now - like an XC falcon). Then along the front edge of the trimmed back lower cowl in the engine bay, I reshaped (cut and welded) a section of strong 50mm x 50mm (3mm wall) box tube steel to match the contour of the lower cowl. It's just sitting on the front frame rails in the photo (photo taken from above).

And as shown this new curved piece is welded into position, with the lower cowl also looking more complete. You can also see the front shock towers cut back to make room for the big block, headers, spark plug access, etc. I can see I am yet to swap over the windscreen wiper pivot mounts though....

Now a heap of thought went into to strengthening the front shock tower area, but the results are best shown in the following photos.

Notice that I have tied in both the new hidden sill chassis (from below) plus the A-pillar (from above) as supports for the whole front-suspension "cross bracing" arrangement. Also note that at critical mounting points, the steel tube bracing is bolted such that some joints can pivot and/or move slightly to absorb suspension shock loads and minimise the formation of cracks/cracking. The vehicle engineer seemed to be very happy with this approach.

The whole idea with this "triangulated" support at the top of the shock tower is that as the suspension loads up during cornering or over bumps, it can't deflect inwards into the engine bay.

Another requirement I thought necessary was to cut the inboard mounting hole of the lower suspension arm completely off, then weld in threaded chromoly tube. This means that the inboard 1/2 inch mounting hole is now a Hiem joint where I can adjust the overall length of the lower arm.

The threaded tube was first welded into position, then gusseted, and finally the whole arm was boxed.

Shortening this arm via the threaded tube in the arm and lock-nut on the Hiem joint lets me "pull in" the front wheels to both clear the front guards and fit a bigger tyre.

I am running 245/45/18 front tyres for now. The engineering team also crack-tested and x-rayed these arms after I fabricated them.



The rear suspension is a 4-Link and Watts-Link arrangement. In the photo it is about to be installed after I converted it from the original RRS 3-Link setup at my engineers request. Keen eyes will see the original RRS 3-Link still running under the driveshaft. It's gone now of course.

I needed to fabricate the upper forward link chassis mounting points of course (after being asked to upgrade from the 3 link), and so below you can see the extra strengthening I included to "tie in" the new 4-Link upper chassis mount with the lower standard chassis mount. There is an extra sheet of 3mm steel plate welded all the way along the outer wall of the rear frame (but this is tied to the inner wall as well).

Engine & Driveline.

As mentioned earlier I sourced a 385 series big block from an importer in Narre Warren as a sprint boat project to work on. So I amassed the following go-fast goodies over a few years prior to getting the car.

It's a stock 2-bolt 429/460 block (but even as stock they are very tough and can take an 80 thou' overbore!), you'll see an internally balanced forged steel crank, H-beam rods, forged pistons, camshaft belt-drive, Comp Cams solid roller setup (700+ thou lift, 260+ degrees

duration at 50 thou lift), Trickflow A460 heads, Davies-Craig water pumps, dry-sump oil-pump, DYAD Clutch, TKO gearbox, etc, etc. With the engine originally intended for the jet boat, the rotating assembly needed to be bullet proof, a bit like a Nascar engine.

The photo shows the engine mostly cobbled together and gives more hints to my setup. I CAD/CAM designed my own trumpets and custom intake manifolds that morph from the rectangular ports on the heads to the 55mm diameter circular throttle bodies, to



give me the "8 stack" injected look I was after. This of course ensured breathing was not going to be a problem for this engine. But while I found that designing the intake on the laptop was easy enough, finding a CNC machinist to fabricate just 2 units was a real headache (I eventually found him though!)

You can also see the rocker stud girdle on the heads along with the dry-sump pump at front left with the oil reservoir at its left. I run a big oil filter that you can see on the right, but in this upright position as I was always annoyed how a standard 45 degree angled filter seems to spill oil everywhere when you take it off or put a new one on!

I bench tested the Autronic EFI engine management system to make sure it will all work as expected when installed. This is important as my final EFI setup is quite complex with multiple systems (separate from the basic engine fuel/spark components) being controlled by the Autronic box - and you want to make sure you've not missed something when firing this engine up for the first time.

You can see I've setup a few coils on the aluminium sheet (acting as my earth) next to the loom, I can then simulate the engine running by sticking a hand drill into the end of that dizzy and revving it up. This engine runs 8 coils in finished form and the Autronic CDI powered coils really roared at the simulated 6000 rpm with no engine noise to drown them out!

While I selected and assembled everything on this motor myself, I went to John Sydney Racing for block machining, balancing and final dyno/tuning works. I just don't have that kind of gear and years of expertise. John Sydney (now retired) is simply a race engine legend who freely offered advice when needed.

I originally had a Tremec TKO, but had the chance to upgrade it to a TKX recently for a minimal fee - so I did that to benefit from the better synchro setup the TKX has for competition use.

Here is a photo of the engine/gearbox combo going back in recently after I fixed a roller-lifter inspired disaster. The TKX is indeed a real-estate friendly design!



Hopefully you also see I've made the top section of the radiator mount removable (after boxing both this now removable piece and the sides of the radiator opening). Ford should have done this from the factory. You don't need to lift a motor way up high anymore for removal or install - if the top section can be removed. The engine pretty much just slides in and out of the engine bay now.

At the end of the driveline there is a 9" diff of course (housing originally from a ZD Fairlane), but it is a Currie 9+ "Race Case" carrier with extra ribbing, big bearings, Detroit Locker, 35 spline axles and floating hubs. It's indestructible.



Fabricating the extractors was yet another challenge. Yes the big block was a tight fit, but the extractors are even tighter. Exiting the heads is ok, but getting past the starter/clutch area with the 4-into-1 design (so 4 x 2" diameter tubes to route) was very tricky. As is running a full 3" stainless system from the headers all the way back and thru the GT rear valence.

Of course, these don't come off the shelf either with the Trickflow heads having round-port BBC exhaust flanges, so I think I did something like 400 sittings one weekend making these in stainless. I would lie under the car, tack weld a bend in, then get up again to take it out to fully weld, then do it all over again, and again.

My only rule/guide was - minimise bends and try to make them as equal length as possible. In final form, I have wrapped them in heat shielding to drop engine bay and cabin temps.



The engine bay itself looks like this now with absolutely nothing poking thru the '67 Shelby style bonnet. My air filtering comes via the box mounted on the underside of the bonnet, dragging air in thru the bonnet scoops. So lifting the bonnet exposes the engine nicely for maintenance activity.

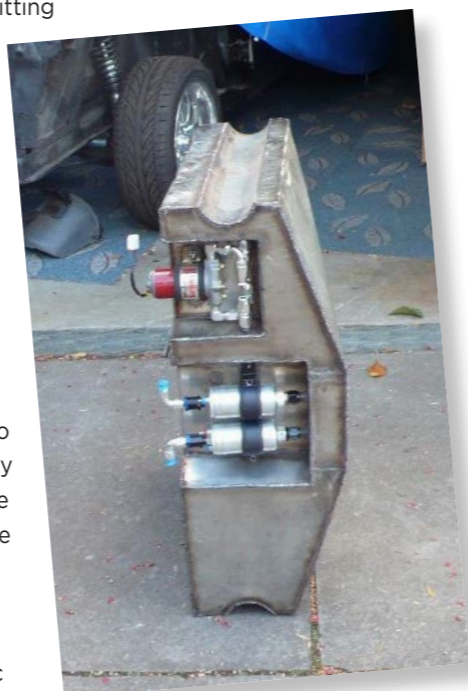


The fuel tank was a bit of a complicated fabrication exercise in its own right. It's all stainless steel sheet with a cylindrical EFI swirl-pot sitting inside the tank itself.

As can be seen below I have a single lift pump (Holley blue) that fills the internal swirl-pot, then 2 x 700HP Bosch EFI pumps draw their filtered fuel from it.

The fuel pressure regulator is located right next to the fuel tank (so not up near the engine) to return unused fuel directly back to the swirl-pot. One EFI pump runs all the time while the second pump only comes on at 80% throttle and above (all managed by the Autronic EFI unit).

Tank capacity is about 100 litres (I've never actually measured it) and this all needs to fit within the small confines of the early Mustang rear-end while also clearing suspension components and the twin 3" exhaust setup.



I recessed the pumps into the overall dimensions of the tank (so there is nothing "poking out"). This minimises the chances of something getting knocked and causing a leak.

The photo below of the rear cabin area (taken thru the back window opening) shows the tank during a test install, with it sitting behind the Watts linkages by about an inch.



Interior

There are a few things that may be of interest here. Firstly my engineer mandated that I had to install lap/sash seat belts for all 4 passengers. "So what" you may say? Well - while doing this is only hard to do for front passengers, it's VERY hard to do for rear passengers.

Like most other items in this car I just had to dream something up that would work. To pass engineering I knew I needed to support any seatbelt mounting point

(which in its basic form is just a 7/16" UNF threaded nut) with an area of steel plate equivalent to 100mm x 100mm and min 2mm thick. So what I had to do for the rear passenger shoulder mount area is use a longer but thinner fabricated 200mm x 50mm plate that is plug-welded into position behind the existing interior panels.

This gave me the primary shoulder-height mounting points, while the actual (separately fabricated) final seat belt mount bolts to this plate. Please note I had to drill and spot weld 4 x 7/16 UNF nuts to the inside surface of

the support plate shown below at a later stage - because final positioning was critical to make a neat finish.

The rear (shoulder) seatbelt mount protrudes into the cabin space by an inch or so. This is required as the top shoulder seat belt mount needs to pivot back and forth,



and thus needs to be pretty much flush with the interior trim panels of the first generation Fastback. Ah - and a good way to make this task even harder is to do it all after the car is painted.... D'oh!



As for the dash. I completely cut out the original dash after unsuccessfully trying to "cut and shut" it for a right hand drive conversion.... In the end I cut it out completely and fabricated/rolled a new one in 2mm thick aluminium sheet. I later trimmed it all in matching leather (in black & camel colour). For those who seek originality, please be comforted by the fact that the press button from the original glove box has been retained and is now the only original part of the dash!

As you can see, I built a gauge pod/cluster for this car because I wasn't happy having to look around the outside of my hands (with my hands on the steering wheel) when looking at outer gauges on the original cluster.



My new arrangement lets me look at everything I need "within the rim of the steering wheel".

Also, seeing I work in the computer industry, I thought it wise to include a security measure that reasonably matched the spec's of the car. So visible in the above 2 photos is a finger print scanner that is the only thing that activates the ignition of the car. You can see the edge of it just above the left horn button (in the left steering spoke). What this means is there are no keys used to gain access or start this car, other than the key for the boot.

To complete things, I also installed power windows and a car-alam with a fob for central locking. The door locks in the door skins are for aesthetics only, they are not connected to anything.

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Registration

What a drama that turned out to be. When I submitted my project plan some 17 or 18 years ago, creating such a car and gaining full Vic registration was fine so I got given to OK to proceed.

But I hit a hurdle at the very final stage all these years later during the COVID lockdown period within VicRoads from their "Compliance" team.

My engineer was happy and had signed it all off, the VicRoads team that receives such engineering reports, audits them, etc were happy, but the Compliance team needed for final signoff were not.

They don't even look at such vehicles or see any history about it, they just pointed out that between the time I started the project and now, the rules had changed and any new motor could not be more than 1.5 times the size of any original motor (so I had a nominal 450 c.i. capacity limit).

Just great.....

But after about 6 months and many emails/calls I did finally get the ok as long as I met a newly crafted "power to weight" rule. It was suggested I go for Club Rego and I'd be fine, but I always wanted to do this by the book, obtain full rego' and so have no arguments once done.

I did provide VR with an email highlighting some 10 reasons why I think my car should be passed for full rego, and I reckon this did help. I mention this as the list of new rules seemd to have some of my email wording included within it!

For readers here though, I believe the main points that got me thru are likely to be:

"I was given the ok to proceed when I started this project and I've not deviated at all from that project plan"

And/Or....

"I could drop engine capacity to meet this new limit, then supercharge or turbocharge it to give crazily unsafe HP numbers - and that is then ok to register instead on my naturally aspirated setup?"

Anyway, I got there. And in final form it is a real sleeper that just looks like a clean Fastback with a nice set of rims.



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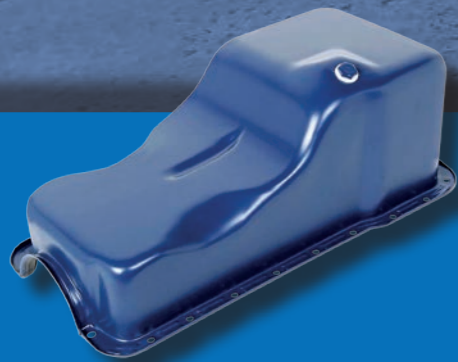
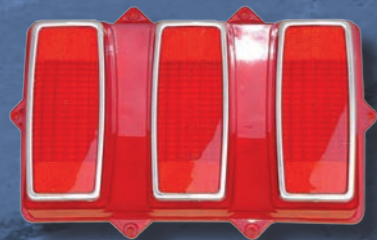
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CAR CARE Tools, Techniques & Tips

Episode 21 – A full paint correction

Peter Alderson

Part 1 of 4

Foam sprays & a full decontamination wash

I hope you have been using the essential products and tools you leaned about in my previous two episodes. I must say it has been heartening to see so many of you using the microfibre cloths and various detailing products I have recommended.

I have also been delighted to speak with so many of you at car shows. You have commented on how much you enjoy reading my articles. I've had some interesting discussions about your car detailing questions and I'm so glad to be able to offer advice.

I mentioned to some of you during our discussions that in 2024 I would commence a series of articles covering a full paint correction. Well, we start here!

Upon returning from the US in September 2023, I set about giving my Mustang a full paint correction in time for the 2023 Annual Roundup. Being 7 years old now, the original ceramic coating had worn very thin. There were many fine scratches beginning to appear.

This was the signal that a full paint correction was needed to restore the paintwork to an as new condition as possible. This would mean:

1. Decontaminating the paint of any embedded brake dust; metal filings from disc brakes; and general road grime.
2. Correcting any paint chips with touch-up paint.
3. Machining the paint – cutting back to remove any remaining surface ceramic coating and scratches; polishing to restore shine; and buffing to leave a smooth surface for step 4.
4. Finally, applying a new ceramic coat.



So, the next four episodes will explain these steps. You could save yourself \$3000 to \$4000 if you follow along as I suggest and treat your own car to a full paint correction. You will also increase your skill level and be very proud with the final result you achieve.

In this episode I cover the pros and cons of the foam canon sprays; which to choose; and, how and when to use them in a full paint correction project.

Let's start by explaining:

- What are foam sprays?
- How they are applied?
- Using foam correctly to wash a car.
- The pros and cons of foam sprays.

What are foam sprays?

In the last few years foam sprays have worked their way into the car detailing market. They have been touted as being 'touch-less washes' or 'pre-washes'.

The various marketing hype can leave an impression in the mind of the car enthusiast that car washing can now be as simple as spraying your car with a foam and that is all you need to do to effectively wash your car – quick, effective and simple.



Well, in reality, whilst this can be done, using a foam wash is very different. Although not without its advantages, there are some disadvantages as well.

The Tools – Foam sprays

How are they applied?

Foam can be applied in one of two ways depending upon the equipment you have or want to invest in. You can use a pressure washer or a foam spray gun attached to a normal hose. My experience, however, is that it does not matter which method you use. Of more importance is the procedure you use to perform the foam wash. I will cover that shortly.

Most advertising suggests you use a pressure washer to apply the foam, let it dwell to penetrate the contamination, then rinse it off to reveal a clean car. This approach may be useful and workable for a car that has just very fine dust, no road grime or other stuck on contamination. Under these circumstances a foam and rinse will be quite effective.

However, for most of us, our cars are more likely to have been driven for a week or two on the roads and contamination on the paintwork would include dust, tree sap, bugs, dried on road grime as well as sticky deposits from exhausts and brake dust. A foam wash alone will NOT clean your car of these contaminants. A full contact wash afterwards, with buckets and suds, is still needed to have a perfectly clean wash.

During my last visit to the US I had the pleasure of doing a number of car detailing projects. These were on my son's Mercedes cars, which he wanted to have detailed and for one, a full paint correction.

He already had a pressure washer so together we used this to apply the foam. Follow the instructions on the product of your choice, but for us it was a foam wash with a pH neutral 5 formula.

His cars were not overly dirty. They were only contaminated with normal road grime and were regularly washed and maintained. So there was no need for stronger pH foam that could have removed more road grime. But remember, even higher pH foams will never completely remove road grime.

If a car has more ingrained contamination, has not been maintained regularly, in terms of being washed, and the paintwork looks extremely dirty then I would recommend using foam with a higher pH formula.

The higher pH of above 5, some on the market are 7 or 7.5, is useful for these dirtier cars. The foam is designed to be more aggressive in breaking down and loosening dried and stuck on contamination.



If you have a pressure washer then follow the instructions on the product label. Dilute the foam for the level of contamination you want to eradicate.



If you do not have a pressure washer there are other products you can use instead. One such item is a foaming spray gun. This attaches to a hose so eliminates the need to invest in a pressure washer.

My foaming spray gun came from Repco. Repco and RACV members can get a discount for each. This lowers the price of all products you buy at Repco.

A foaming spray gun can be adjusted to mix the foam in different concentrations with water giving more (0) or less foam (5) being dispensed from the nozzle.



The settings allow you to spray foam to cater for differently contaminated vehicles, or sections of the same vehicle – wheels v body for instance. In this instance a setting of 0 gives a ratio of 10:1 water to foam for heavily soiled vehicles. Settings then range up to 5 giving a ratio of 60:1 water to foam for lightly soiled vehicles. Just choose the degree of cleaning you need to match the contamination on your car.

The Technique:

Using foam correctly to wash a car

Follow these steps to wash your car correctly if you choose to use a foam spray.

First, we always start with the wheels. Start by flushing under the mudguard and around each rim with a spray of water. This is just to knock off any loose matter that is easily removed.

Next, spray the wheels with an all-purpose cleaner such as Bowden's Orange Agent. If there is more brake dust than normal then use an iron deposit remover such as Bowden's Wheely Clean or one of your choosing.



Spray liberally around the rim and inside the rim as well. Let this dwell so it starts to lift baked on brake dust from surfaces. Purple streaks will be seen as it works. This is normal and a sign that iron deposits are being lifted from the surface and removed.



By the time you have finished flushing with water and spraying all wheels it is time to foam the wheels. No need to rinse off at this stage. The foam will aid in the cleaning process by acting as a surfactant and emulsifier along with the sprays you chose to use.

**MUSTANG
ROUNDUP**

CAR CARE Tools, Techniques & Tips

Episode 21 – A full paint correction – Part 1 of 4



I have previously explained the qualities of surfactants and emulsifiers, but briefly a surfactant acts to lift the contaminants from the surface – breaking their hold with the surface and dissolving or emulsifying / mixing them with the foam. Remember water alone is not a surfactant or emulsifier.

Remember oil and water do not mix, especially where oily and sticky contaminants bond with the paint, hence a need to use a car wash solution.

As you foam all wheels you can also foam under the mudguards. After each arch is foamed, brush under there with your chosen long handled brush to loosen and dislodge all contaminants.

Next, it is time to rinse all wheels. Rinse foam from under the mudguards then from all rims. Do not be tempted to brush or scrub the rims just yet. You do not want to be pushing any remaining road grime into the paintwork or chrome of your rims.

Now, contaminants have been lifted from your rims. What will remain is general road grime that may still be sticking to your rims. They may look clean but running a finger along the rim may leave a line where your finger has lifted away that grime. If this is the case the remaining grime needs to be removed with a contact wash. Remember, foam rinsing alone does NOT remove the need for a contact wash.

If your car had light dust only, with no stuck on grime, then just do a normal 3-bucket wash. No need for another foam spray. However, if your rims still have stuck on grime we will now foam again and include a contact wash at the same time.

This second foam, along with a contact wash with a car wash solution, will provide added lubrication to lift away grime with minimal risk of any scratching.



Work your way around the car going from rim to rim using the 3-bucket method* for washing each rim. I start by running my soft paintbrush around the rim loosening and lifting grime from all tight and tricky areas first. Then use your wash mitt. Remember to rinse out your wash mitt into the third bucket before cleansing it in bucket 1 then dipping it into bucket 2 to gather suds for washing. Rinse each rim thoroughly.

TIP: What is the 3-bucket method for a contact wash? The first bucket holds your wash tools in plain water. The second bucket holds your wash suds and the third bucket is for rinsing your sponge and tools after each is used.

After using your sponge to wash with suds, use your hose wand on the shower spray setting to wash and rinse away contaminants from the sponge into the third bucket.

Wring out the sponge. Dip into the cleansing first bucket, and squeeze out. Dip into the second sudsy bucket to load the sponge with suds and continue to wash the next section. Repeat.

Empty the third bucket frequently – it will get heavy. For me, this is usually after two wheels or panels have been washed.

By following this 3-bucket method you virtually eliminate any risk of dirt or contaminants being stuck in the sponge, or tools, and potentially scratching your paint.

Time now to wash the whole car. Start by flushing the paintwork, just as we did for the wheels, with a spray of water. This removes any loose matter.

Foam the entire car, spraying foam from the bottom and upwards to the roof. We work in this bottom to top direction to allow the foam to have a longer dwell time on the lower, more grimy, sections of paint as these come into more contact with road grime.



After foaming the whole car, let it dwell for a few minutes then you can rinse it off. Now, foam the car again and leave this foam to dwell whilst we perform a 3-bucket contact wash all around the car.

Do not start at the roof. If we were to wash and rinse here it would wash away all foam from the lower parts of the car. Instead, work around the car from panel to panel, washing and rinsing each panel as you go. Finish with the roof. If foam has drained from any panels before you get to them for a contact wash, then you should re-apply foam to that panel.

TIP: What car wash suds to use? If you are intending to do a full paint correction use a wash that contains NO added wax, shine or sealant properties. These will just be wasted and will hinder following preparation stages as paint correction involves ridding the paintwork of ALL added products – paintwork must be naked! I use Bowden's Auto Body Wash, or my foam wash solution in my bucket for this process.

Pay particular attention to rinsing. Foam by its very nature is very clingy. It tends to stick to paintwork so very thorough rinsing is needed to ensure all has been thoroughly rinsed away. I perform an all over final flood-rinse after all panels have been washed and rinsed just to make sure all foam residue is gone.

Dry the car. Use a leaf blower to remove water from around body seams, door handles, lights and grill, as well as around all rims. It is important to dry the car thoroughly as the next stage of iron deposit removal will be less effective if applied to a wet car.

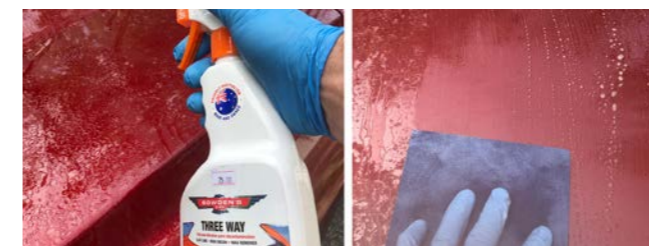
Time now for a decontamination wash if you want to complete a full paint correction. This includes iron deposit removal and claying. Claying will remove deeper imbedded contaminants prior to stone chip repair, paint machining, and then ceramic coating all of which will be covered in following episodes.

The Technique: Iron Removal

1. Treat with Bowden's Three Way

To undertake iron deposit removal we use two products. First is an iron deposit removal spray and second, either a clay bar or a claying pad. I use Bowden's Three Way spray, with a claying pad. Or, use your chosen iron deposit removal spray / pad.

Spray the iron remover fluid onto one section at a time, say one third of a bonnet, and let it dwell for 60 seconds. While this is dwelling spray your clay bar or pad. Then gently rub over the area being treated. Use straight lines up and down, then side to side. We are letting the claying bar or pad gently lift the dissolved deposits from the paint. Be gentle.



Purple streaks indicate contamination on the surface as iron particles react with the Three Way. The particles now dissolve and lift from the paint.



As contaminants are removed, the clay bar / pad glides smoothly. If there are no purple streaks there is no contamination. Rinse, wash with suds and go to the next section. Otherwise, let the surface sit for another minute. Rinse off, then spray a small section again with Three Way and let dwell for 60 seconds.

When there are no purple streaks, decontamination is complete. If purple streaks show, repeat the process on that panel until it is decontaminated.

Fold your bar or rinse your pad often in sudsy water to provide added lubrication as you treat each panel.

TIP: It is important to keep untreated areas DRY before they are treated. So, start with a mudguard, then a door, working your way around the car. Finish by treating the boot and finally the bonnet then roof. This way, untreated areas stay dry for when they are treated. Wash each panel after treating, then wash and dry the entire car again. Use Auto Body Gel for this washing stage.

Rinse and wash with Auto Body Gel, then move to the next section and treat it. Give a final rinse off. Move to the next section and repeat until the entire car has been successfully decontaminated.

2. Wash and dry the entire car

Wash and dry the entire car one final time to ensure all Three Way* has been removed. Use Auto Body Gel with the 3-bucket method. Dry thoroughly.

*TIP: *Three Way has a thick viscosity. Every trace of the product must be removed so it does not interfere with the final preparation stage of Paint Cleanse and Restore, OR the Flash Prep process, and certainly, before we correct chips, machine the paint, or apply any wax or a ceramic coating.*

CAR CARE Tools, Techniques & Tips

Episode 21 – A full paint correction – Part 1 of 4

The Tips – Foam and iron removal

1. Foam is a pre-wash for cars with road grime and is followed by a normal contact wash.
2. Foam alone can be used to remove loose dust.
3. Use a pressure washer or foam spray gun on a hose to foam your car.
4. A contact wash may still be needed even after a foam wash has been applied then rinsed off.
5. Foam lifts away fresh, light dust completely or lightly stuck contaminants only.
6. Road grime on paintwork will need a contact wash to remove it completely.
7. Neutral pH foam will remove most grime.
8. A stronger 7 or 7.5pH, foam can be used on much dirtier cars to remove more grime, but along with this it will also remove wax and sealants and over time can harm ceramic coatings.
9. A dilution ratio of 10:1 is used for very dirty cars.
10. Ratios up to 60:1 are for light dust removal only.
11. Correct foam wash procedure for wheels and bodywork: rinse first; spray with Wheely Clean; let dwell; spray with foam; soak; rinse; foam a second time and contact wash with wash suds; final rinse and blow dry.
12. Use the 3-bucket wash method for a contact wash on rims and bodywork.
13. Remove iron deposits with your chosen iron deposit removal spray, clay bar or claying pad.
14. Wash and dry car, and wheels, thoroughly after claying to remove all traces of products used.

Foams - The Pros

1. For fresh light dust only, foam will eliminate the dust and a contact wash will not be needed.
2. Time can be saved, as less washing is needed for lightly dusty cars only.
3. A pH neutral foam of 5 will not strip away wax or sealants from the paint.
4. Foam will remove most of the road grime that causes scratches so a contact wash will be less likely to scratch the paint.

Foams - The Cons

1. You will be buying more products for washing.
2. You may need to buy a pressure washer or a foam spray gun.
3. More water will be used as you foam the car, usually twice, along with your contact wash.
4. It will take longer to set up your equipment, buckets and products.
5. More time will be taken to do a foam wash as well as a contact wash.
6. A more alkaline pH of 6 and 7 or above will progressively strip away wax, sealants and may harm ceramic coatings.

What's up next?

Oh, did I forget to mention that I am setting you some homework? Yes, that's right. Before the next episode, I want you to complete some homework in preparation for the content of episode 22.

In my next article I will explain how to correct paint chips, the tools needed, and processes to follow.

In order to rectify paint chips you will need a number of pieces of equipment. Some you may already have, so you can tick them off the list, but others you may need to purchase. So, this is what your homework entails:

1. Finding the paint code for your car's paint.
2. Ordering the paint you need.
3. Ordering paint applicators / brushes you may use.
4. Getting some wet sanding paper.
5. Buying lights to illuminate work areas.

1. Finding the paint code for your car's paint.

To find your car's paint code there are a number of sites you can visit. Here are four that work very well. Each has some limitations in terms of makes and models and year of cars covered and the last one has some added extras including links to brochures!

The first site is called Dr ColorChip. This site is an all-in-one site. It offers a very different type of paint touch-up system that rarely requires sanding.

It is a chemical repair process. I'll be explaining it in depth in the next episode. But, in the meantime, go to the site below by scanning the QR code, enter your car details and find your paint code. This is best done on a phone.

Some browsers do not display the vehicle entry boxes. So, go to: <https://drcolorchip.com> and enter your data there to get the color code.

Then click the QR code below. You can view the recommended repair kits and order the one you prefer. I chose the \$99.95 kit as it had plenty of everything I needed. It arrived 2 days later from QLD. Very fast.



Alternatively, you can wait until you have read the next episode, consider whether the process is for you and place your order then. It only takes a few days to arrive from Qld.



The second site is called - Scratches Happen. Scan the QR code here to visit that site.

The Scratches Happen site covers many makes and models of cars, but some are limited in the years it covers. Mustangs for instance only go back to 1990.

However, one of the better aspects of this site is that not only can you find the colour code but you can also order complete kits for touch-up. These include the original paint, clear coat and a primer, if needed, along with application brushes. This saves postage as all items you need come from the one site.

TIP: Select the kit you want. Put it in your shopping cart. WAIT! A few hours later you'll get an offer of 5% off if you proceed with a purchase!

Chipex is the next site. Here is the QR code.



Chipex covers all makes, models and years of cars. Mustangs go back to 1964. This site sells kits containing more or less pieces you will need. Choose more or less items depending upon what tools you may already have.



Perhaps the most interesting site, but a more difficult site to use, is Paintref. Here is the QR code.



The Paintref site opens at 1964 Mustang colour codes. Use the various selections to choose the year you are after.

On this page look for the gray box button labeled Brochure.

It has original brochures for most Ford vehicles! Bonus!

If you want to view and print out page-by-page images of the original brochures, this is how you can do it. Do a screen shot, crop this to the actual brochure contents and get them printed for display.

Need the paint code for another vehicle? This site has links to so many other car makes, models and years. You might even be able to find the brochures as well.

Out of interest, here is a QR link to a brochure page for a 1964 Mustang. Other years are available. Unfortunately you cannot order paint or supplies from this site, but it has some great information.

2. Ordering the paint you need.

Once you have your paint code you can order it from one of the sites I have shown above or you can order it from whatever source you prefer. Ordering from overseas may cost a bit more than buying it from Australia if you can and it may take a little longer to arrive.

3. Ordering applicators/brushes you may use.



If you have chosen one of the first three sites you will be ordering one of their kits. These include brushes so you will be set. If you only need brushes then consider ordering from the Griotsgarage site.

Here is the QR for Griots. They offer different brush sizes and different numbers of each in packs. Choose what appeals to you the most.

If you want to go more pro with a really fine .5mm applicator then you cannot go past the Gold Label Detailing Pen. Here is the QR link.



This touch-up pen holds the paint in its cup and the nozzle is a very fine .5mm letting the smallest amount of paint through. Multiple dabs with this pen slowly build up the level of paint needed to fill bigger scratches.

Order the touch-up pen online from Amazon. Use the QR code below. This is not essential, especially if you have purchased a kit that contains brushes. However, if you have longer scratches or many chips, then this is great.

4. Getting some wet sanding paper.



After you have touched up some chips you may need to wet sand the paint back to blend it into the original paintwork depending on the method used.

You can get various grades of wet sanding paper from Repco. Try to get 800, 2000 and up to 3000 grit.

Buying all of these is a good start and will see you being able to complete most touch-up jobs that use the mechanical process.

5. Buying lights to illuminate work areas.



Your final homework task is to consider the purchase of some portable lights to work by.

I purchased mine from Total Tools. I purchased a second tripod so that I can set up each light on its own. This gives me light from different angles / sides.



One very useful feature is that each light has an electrical plug built into its back.

So, you can attach other tools, lights, extension cables or whatever tool you need into the back thus saving on power boards! Here is its QR code.

Homework - Correcting Paint Chips

So, in preparation for the next episode you may want to visit each site above, compare what each offers, and decide what you want to order. Once you have them you will be ready to start correcting paint chips when the next episode is available and all chip repair processes are explained.

Now, just a heads up. The Dr Colorchip repair process is a chemical process. Very effective and does not involve any sanding. All other sites and their kits are designed for use with a mechanical process. That means using wet sanding paper and buffing machines. This is the more traditional process.

The chemical process along with sanding and machining will be explained in episode 22. Machining is the only method used for eliminating scratches and swirls and that process will be covered in episode 23. Maybe you want to try both types of kits?

Now, do not worry about what to buy if you have any doubts. Just wait until episode 22, read about what is involved and then make your choices.

Happy Homework and Cleaning!



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AOMC

Archived Registration
and Engine Number Records



Recent Excerpt from the AOMC News - January 2024 - Issue 163

An initiative of the
Association Of Motoring Clubs Incorporated

ENGINE RECORDS SEARCH SERVICE

The AOMC has introduced a simpler method of requesting an engine number search. The process is now available to directly input the requested data online and also make an online payment. This will avoid the need to download a Search Application form and enter your credit card details.

The advantages are both to the user and the AOMC.

You will not need to print out the search application form, enter data, scan it and send it by email or Auspost to the AOMC. You will receive a copy of your search request automatically emailed back to you confirming your application. You are able to manage your own payment through a secure process.

We get a legible application (poor writing or scanning often requires a follow up phone call to clarify the details), the payment process is automatic without the need for us to manually enter your credit card number. If you have doubts as to your information or whether the search can be made we are able to take a phone call if you have any queries before proceeding.

This all helps in the search process but unfortunately we are still left to make the manual search through the many card records. Whatever the outcome of our search you will get a reply.

For more information go to the Engine Records pages at www.aomc.asn.au

WANTED – MATURE APPRENTICE

For the AOMC Engine Records

The AOMC maintains over 4 million records dating from 1930 up to 1984. There is a continuous demand for details of these vehicles from owners seeking original registration number, dates and changes in the vehicle history. This could be to enable re-registration in Victoria, or interstate within Australia, or overseas; or perhaps to expand on their family history research. We have need for some assistance to continue this work and now seek an apprentice to understand and operate the service. Ideally the person should be:

- Interested in Motor Vehicle History
- Have knowledge of vehicle makes and their company families
- Able to write letters and answer telephone queries
- Comfortable on a step ladder (rare event)
- Able to lift and carry a 7kg tray of records
- Able to enter data on computer
- Able to tolerate monotonous sorting of records
- Available during the week
- Live in SE suburbs

Some tasks can be undertaken at home while others are within the storage site.

If you reckon you could take instruction from a pedantic

senior please call Philip on: **0417 014 636**.





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Alex Karan March 2024 @Mustang Cruisers Victoria



Marcus Anghel February 2024 @Anghel Restorations

VIVA LAS VEGAS!

Ron Minogue



So here I am in beautiful downtown Las Vegas, a place of serenity and relaxation.....NOT!

Las Vegas is a place that most people visit for only two days max, much longer than that you go crazy (and broke).

You can get lost in the hotel as well as outside. Trying to navigate through the crowds is like herding cats. The gaming areas have no clocks, no windows and no signs for you to safely navigate out of the area. There are no seats other than the seats in front of the pokies (or "sluts" meaning slots with an American accent).

I was in Las Vegas to see the Queen of Pop blow the roof off the theatre, and she sure did for every performance.

To maintain my sanity, I paid a visit to the Shelby factory (thanks Craig Dean for the intro). Together with another car tragic, we were shown around the whole factory by Dean Barbero the Operations Manager for Shelby American.

It was a terrific tour, a bit more than the usual VIP tours.

We saw the assembly of all types of Shelby vehicles including the pickup trucks and the electric cars including the completion of an order for 100 SUVs from Hertz Rentals. These cars were all black and somehow made all the great V8 noises of a petrol vehicle.

There was one car that we were not allowed to photograph and that was a special Hertz electric Shelby black with the traditional gold stripe. It looked really cool.

We also visited the Shelby Museum which had a great range of classic Shelbys, some of which I had not seen before. Thanks again to our own Craig Dean for organising the visit.

We also had the opportunity to visit the Mecum car auctions on one of the days. The program was to sell around 1,000 cars over three days. Readers will be familiar with this on TV. The whole thing is a razzle dazzle of noise, unintelligible gibberish from the auctioneer and of course cars being wheeled out in front of the auctioneer.

There were the usual urgers running around trying to get punters to up their offers. It was all colourful and mesmerising for car tragics like me.

Unfortunately, we were too late to get Gold tickets which permitted us to sit in the stand watching the proceeds. The bidders were in a special section in front of the stand. We could get only glimpses of the auctioneer's performance and only able to see part of the bidding and sales on a screen. I was just happy to wander around looking at the

cars waiting to be auctioned and after the auction. As you would have seen this show on TV the prices are really low compared to ours, especially given the costs of transport and currency conversion.

Finally, from our 48th floor balcony I could see the golf course attached to the Wynn's hotel and casino. It was hard to see from that distance but given my trained eye for anything automotive it looked like no golfers and lots of cars on the golf course.

I did some quick research and found out that it was a very high end concours promoted as the "100 hundred-million-dollar car show" and indeed it was.

Most of the cars had left by the time I got see the cars in the flesh.

We had a special conducted tour with the Retail Manager of Wynn's hotel and casino. There were current model Bugatti's, Ferraris, Lambos and many other top end hand made cars with which I was not familiar.

There was also a smattering of more basic cars that we are used to seeing on display. One which caught my eye was a '67 Shelby GT 500 tribute that was similar to an "Eleanor". A closer look revealed the fenders, doors, hood and trunk appeared to be made of carbon fibre with a sensational paint job. I don't know if this car won any prizes, but I think that it should have. There was also a '66 Mustang convertible in immaculate show condition.



The background to this presentation was the "Sphere" which looked like the moon had just landed on the golf course. This is the latest of the multi billion (yes billion) dollar attractions in Las Vegas.



The story has it that it cost around US\$2.8 billion to construct and set up. The story also suggests that it is struggling to make a profit, although that does not seem to worry the people with money in Las Vegas.

Carol and I did not participate in this "experience", but our two travelling friends did and were not totally impressed by what they saw. It was very difficult to get in and out unless you were a child. The theme appeared to be the end of the world unless we recycled all the coffee cups.





The formula 1 race in Las Vegas a few days after we left took about 6 months to set up with road closure and detours. The locals were not happy, no different from our Albert Park residents at Grand Prix time.

As only Las Vegas can do, the opening was a sensational display of lights and music with live performances from singers, one of which was particularly good.

The drivers were introduced very quickly as if they were only a small part of the show. Some of the drivers and many people on social media were particularly unhappy with the focus on the "entertainment" rather than the car race.

Readers will be aware that one of the Ferrari Grand Prix cars was destroyed after hitting an open manhole cover at over 300kph. This did not help the whole F1 spectacular which also suffered a lot of criticism because of the sky-high ticket prices. I hope that they will get these problems sorted before next year because I think that the F1 promoters will go elsewhere.



This was probably our last visit to Las Vegas. On one occasion that we ventured out on to Las Vegas Boulevard in order to get something from a drug store it was difficult enough to fight our way through the crowds but just at that time there was a demonstration by at least a hundred activists supporting the Palestinians. We waited until they got past then trailed behind the armed security people and cops trying to provide some protection for the crowds of people who only wanted to have a couple of days of fun.

While in the drug store it was interesting to note that nearly all products were locked up on the shelves to prevent shop lifters. You had to find a staff member, of whom there were very few, to open the locks and hand you the product to take to the cashiers. This type of theft prevention is becoming more and more noticeable in many parts of America.

We spent a few days in Seattle after the Las Vegas visit and were shocked to see the homelessness and druggies dealing and shooting up in broad daylight. This was only in a couple of blocks of downtown Seattle, probably arranged by the police so that at least they could exercise some control over the drug activity.

While in Seattle our driver said that following the "Black Lives Matter" incidents the very woke city administration supported the demonstrators and demonised the cops to such an extent that many police officers resigned and left the City with practically no police protection.

Almost every downtown store had security officers on duty. The City has tried to get the police officers back on the job with offers of US\$38,000 cash to re-join the force.

Apparently not many ex-police officers are taking up the offer. This should be a serious warning to us here in Australia where similar things are happening. Who would want to be a police officer when you are treated like s...t and forced to take care of drunks and drug addicts rather than protecting law abiding citizens?

Seattle has some similarities to Melbourne. The downtown area looks very similar although there are no police to be seen but plenty of homeless and drug addicts.

The waterfront fish market is a popular tourist attraction. Some of the traders put on a show of throwing fresh fish back and forward and not dropping one at all. You can buy fresh fish or cooked. It is also next to the ferry terminal which takes passengers to Bainbridge Island, a 25-minute journey on a very well-equipped passenger and car ferry.

Bainbridge Island reminds me of the movie "Truman" which showed this wonderful town where everything was spotlessly clean, people were friendly and said good morning and good afternoon. The houses and gardens were all immaculately curated and the climax to the movie was that it was all a Hollywood set and not real at all.

We took the opportunity of taking the Boeing factory tour. It was brilliant. The American people should be proud of such a fantastic production facility. It is said to be the biggest building in the world. It is surgically clean, quiet and a great example of how industrial processes can fit in with skilled workers, the environment and sound investment.

Our driver (the font of all knowledge) said that nearly all the downtown property in Seattle is owned by Amazon and Amazon workers can be seen everywhere. They all wear casual clothes carry a backpack and have a coffee cup in one hand. The coffee would not be purchased from Starbucks because there is a national campaign to unionise Starbucks and customers are going elsewhere, which is pretty easy because there are coffee shops everywhere, even more than Melbourne.



NOVEMBER 2023 CLUB MEETING

Wednesday 15th November 2023
Moonee Valley Complex, Moonee Ponds



Meeting opened 8.09pm by the President, Mr Ian Collins

APOLOGIES per sign on book

Craig Dean, Dorothy and Ron Cremona, Jeremy Lane, Steve Baird, Ben Stoffers, Judi and Colin Millward, Sean Proctor, Colin Falso, Shane Cowman.

MINUTES OF PREVIOUS MEETING: Ian Collins

The Minutes of the previous meeting held on the 18th of October 2023 were read and confirmed.

Mov: Udo Schaak, Sec: Andre Stoffers

TREASURER'S REPORT: Adam Richmond

TOTAL FUNDS AVAILABLE - October 2023 **\$398,115.62**

Mov: Terry Smith, Sec Rowdie McIntosh

SECRETARY'S REPORT: Tony Borg

OCTOBER to NOVEMBER 2023 correspondence.

Correspondence Inwards:

Nick & Kay Dyvestyn	Meeting Apology
Di McKernan	Request for Member Number
Joe and Kath Aprile	Xmas Dinner Payment
Bill & Grace Diamanidis	Request for renewal form
Stephen Harrington	Comments re Kokoda Article
Sammy Shephard	Member Jungle Offer
Steve Creely	Round Up
Brian & Deb (Tassie)	Tassie Deposit
Travis Weyne	Club Meetings Times etc
Robert Deane	Change of Email Address
Darren Chetcuiti	Darby's Brake and Clutch Club Offer
Angelo Ozella	Change of Address
Daniel DeBono	Date of Xmas Dinner
Murray Roberts	Re Join with previous number
Geelong Revival	Pit Passes on Sale
Kirsten	Request for Wedding Transport
Ed Lane	Warrnambool wish to participate
Jillian Jackson	Membership Enq
Leo French	Vic Roads Club Permit Cancellation
Fred Barbaro	Update of email address
Graham Bell	Confirmation to attend November Meeting
Tony Masters	Unable to attend Nov Meeting

Correspondence Outwards:

Chris E Badges	Request for Quote, 10 year and Keyrings
Members	Volunteer sign up info
Committee	Request for approval for production of ebadges
Chris E Badges	Approval to produce 10 yr and Keyrings
2023 Concours Winners	Invitation to November Club Meeting (presentation)
Craig McKenzie	Club Permit Renewal Reminder

NEW MEMBERS ACCEPTED

MACDERMID VICKI		
GRECH TYRONNE SARAH	65 GT F/B KCODE	SILVERSMOKE
KOSTOS MICHAEL VIKKI	18 GT	BLUE
BEAUMONT JOHN MANDY	22 GT550	BLACK
PARDO GRACE MICHELLE		
POLLOCK MICHAEL JASMINE 67		GREY
BASILE MARK ERIN		
BASILE AMY		
BOYD CLAIRE BEN		

Total number of members to 06/11/2023 = 1023

ROUND UP REPORT: Ian Collins

The 2023 Round Up included a display of 485 Mustangs which is phenomenal, the standard was absolutely amazing. Including the trophy winners who were fantastic.

Special Thanks goes out to Adam Richmond who over the past 15 years has provided a fantastic effort in coordinating such an amazing event.

The Amora presentation night was amazing, thanks goes out to all those who entered their cars for concours or show 'n' shine.

And, a huge thanks to those who attended and helped out on the day to help make the event the success it was.

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

EVENTS REPORT FOR NOVEMBER 2023

PAST EVENTS

SUNDAY 29TH OCTOBER MOCA Round Up at Dandenong showgrounds. We had 485 cars on display, not to mention the weather was perfect. Congratulations to all the winners and this event couldn't have happen without the organisation from Adam and his helpers, huge thank you to you all. Presentation dinner was a success also and congratulations goes to Garry Anderson for member of the year.

SUNDAY 9TH NOVEMBER 14th Meet and Greet, noting this was our last one for the year. Meeting at BP pen link southbound, Baxter at 10.30am to cruise to Penny Lane Café, Dromana for lunch. Contact Sue for catering

FRIDAY 10TH -13TH NOVEMBER Weekend away at Warrnambool. Kerry to chat about details.

SATURDAY 11TH NOVEMBER Bendigo coffee run held at Bendigo Homemaker centre, 9-11am. Contact is Angela Williams

SATURDAY 11TH AND SUNDAY 12TH NOVEMBER Historic Sandown, Springvale. MOCA will provide a display beside the grandstand on Saturday and Sunday.

UPCOMING EVENTS

SUNDAY 19TH NOVEMBER Shannon's American Motor Show, held at Caribbean Gardens, Scoresby. MOCA will have a display area. Display cars from 9-11am, \$15 per display which includes all occupants, pay at gate. Enter from Ferntree Gully Road, 100mts north of Eastlink, contact Brian for more info.

SATURDAY 25TH AND SUNDAY 26TH NOVEMBER Geelong Revival is on again, Eastern Beach Road, Geelong. MOCA has made a commitment to the organisers of the Geelong Revival to provide the necessary pit marshals for Saturday and Sunday. We need volunteers for both days. As pit marshal you will have front row seat to the action and will be in radio contact with the pit coordinator to assemble the next group of vehicles for the next run. Lunch will be provided. A payment is made to MOCA based on the hours worked by each volunteer. Please contact Tony or Brian if you wish to be involved.

SUNDAY 3RD DECEMBER is our MOCA Xmas Kids Run. Meet the elves, Tony, and Joe at Lorbecks, 9am sharp. Destination will be advised on the day. Please contact Sue by 22nd November for catering numbers, also names and ages of children attending from 12yrs and under, as not to disappoint them from receiving a gift from Santa. You do not need children to come along to this event, just come and enjoy.

WEDNESDAY 13TH DECEMBER is the MOCA Xmas dinner and general meeting. The Xmas dinner will be very similar to last year, and at the same price of \$65 per head, of which MOCA will subsidize \$20. You only pay \$45 per head.

We are limited to 190 people, so get in fast. Details on how to pay are on team app and website. Also come in your Xmas Colours

SUNDAY 7TH JANUARY is the 11th Annual Drysdale Autopro Classic car and Bike Show. Held at Drysdale Recreation Reserve, 10-3pm, which MOCA has reserved a prime spot at the entrance to this event. Details of a gathering location and convoy will appear closer to the date. Contact is De.



THURSDAY 11TH JANUARY 15th Meet and Greet, 10.30-2.30pm. Venue to be advised closer to the date. Contact is Sue

FRIDAY 26TH JANUARY is our MOCA Australia Day Display, 9-3pm. Please reserve this date in your diary. As a tradition, a BBQ breakfast and lunch will be served. Details of a selected site will be revealed once council application has been approved. Contact is Brian

SUNDAY 11TH FEBRUARY 37th Annual Picnic at Hanging Rock Classic Car Show, held at Hanging Rock reserve, 8-3pm. This is an AOMC arranged event which is open to vehicles of all makes, models and styles with the only criteria being that it must be 25yrs or older, able to be driven to the event and of course, be someone's pride and joy. Details of a gathering location and convoy will appear closer to the date. Contact is Sue

De provided an update to the 2024 Tasmanian Trip, advising there were now 54 Victorian cars registered for the trip. De also noted the fantastic support she is receiving from the Tasmanian membership and that they are very excited about the event.

Kerry also provided a summary of the Warrnambool weekend away held the previous weekend. The weekend included great dinners and activities, all attendees took part in the dress up dinner with the pirate theme. A trip to Portland car museum as well as a ride along the historic tram route. Those on the trip attended the remembrance day ceremony at the Warrnambool RSL, where Sue Brodrick and Peter Sheehan represented the club by laying a wreath, in addition the club made a donation to the Warrnambool RSL as well as providing rides in their cars to RSL members wishing to do so. All in all a fantastic weekend planned by Kerry.

De also introduced new member Ash Yap to the club.

MEMBERS WELFARE: Ian Collins

Ian advised the membership of the passing of long time previous member Wayne O'Brien

MUSTANG RACING: Graham Bell

Graham Bell advised the membership of upcoming race meets, and of the rebuild of Andy Clemson's, Moffat Replica car which he is planning to get back onto the track.

SHELBY REGISTRY: Brain James

Brian James advised the membership that the wheels are turning slowly in respect of the Shelby Registry.

BOSS REGISTRY: Andre Stoffers

Andre Stoffer's thanked those club members who displayed their Boss's at the recently held 2023 MOCA Vic Round Up, where 12 cars were displayed.

NATIONALS

It was advised MOCA Qld was not holding the 2024 Nationals which was to incorporate the 60th anniversary of Mustang.

The MOCA Vic 2027 Nationals panel is being put together and meetings are planned to commence in early 2024.

ROUND UP: Adam Richmond

Ian Collins advised the membership that Adam Richmond, has stepped down as the Round Up Director after 15 years at the helm and a total of 19 years involvement. Adam advised the membership that he was thankful he always received assistance from the membership throughout his time as director.

The mark out on the Saturday prior to the Sunday event, went very well, and was completed in record time.

Sunday briefing went well and all cars were parked as directed onto their marks.

Adam expressed his thanks to all Volunteers, noting many individual tasks needed to be completed and all were done professionally.

SPECIAL MENTION KERRY THOMAS-ROSCROW

Ian Collins, advised the membership of the Kerry Thomas-Roscrow's stepping down from the clubs events sub committee, and sincerely thanked Kerry for all the hard work she put into the events in which she was involved, especially the recently held weekend away in Warrnambool.

ROUND UP TROPHY PRESENTATIONS

Trophy presentation were made to those members who received awards from the 2023 Round Up.

RAFFLES

Door Prize -	Shelly Scott
Mug of the Month -	George Zaharis
\$1200 Members Draw -	not awarded due to member not in attendance, next meeting jackpot to \$1300.

MEETING CLOSED:

9:15pm Minutes recorded by Tony BORG

NEXT MEETING

Wednesday the 13th of December 2023 at Moonee Valley.

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



DECEMBER 2023 CLUB MEETING

Wednesday 13th December 2023
Moonee Valley Complex, Moonee Ponds



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

APOLOGIES per sign on book

Bruce Rigby, Mick Romerill, Ron Campbell, Criag McKenzie, Lynda Sparrow, Adam Richmond, Ron Minogue, Sue Suttie, Mick Suttie, Geoff Grace, Russell Traynor, Peter Schang, Christine Schang.

MINUTES OF PREVIOUS MEETING: Ian Collins

The Minutes of the previous meeting held on the 15th of November 2023 were read and confirmed.

Mov: Amy Heinrich, Sec: Warwick Dowsley

TREASURER'S REPORT: Adam Richmond

TOTAL FUNDS AVAILABLE - NOVEMBER 2023 \$393,962.78

*figures subject to audit

Mov: Lino Avellino, Sec David Krampell

MEMBERS WELFARE: Ian Collins

No Change with Geoff Grace. Welcome back Dorothy Cremona following her recent surgery.

BULLETIN: Colin Falso

Next edition is near completion and will likely be delivered to members early January 2024. Colin is awaiting an article from USA - Anghel Restorations in relation to a story about 'the best unrestored and preserved first generation Mustang in existence today', which will feature in the second issue of the Round Up Magazine in 2024.



SECRETARY'S REPORT: Tony Borg

November 2023 thru December 2023

Correspondence Inwards:

Ed Lane	Warrnambool wish to participate
Jillian Jackson	Membership Enq
Leo French	Vic Roads Club Reg Cancellation
Fred Barbaro	Update of Email Address
Graham Bell	Confirmation attendance Nov Meeting
Tony Masters	Unable to attend Nov Meeting
Steve Martin	Club Membership Enq
Andrew Rowan	2023 GT/CS for sale
Michelle	SA Web Page not working
Dallas Petrie	Tasmanian Payment Deposit
Bill King	Contact for Blumey
Mick Romerill	Unable to attend xmas dinner
Ian Johnson	Unable to attend xmas dinner
Jeff Coleman	Message to Ian Collins
Morris Dal Bosco	Picking the Veneto Club
Greg Adams	All American Advertising
John Kemp	Request for Bell Housing
Len Van Rossum	Request for Logos
Craig Dean	Xmas Dinner Date

Correspondence Outwards:

Round Up Winners	Invitation to Nov meeting for Presentation
Macka Club	Permit Renewal Reminder
SA Web Manager	MOCA SA Web Page not working
Darby's Brakes	Info re advertising in club mag

NEW MEMBERS ACCEPTED

TRLIN STEPHEN	21 GT500SE	BLUE
FOXWELL JOE	17 COUPE	SILVER INGOT
MELITSIS JIM FAYE	65 COUPE GT	BURGUNDY
FERGUSON PHIL TEENA	21 MACH 1	JET FIGHTER GREY
GILES NICK MEAGHAN GEORGE	65 COUPE	MAGNETIC GREY
MCGUINNESS RYAN KIMMI	20 COUPE	GREY
HARRIS JYE GEOFF (DAD)	2000 COBRA	LAZOR RED
BASILE PAUL		
THOMPSON KAREN STUART	17 FM	YELLOW
ROBERTS DAVID SHANNON	20 S550	VEL BLUE
WILKINS MARTIN ERIN POWER	17 FB GT	WHITE
MCELLAN DUNCAN	68 2+2 F/BBLUE	
WICKHAM NELLIE WAYNE	21 GT	ORANGE
COWAN DAVID JO	19 RED	
ALLEN GILLIAN BEN	11 GTSHELBY	BLACK
NOBES MICHAEL KERRIE	65 F/B	BLACK
CHRISTOPOULOS CON	65CONV	BLUE
DICRISTOFARO ADAM		
CINZIA MASTROMANNO	17 GT	PLAT WHITE

SOCIAL: Sue Brodrick & De Colledge

PAST EVENTS

SUNDAY 19TH NOVEMBER Shannon's American Motor Show held at Caribbean Gardens. We were lucky again with the weather. There was a good turn up of American Classics and muscle cars, but not as many as was expected. We had an excellent turnout from MOCA, with just under 70 Mustangs. It is estimated our mustangs represented 20-30% of all in attendance, which provided tremendous support for the AOMC who were running this event Thanks to all MOCA members who brought their ponies

SATURDAY 25TH -26TH NOVEMBER Geelong Revival It rained all Friday and Saturday night. Amazingly, Saturday and Sunday were threatening but remained clear for the whole time except for the Motor Bikes last run-on Saturday.

MOCA had volunteered to provide all Pit Marshalls and assume all of their responsibilities over the two days. Pit Lane Marshalls requires a lot of coordination and communication, and all those MOCA members who assisted on Saturday and Sunday, thank you very much for a job well done. It was a busy 2 days, but we pulled it off, and the organizers were so pleased with our performance, they want us to do it again next year.

Tony has some ideas on how we can improve the Pit Lane process and provide more rest breaks for us. We need more volunteers to incorporate some changes which will be discussed as the time gets closer. As a volunteer it is a great opportunity to have a real hands-on involvement in the running of the sprint event and you are right in the middle of the action. Lunch and drinks are provided to all volunteers.

There were a small number of MOCA members who displayed their mustangs in the Shannon's Show and Shine on Steam Packet Gardens.

SUNDAY 3RD DECEMBER MOCA Xmas Kids run, met our two elves Tony and Joe at Iorbeks, Port Melbourne, to be given our destination which was Saint Andrews Hotel, who did a fabulous job at accommodating 95 members. The two elves who dressed in elves' costumes helped Santa give out the presents to 20 children. Thank you, Joe and Tony, for a fun filled day, we all enjoyed it.



UPCOMING EVENTS

SUNDAY 7TH JANUARY Annual Drysdale Autopro Classic Car and Bike Show. Held at Drysdale Recreation Reserve, 10-3pm, which MOCA has reserved a prime spot at the entrance to this event. For those wishing to travel together meet at BP Geelong sth bound Ring road, 8am. Contact is De

THURSDAY 11TH JANUARY is our first Meet and Greet for the year, held at the Veneto Club, Bulleen. For those in the southeast, meeting at Bp servo, Eastlink Northbound at 10.30am for a departure at 11am. This will be for lunch and contact is Sue.

FRIDAY 26TH JANUARY, is our Australia day display, held at W.G Little reserve Portarlington, CNR of Fisher st and The Esplanade. 9am -3pm, MOCA members attending this event must enter and exit the reserve via The Esplanade. The traditional BBQ breakfast and lunch will be served, noting you must have your lanyard or no food. Contact is Brian

SUNDAY 11 FEBRUARY 37TH Annual Picnic at Hanging Rock Classic car Show, held at Hanging Rock Reserve, 8-3pm. This is an AOMC arranged event which is open to vehicles of all makes, models and styles with the only criteria being that it must be 25yrs or older, able to be driven to the event and of course be someone's pride and joy. Details of a gathering location and convoy will appear closer to the date.

SUNDAY 11TH FEBRUARY Rotary Club of Torquay Motor Show, 8am -4pm. Held at Elephant Walk reserve Torquay. Beautiful location overlooking the water. More info including registration will be available on their website shortly, torquaymotorshow.com.au. Numbers will be limited, MOCA members usually meet at the Geelong Bypass BP Truckstop and park together. More info to follow and contact is Brian.

SUNDAY 18TH FEBRUARY Show cars Melbourne, held at Moonee Valley Racecourse, 9am-4.30pm. Massive display of classic cars, over 700 and family entertainment all day. The link for you to enter your car is on Team app and web page. Contact is Brian.

On behalf of the events committee, we would like to wish everyone a merry xmas and a happy new year. Thank you to all the members who help throughout the year at the events, very much appreciated.

TASSIE

De advised the membership that 53 Cars are registered for the 2024 Tasmanian trip which is now only 80 day away.

SPECIAL GUEST

Mick Webb, attended the clubs December meeting and agreed to say a few words, he advised that Alan Moffatt's health is decreasing rapidly and is now in a wheel chair.

Mick also advised that Jim Richards has Parkinson's which is now widely known, Mick then thanked the committee and membership for their kind welcome and expressed his gratitude for his invitation to the meeting.

MUSTANG RACING: Craig Dean

Craig Dean spoke of his friendship with Norm Beachy, Craig also spoke of the recent incident where one of his Mustangs was stolen from the showroom. Craig also advised of the upcoming New 650 Shelby Super Snake which was initially planned for release in January 2024 and has now slipped to March 2024. Craig also advised of the many parts he is now receiving in order to supply customers with RTR Spec mustangs.



ROUND UP 2024

Nil

BOSS REGISTRY: Andre Stoffers

Nil

SHELBY REGISTRY: Craig Dean

Contact has been made with a Shelby owner in Tasmania who is willing to assist in co-ordinating Shelby members in Tasmania. Craig advised of a Shelby Facebook page, he also advised of the new website coming soon, Registry is progressing.

RAFFLE

The 12 Mustang Mug of the Month winners were asked to the stage where they each received their Christmas raffle prize, they were all thrilled with their prizes.

The Members draw was drawn with the winning member number being 2086 Mark Osborne, who was not present, therefore the members draw will jackpot to \$1400 at the January 2024 meeting.

MEETING CLOSED:

Ian Collins closed the meeting at 9:28pm but not before thanking the committee for their work throughout the year and wishing all members a Merry Christmas and a Safe and Prosperous new year. Minutes recorded by Tony BORG

NEXT MEETING

Wednesday the 17th of January 2024 at the Legends Club Moonee Valley. Members must be in attendance and sign the MOCA attendance book to be eligible for prizes.

JANUARY 2024 CLUB MEETING

Wednesday 17th January 2024
Moonee Valley Complex, Moonee Ponds



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

APOLOGIES per sign on book

Andre Stoffers, Wendy Stoffers, Ben Stoffers, Daniel Stoffers, Craig Dean, Warwick Dowsley, Geoff Grace, Peter Alderson, Nick Maditianos, Shaun Proctor, Lorraine Hughes, Ken Seelenmeyer, Colin Falso, Tony Fable.

MINUTES OF PREVIOUS MEETING: Ian Collins

The Minutes of the previous meeting held on the 13th of December 2023 were read and confirmed.

Mov: Joe Borg, Sec: Robert Landolfo

TREASURER'S REPORT: Adam Richmond

TOTAL FUNDS AVAILABLE - DECEMBER 2023 \$393,376.19

*figures subject to audit

Mov: Rowdie McIntosh, Sec Nick Duyvestyn

SECRETARY'S REPORT: Tony Borg

NOVEMBER 2023 thru to JANUARY 2024.

Correspondence Inwards:

Michelle	SA Web Page not working
Dallas Petrie	Tasmanian Payment Deposit
Bill King	Contact for Blumey
Mick Romerill	Unable to attend xmas dinner
Ian Johnson	Unable to attend xmas dinner
Jeff Coleman	Message to Ian Collins
Morris Dal Bosco	Picking the Veneto Club
Greg Adams	All American Advertising
John Kemp	Request for Bell Housing
Len Van Rossum	Request for Logos
Craig Dean	Xmas Dinner Date
Rod Brown	Removal of add Orange 70
Rod Tranter	Club Permit Renewal
Rob Stent	Round Up Judging Query
Tracy	Drysdale Display
Lance Young	Advice re P/W and D/B for 67
John Pollazon	Membership Renewal
Craig Oliver	Trade Stand Drysdale Show
Andy Cocker	Joining Query
John Chapman	Passing of member Ian McMahon
Leonie Lemm	Club Permit Scheme
Paul Clarke	Advert item on web, passed member
N&K Dyvestyn	January General Meeting Apologies
Leo French	Club Permit Scheme Query
Lions Club Flinders	Flinders Car Show

SENT

All Members	December Update
Chris Ebadges	Order of additional name badges
All Members	January Update

NEW MEMBERS ACCEPTED

STEFANIDIS STEVEN	17	RUBY RED
IACOPINO DEANNA STEPHEN	2001 COBRA COUPE	WHITE
MURFITT LAURIE	17 GT	MAGNETIC
WALSH KEVIN JENNY	18 GT	BLACK
TARZIA JOE	17	BLACK
WEST TOM HEATHER-ROSE	22 FN CONVERT	CARBON GREY
DAVIS SAM DEBRA ELY-DAVIS	17 FM TURBO	WHITE

Total number of members to 08/01/2024 = 961

MEMBER WELFARE: Ian Collins

Geoff Grace no change in condition,
Dorothy Cremona is on the mend.

PRESIDENT'S THOUGHTS

Ian provided a story from the weeks motoring news, where a competition between two BMW 5 Series Cars, one petrol one electric, were driven from Melbourne to Sydney, in a test of speed, economy and time. The Petrol car won on all three categories, the electric car cost more to run the 800 or so kilometres, and took longer to traverse the distance due to the time taken to recharge the batteries.

BULLETIN

Round Up Editor was not in attendance, Ian Collins did mention the latest edition of the Round Up Magazine and how fabulous the magazine is.

SOCIAL: Sue Brodrick & De Colledge

EVENTS REPORT FOR JANUARY 2024

PAST EVENTS

SUNDAY 7TH JANUARY Drysdale Car and Bike Show, considering the forecast was not looking good, still a huge turnout of cars, around 40+ MOCA mustangs attended and not a drop of rain.

THURSDAY 11TH JANUARY Is our first meet and greet for 2024 held at The Veneto Club, Bulleen. Around 65+ members attended

UPCOMING EVENTS

FRIDAY 26TH JANUARY, Is our MOCA Australia day held at W.G Little reserve Portarlington, cnr of Fisher st and The Esplanade. 9-3pm, MOCA members attending this event must enter and exit the reserve via The Esplanade. The traditional BBQ breakfast and lunch will be served, noting you must have your lanyard or no food. Contact is Brian

THURSDAY 8TH FEBRUARY Meet and Greet is at the Wyndham Cache, Werribee. 11.30am -2pm Contact is Sue

SUNDAY 11TH FEBRUARY Annual picnic at Hanging Rock Classic Car Show, held at Hanging Rock Reserve, 8-3pm. This is a AOMC arranged event which is open to vehicles of all makes, models and styles with the only criteria that is must be 25yrs or older, able to be driven to the event and of course be someone's pride and joy. Contact is DE

SUNDAY 11TH FEBRUARY Rotary club of Torquay Motor Show 8-4pm. Held at Elephant Walk reserve Torquay. More info including registration will be available on their website, torquaymotorshow.com.au. MOCA members usually meet at the Geelong Bypass BP Truck show and park together. Contact is Brian

SUNDAY 18TH FEBRUARY Show Cars of Melbourne, held at Moonee Valley Racecourse, 9am-4.30pm. The link for you to enter your car is on Team App and Webpage. Contact is Brian

SUNDAY 18TH FEBRUARY, FYI only is the All American Car Display and Man Cave Alley, held at Gembrook Recreation Reserve, Gembrook. American cars, trucks, classic, vintage, veteran Hot Rods and Customs. Market stalls for all things man cave.



De Colledge advised the Tasmanian trip was now only 30 odd days away and that there are currently 53 Victorian cars registered to travel across Bass Strait.

Adam Richmond further advised the membership of a special event to occur on the 14th of April 2024, in line with the 60th anniversary of the Mustang release on the 17th of April 1964.



SHELBY REGISTER: Brian James

Brian James advised that the Tasmanian Shelby representative coordination is in progress.

ROUND UP 2024

The committee is looking for a member to act as the co-ordinator for the 2024 Round Up event, Adam Richmond will continue to provide assistance where required.

BUY SWAP AND SELL

Tony Borg advised the membership of the sale of a number plate "7 GEN" was available and to contact him for details.

RAFFLE

Mug of the Month for January went to Mr Terrence Smith

The members draw, this month being for \$1400 was drawn, member number 3600 Fotini Dimos, as the member was not in attendance, the \$ amount will jackpot to \$1500 at the February Meeting.

10 YEAR MEMBER BADGES

10 Year membership badges were awarded to Robert and Jo Clementi.

MEETING CLOSED:

8:57 Minutes recorded by Tony BORG

NEXT MEETING

Wednesday the 21st of February 2024 at the Legends Club 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



VICTORIA CLUB SOCIAL CALENDAR

DECEMBER 2023 - FEBRUARY 2024



EVENTS SUB-COMMITTEE QUARTERLY ROUNDUP

All the Events proposed continue to be well attended and it's fantastic that more existing members are turning up and many new members come and showcase their pride and joy.

SUMMARY OF RECENT EVENTS

Sunday 19th Nov - Shannon's American Motor Show, Caribbean Gardens. We had an excellent turn up from MOCA, with just under 70 Mustangs. It was estimated that our Mustangs represented 20-30% of all in attendance, which provided tremendous support for AOMC who were running this event.

Saturday 25-26 Nov - Geelong Revival. About 12 MOCA members happily volunteered as Pit Marshalls for the entire weekend. There was also a small number of MOCA members who displayed their 'Stangs in the Shannon's Show and Shine on Steam Packet Gardens.

Sunday 3rd Dec - MOCA's Annual Xmas Kids Run. The Club's resident elves Tony and Joe sent members off from Lorbecks in Port Melbourne on a magical mystery tour ending up at St Andrews Hotel. Coincidentally Santa also attended and gave out presents to 20 very happy children.

Sunday 7th Jan - Drysdale Annual Autopro Classic Car and Bike Show. Around 40+ MOCV Mustangs attended.

Thursday 11th Jan - our first meet & greet for 2024. 47 members attended lunch at The Veneto Club, Bulleen.

Friday 26th Jan - Australia Day Breakfast & Lunch held at W.G Little Reserve in Portarlington. The day was blessed with a perfect sunny day with 70+ cars attending.

Sunday 3rd Feb - Penrite's Open Day. Good turn up of members who enjoyed the launch of the Penrite Team's 2024 Supercars.

Thursday 8th Feb - Meet & Greet at Wyndham Cache in Werribee South. 28 members enjoyed lunch.

Sunday 11th Feb - 37th Annual Picnic at Hanging Rock Classic Car Show. Over 1,800 cars attended including 8 member's cars, despite the 30 + degree day.

Sunday 11th Feb - Annual Rotary Club of Torquay Motor Show. 18 members attended with Joe Borg taking out the prestigious best car in show award (but not for his beautiful Mustang). Plans are already afoot to take out the best Club Display in 2025.

Sunday 18th Feb - All American Car Display and Man Cave Alley, Gembrook. Around 20 MOCA members attended.

Thurs 21st - Wed 28th Feb - 11th Annual Tasmanian Trip. 53 cars attended and 107 Victorian members were warmly welcomed by the MOCT Chapter throughout the week.

UPCOMING EVENTS

(For more information please refer to the Stack Team App MOCA Victoria page, the website or the Official Mustang Owners Club Australia, Victoria, Facebook Page



FUTURE EVENTS TO NOTE IN YOUR DIARY

Sat 20th July - Christmas In July

Fri 8th - Sun 10th Nov - Annual Weekend Away in Echuca

MARCH 2024

SATURDAY 16TH

WOODEND RUN & LUNCH TO CATCH UP WITH OUR BENDIGO COUNTERPARTS

Location: Calder Park BP Service Station outbound When: Saturday 16th March, 8.30-2pm
After gathering at the Calder Park BP Service Station outbound for an 8.30am departure, any Melbourne Members (who can also join on route), are bound for Woodend. We'll meet up with the Bendigo Members to display our cars in the car park situated between the BP Service Station and IGA Supermarket, between 9-11 am.
Then there is a scenic drive planned around the Macedon Ranges, returning to The Victoria Hotel in Woodend by noon, for a scrumptious counter meal.
Please contact Phil Browne on 0418 125 386 to confirm your attendance (as well as RSVP on Team App).

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.
##Courtesy bus starting 5.30pm from car park Cnr Dean St and Feehan St, Moonee Ponds

**EASTER
SUNDAY 31ST**

FLINDERS MOTORING HERITAGE

2024 Flinders Motoring Heritage is back on Easter Sunday March 31st.
WHERE; Flinders Township, Cook Street Flinders TIME: 10am - 2pm
The event hosts a display of unique veteran, vintage, classic and modern motor cars, all displayed throughout the charming village of Flinders. Now in its 8th year, the number of entrants and visitors has grown with up to 200 vehicles, over 2,000 visitors and will be run again in 2024.
Entry Details and more info:
<https://sites.google.com/flindersdistrictlions.com.au/fmh2024/home>

APRIL 2024



**SATURDAY 13TH
SUNDAY 14TH**

MUSTANG 60TH ANNIVERSARY CELEBRATION - Philip Island

MOCA Vic is extremely pleased to be invited by Ford Australia, to celebrate the 60th Anniversary of Mustangs by having a vehicle display at the Shannon's Speed Series event at Phillip Island.
There will be a dedicated area to display our vehicles. We would be delighted to have as many Mustangs and Shelby's as possible attend, to hopefully represent every model, shape & year to showcase our great cars to all event attendees. Members are welcome to attend either one day or both days if they choose to do so, in addition you may like to attend Friday as we have been advised entry is free on Friday.
Those members wishing to participate will be given 2 x General admin tickets per vehicle.
There could also be an opportunity for some members to participate in a vehicle parade around the race circuit on Saturday or Sunday.
Please note, only current financial members can partake in this commemorative event.
There will be meeting points & times and ticket collection arranged closer to the day for those not staying overnight in the Phillip Island area.
You must formally reply to be apart if this event.

THURSDAY 11TH

MEET & GREET # 18 - Venue TBC.

WEDNESDAY 17TH

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.
##Courtesy bus starting 5.30pm from car park Cnr Dean St and Feehan St, Moonee Ponds

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



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



AUSTRALIAN SHELBY REGISTRY



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

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

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

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

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

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

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



Australian Shelby Registry
shelby.org.au

Australian Mustang Club
mustang.org.au

Mustang Motorsport
mustangmotorsport.com.au

Australian Shelby Registrar
Craig McKenzie

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

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C Polo Shirt - Red, Navy & White (New Style)	\$55	I Baseball Jacket W/Suede Sleeve (Large Logo On Back, Small Logo On Front)	\$170
Children's T-Shirts	From \$20	J Navy Winter Jacket / Fully Lined With Red Piping (Large Logo On Back, Name On Front Optional)	\$105 \$150
Children's Polo Shirts	\$25	K Lightweight Microfibre Club Jacket Red, White & Blue (Large Logo On Back, Name On Front Optional) Limited Stock)	\$80 \$125
D Ladies 3/4 Length Sleeved Tops In Black / White	\$40	Club Caps Navy / Suede Peak	\$20
Ladies V-Neck Short Sleeve	\$35	Ladies Peak Hats	\$15
Ladies Cardigan - Navy	\$75	Beanies	\$15
V-Neck Jumper - Dark Navy	\$75	ASSORTED BADGES & STICKERS ALSO AVAILABLE	
E Fleecy Long Sleeved Tops - Navy Only	\$55		
F Reversible Vests - Navy With Red Lining	\$50		



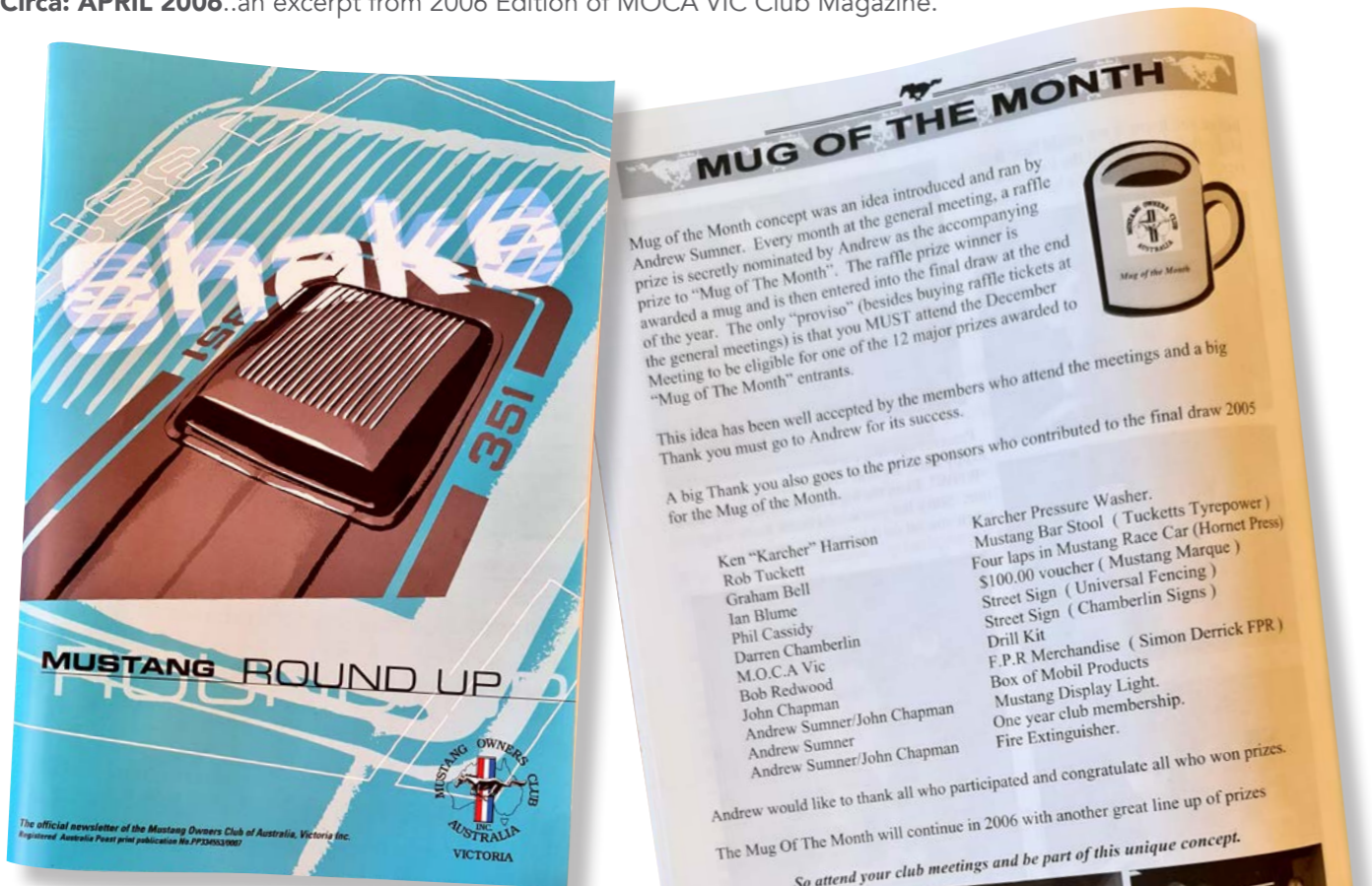
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- Contact Lynda Sparrow by Phone on 0447 474 790 or email lynda@australiansilencer.com.au to order all your gear.
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Circa: APRIL 2006..an excerpt from 2006 Edition of MOCA VIC Club Magazine.



MUG OF THE MONTH

Mug of the Month concept was an idea introduced and ran by Andrew Sumner. Every month at the general meeting, a raffle prize is secretly nominated by Andrew as the accompanying prize to "Mug of the Month". The raffle prize winner is awarded a mug and is then entered into the final draw at the end of the year. The only "proviso" (besides buying raffle tickets at the general meetings) is that you MUST attend the December Meeting to be eligible for one of the 12 major prizes awarded to "Mug of the Month" entrants.

This idea has been well accepted by the members who attend the meetings and a big Thank you must go to Andrew for its success.

A big Thank you also goes to the prize sponsors who contributed to the final draw 2005 for the Mug of the Month.

- Ken "Karcher" Harrison
- Rob Tuckett
- Graham Bell
- Ian Blume
- Phil Cassidy
- Darren Chamberlin
- M.O.C.A Vic
- Bob Redwood
- John Chapman
- Andrew Sumner/John Chapman
- Andrew Sumner
- Andrew Sumner/John Chapman

- Karcher Pressure Washer.
- Mustang Bar Stool (Tucketts Tyrepower)
- Four laps in Mustang Race Car (Hornet Press)
- \$100.00 voucher (Mustang Marque)
- Street Sign (Universal Fencing)
- Street Sign (Chamberlin Signs)
- Drill Kit
- F.P.R Merchandise (Simon Derrick FPR)
- Box of Mobil Products
- Mustang Display Light.
- One year club membership.
- Fire Extinguisher.

Andrew would like to thank all who participated and congratulate all who won prizes.

The Mug Of The Month will continue in 2006 with another great line up of prizes

So attend your club meetings and be part of this unique concept.



GLAYTONS CONCOURS

AUSTRALIA DAY
JANUARY 26, 2006

The Forecast for the weather was high but high 30's. The morning was great but it did warm up quick. Makes it hard for the BBQ as we had to use the park facilities. Just a bit slower but a great place to be having a yak and catching up with people after X-mas.

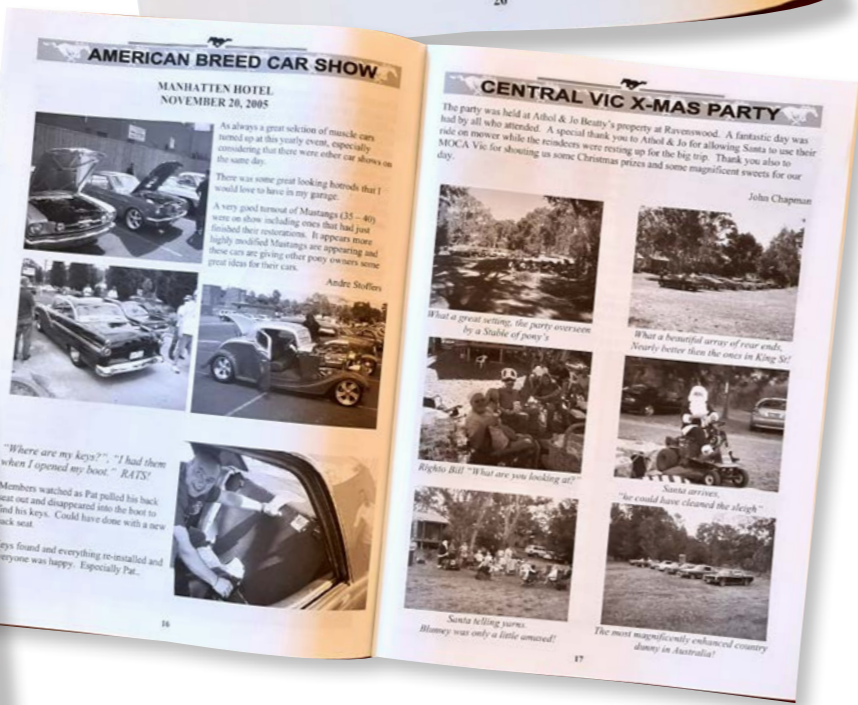
Around 60 cars ventured out and hitting the shaded area was a must. We still had a lot of public interest in our cars and hopefully ignited the passion for some to go one step further and get a Mustang and meet a great crowd of people.



Kaz's bright yellow pony entertained us with her great sound system and at the end of the day needed a jump start. Must draw plenty of amps/voltage to suck the battery dry.

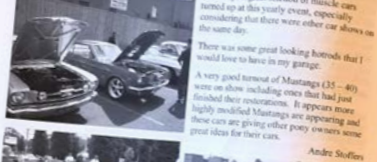
Everybody left early afternoon as the heat really started to set in and I even put the convertible roof up as the sun had some bite in it!

Andre Stoffers



AMERICAN BREED CAR SHOW

MANHATTAN HOTEL
NOVEMBER 20, 2005



"Where are my keys?"; "I had them when I opened my boot." "RATS!"

Members watched as Pat pulled his back seat out and disappeared into the boot to find his keys. Could have done with a new back seat.

Keys found and everything re-installed and everyone was happy. Especially Pat.



CENTRAL VIC X-MAS PARTY

The party was held at Athol & Jo Hearty's property at Ravenwood. A fantastic day was had by all who attended. A special thank you to Athol & Jo for allowing Santa to use their ride on motor while the residents were resting up for the big trip. Thank you also to MOCA Vic for allowing us some Christmas treats and some magnificent sweets for our day.

There was some great looking hotrods that I would love to have in my garage.

A very good turnout of Mustangs (31 - 40) some on show including ones that had just finished their restoration. It appears more highly modified Mustangs are appearing and these cars are giving other pony owners some great ideas for their cars.

Andre Stoffers

What a great evening, the party overtook by a Stable of ones!

Right! Bill "What are you looking at?"

Santa arriving.

"He could have cleaned the sleigh."

Santa telling some.

Money was only a little unused!

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