

MUSTANG OWNERS CLUB OF AUSTRALIA - VICTORIA INC.



# MUSTANG ROUNDUP

CLUB NEWS FROM ACROSS VICTORIA & TASMANIA

MARCH - MAY 2024



2024 COMMEMORATIVE EDITION



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60 Years  
of Mustang*

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# MUSTANG ROUNDUP

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# MUSTANG ROUNDUP

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### COVER MUSTANG

#### OWNER: FORD AUSTRALIA - 2024 MUSTANGS @ PHILLIP ISLAND

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 Mustang scene is up and running. We have been in a waiting game to see what we could do to celebrate two most important events, especially in Victoria where the Australian Mustang movement in Australia first held a meeting.

Worldwide was the 60th Anniversary of the greatest car ever produced. I know others will say you're kidding but this car has been going around for 60 years. Most cars have run their race well and truly by 60.

Now some will say Ferrari, Lambo, Porsche, Aston etc... were all better cars and yes how could you argue when you spend that money you expect something better, but my point is value for money, sexy looks and performance are the Mustang trade mark.

Our cars were built to a budget and from day one the public loved them. The kids loved them, the mums and dads loved them and the performance crew adored them.

Motor Racing has been a wonderful part of Mustang. Last weekend I was very pleased to see a Ford win in Wanneroo Perth. We have had a rough trot lately on the local V8 scene. When the new model arrived and we won everything early you could hear the crying from the opposition, week after week until they got a one sided system all in their favour.

We have clawed back to now be close enough to win. Yahoo for sensibility. Now all mustang racing cars look great, especially one driven by the great Alan Moffat.

Never has a better looking race car ever graced the tracks anywhere. Sorry I have got off the track but my love of Mustangs gets me that way.

We had a great day with the Ford Motor Company at Phillip Island celebrating the Mustang's 60th Anniversary.

At the Island we had two days displaying our cars along with a cruise around the track on Sunday with the cars

basically in year order. This was spectacular and a good cross section of models. Check the magazine for photos of the day and a big THANK YOU Ford for the invite and the chance the meet the CEO of Ford Australia.

We had a lovely cake on our meeting night to celebrate the 60th and of course our own Club's 50th. I have spoken to founders Frank Thompson and Warwick Dowsley on occasions to see if they ever envisaged the club would get to a thousand members, they both said no but were happy that's where we are at the moment. Now

I fully believe we would be well ahead of the mark had Covid not come along.

We are moving ahead now with what I firmly believe is a great club. Thank You to the likes of Frank, Warrick, Kevin for your vision in starting the club. Believe me there is never a day that I don't feel privileged to lead the club. The club is moving forward towards 2027 when we will hold the Nationals in Victoria.

We have held a couple of meetings about where and when under Nations director Peter Sheehan and I know we are headed in the right direction.

Davina and I, along with the Gramples, Dave and Nicole, drove up to Bendigo for coffee and cars last Saturday to find a great turn out, despite a little early rain the day was fantastic and our Bendigo crew were all there

to meet and greet. Many cars of all pedigrees turned up as well and added to an already fun day.

Last weekend we had a drive to Trentham for lunch. A lovely drive with many Mustangs in attendance. Plenty of future events are planned so keep an eye out on the web and through Tonys emails for what's happening.

Lastly Tasmania is rolling along with Len at the helm - numbers are over 100 and they are continuing with a great list of events.

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 this Special 2024 Commemorative Edition of the MOCA VIC Club Magazine. This bumper issue is jam packed with all things 'Anniversary' and 'Special.'

I was only about 4½ years old when the Mustang was born and let loose on the world.

Around 1974 when I was 14 years old, I was a few years short of getting my driver's licence and a few dollars short of buying a 1965 Red Mustang Convertible for @\$2000, which I admired for many years, from the local service station mechanic, who had to sell 'cause he lost his licence for speeding.

So...not until 1989, when I was 29 years old, the Mustang was then celebrating 25 years, I bought my first and only Mustang and joined the only Club to be in if you had a Mustang - The Mustang Owners Club of Australia - Victoria.

Fast forward to 2024 where we are now celebrating 60 years of Mustang and 50 years of the Mustang Vic Club.

So many Mustang milestones, events and special anniversaries I have been lucky to celebrate over the past 35 years due to Mustang ownership. I hope it continues for future Mustang owners in generations to come.

Which leads me into...what's in this issue? Well...if you haven't noticed, we are mainly celebrating 60 Years of Ford Mustang and our event held with Ford Australia at the Phillip Island Race Track recently.

Even my 5 month old grand daughter here is getting into the celebrations with her new Mustang.

As I mentioned at the May meeting about a bit of a surprise in this issue...well...I managed to include a 'pullout' poster that showcases all the Club Mustangs that were in the parade lap at Phillip Island with the 2024 Dark Horse and the all new Mustang GT4 Race Car which debuted on the day.



A HUGE special thanks to FORD AUSTRALIA for allowing me to use their photos. Also many thanks to Peter Polazzon for assisting with access and usage of the pics, Lino Avellino who came to the rescue with many photos as well. And...Mustang Motorsport, Daniel DeBono, Neil Gangi for their pics too. Lastly, to Tony Borg for his words on the Event.

What else?...There's also plenty of the usual content like Club Runs, Socials, Tassie Trip Report, Member's Mustang Story etc etc to keep you reading until the next issue.

Keep your Mustang Stories coming...

Colin Falso  
MOCA VIC Editor  
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# MOCA VIC MUSTANG 60 YEARS PHILLIP ISLAND VIC

Tony Borg



I thought I would write this article from the perspective of one of the organisers, not just to outline the work that goes on prior to and during an event, but also to give the membership an idea of the passion with which event organisers perform their role. A sort of peak behind the scenes, and what goes on when organising such an event.

This particular event started almost three months ago, when one of our members, who works at Ford Australia, Peter Polazzon, spoke with Adam Richmond about whether Ford was planning an event celebrating 60 years of Mustang. Adam advised this to the MOCA Vic committee in January of 2024, and at the time, all we knew was the date on which any festivities were to take place; the 14th of April 2024.

At that initial meeting, the committee agreed to advise the membership of the date and ask that they keep the date free as there would be an event on that day, and that more details would be released as they came to hand.

The committee also discussed where such an event would take place, and at this early stage, the two possibilities we spoke of were the Ford Plant at Broadmeadows, and the Ford Proving Ground in Lara.

From that initial announcement back in January, all the way until late March 2024, not much info was received, so all we, as a committee could do, was wait and then act on the info once we had it.

When it did come, the information arrived thick and fast.

The first bit of info, and one that surprised us all, was the venue for the event, which turned out to be Philip Island Race Track, and that the event was to take place in conjunction with the unveiling of the Mustang GT4 race car at the Fanatec GT World Championship event.

With the venue announced, the committee worked through the logistics of holding the event at Philip Island, and there was much discussion around the distance, time needed and accommodation arrangements for the membership to be able to attend.

All of which contributed to the thought that attending numbers would be down as a result of the chosen location, so we all knew, that it was imperative to advertise the event as widely and as often as possible to enable the highest possible attendance from the membership.



The committee agreed to use all available avenues to advertise the event, and it was also agreed to distribute tasking for this special event amongst the committee members.

As the secretary, I took on the role of requesting and then subsequently receiving registrations for the event from the members, and with that came various communications from Peter Polazzon, suggesting the messaging to be released etc.

The first email to the membership was released on the 21st of March 2024, and from then emails from the membership came flooding in. That first email had some information, but not everything, ticketing etc. was not yet known, so we could only mention what we knew at the time and that more information would be provided once available.

Further emails were distributed as information surrounding what Ford actually wanted from MOCA Vic for the event, was provided, such as parade laps on both the Saturday and Sunday, displays of cars in release date order, etc etc.

As registrations were received, spreadsheets were created, firstly recording who was coming, what car they were displaying, and what day/s they were to attend. Then phone calls with Peter outlining the parade laps requirements, which provided for up to 150 cars on the Saturday, and 30 on the Sunday.



The Sunday laps were also required to display MOCA Vic club cars that were exceptional examples of each model year, shape and colour.

So lists of cars chosen for what became known as the Special Displays on Saturday and Sunday and the Special Parade laps on the Sunday, were created.

Lists were sent back and forth between myself and Peter, to ensure a good spread of cars were selected. All the while, we were cognisant of providing a fair and equitable opportunity to the membership.

Cars that were chosen for the Special Display on one day, may not be in the special display on the other day, and so on.

Additionally, some cars were only available on one day or the other, so that consideration had to be taken into account when selections were made.

At the April committee meeting, the days arrangements were provided, and discussions were had, and we all knew, that on the day, despite all the plans etc, the chances of everything going to plan was not a fait accompli. (first time I have ever used that saying in a sentence.)

The lists of those members chosen for the displays and laps were then distributed on the Thursday prior to the event, and then came the many changes.





The email went out to 130 members who had registered for the event, outlining what activity they were to participate in and what arrangements were in place for all others participants.

Ticketing was also an issue, which deserves its own paragraph. The initial allocation was available at the time of the first email, but it was decided not to provide the links etc, to the whole membership, as then control of attendees could not be assured. Basically, there was no way we could stop people from downloading a ticket and then not attending. So rather, it was decided to only distribute ticketing information to those who had registered.

Personally I was not able to attend the Saturday's event, and as it was decided early on, that Adam was to coordinate the displays on both days, and the lap on the Sunday, there was really no more needed from me once that last email was sent, except, turn up on the Sunday, do the lap, and display the car.

It was an early start for me, leaving my home in Lara at 4am, all the google mapping I did prior said to allow at least 3 hours to get to the track, and as those doing the Sunday parade lap were required to be in the holding area by 7:45am, I thought arriving by 7am would be a good idea, just in case there was an unexpected delay on the way. Well, I did arrive early, just after 6:30am, and I was the first to arrive from the club, followed shortly after by our club president Ian Collins.

Then some of the rest of the 30 arrived thick and fast, and when we had assembled a suitable number, we were ushered to the display lap holding point. Noting, of the 30 cars that were supposed to be there, only 18 had arrived by the 7:45am suggested time. But, it wasn't long before all 30 of us were there, ready to get onto the track, and in the end, it really wasn't an issue at all.

A group of 6 cars, were selected to lead the field, albeit behind the Gen 7 cars provided by Ford Australia, one of which being the Dark Horse model, in order the chosen

cars were a 1964.5 Coupe belonging to Fiona Walker, a 1968 California Special driven by Adrian Madia, an 1984 Fox Body GT driven by Ian Collins, a 2001 Cobra driven by yours truly, a 2006 Shelby driven by Graham Bell and a 2019 GT driven by Lorrain Hughes. All of which were followed by the remaining 24 club owner cars.

We drove onto the track at turn 4 and quickly formed up into two rows before arriving on pit straight where we were arranged in three rows all behind the Gen 7 car the Dark Horse and the GT4 Race car. Photos were taken by Ford media representatives before we were once again escorted off the track.

Then it was time to place our cars in the display area in order of manufacture year. This took considerable time, as in addition to the 30 cars arriving from the track at the same time, and out of order, there were the remaining cars already there waiting, and needing to be moved and adjusted in order to have the cars just right. In the end we

got there, the club marquee was erected and the membership settled in for a day of racing, catching up and general good fun.

Before I sign off, I want to say this whole event would not have been possible if it weren't for the efforts of the MOCA Vic Committee, especially Adam Richmond, the support and guidance from Peter Polazzon and those of you who assisted on the Saturday or Sunday, so, thank you one and all.



*Celebrating 60 Years of Mustang*





# MUSTANG 60 YEARS PHILLIP ISLAND VIC

Mike & Sue Brodrick

First and foremost a big thank you to Adam Richmond for thinking of Sue and I as a replacement car at the last minute, and commiserations to Bob Iorch as engine troubles forced his retirement as the car chosen originally for the TV promo for Fords 60th years of mustang at Phillip Island, apparently the request was for a 1969 sports roof mustang and the colour must be red, also a big thank you to Peter Polazzon for his help in liaising with the right people.

Instructions were given that we had to be at the track by 10.30 am and the appropriate passes would be made available to access priority parking and hand over the keys to car to James Moffat and Greg Rust from channel 7s broadcast team to do the promo.

On approaching the Island, we thought we have a quick cuppa at San Remo, and I noticed these two new mustangs that looked a little different than the current ones only to find out later that one was the new Darkhorse, and the other was the new EcoBoost.

When we arrived at the track, we noticed that these two new mustangs pulled up behind us and realised these were the Ford guys who were organizing the promo event Ben Nightingale and Cameron, Alistair, Fords national and state media manages.

The weather was very ordinary when we arrived, but it eventually cleared and after a quick clean of the car the TV crew set about installing multiple cameras in the car, I was amazed at the technology that is used, but after it was all set up it was time to meet James Moffat and Greg Rust and hand over the keys.

James and Greg and the whole TV crew were a delight to deal with as they knew we were a little nervous as to what they planned for TV shoot, but they put us in one of the camera cars and we were able to watch and follow the whole process.

The shoot started in San Remo and the idea was the introduction of James and Greg and the car and driving to the track which sounded simple enough but it took a few takes to get it right as the car locks itself after 30 seconds so it was interesting to see how it was edited, after that it was filming going over the bridge with a

drone doing overhead filming and camera cars at the back and along the road, trying to get range of different views of the car, so it was interesting looking at the final product. Also it was interesting to see how they were talking to one another as it is quite loud inside the car, there were a couple of stops on the way to the track but none of those made it to the final cut, with that done it was the



scene of the car entering the gates at Phillip island which had a few takes as camera man was not happy with certain takes but James was limited on time and had to head back to the pits and get ready for a race, so I had to take the car back to main gates so they could reshoot a few more takes.

After all the filming had been completed it was back to pits where the photography people wanted to take some shots of the new Darkhorse and EcoBoost and our car all

together which created a fair bit of interest in the pits, so where those shots ended up, I don't know.

Again I would like to thank all the people that made it happen on the day and over the weekend - Adam Richmond, Peter Polazzon, Ford Australia media guys Ben Nightingale, Cameron and Alistair, the Channel 7 Camera Crew and technical people and huge thank to James Moffat and Greg Rust for making it both so memorable and an enjoyable day.





# MUSTANG 60 YEARS

## Mustang GT4 Debut

Peter Polazzon



On the same weekend that we got to celebrate Mustang's 60th anniversary at Phillip Island, a new history was beginning. Miedecke Motorsport would debut the Mustang GT4 at the Monochrome GT4 Australia race that same weekend.

The GT4 is a track ready vehicle that is based on the Mustang Dark Horse. Ford Performance develop and assemble the Coyote based race engine whilst their long-term partner Multimatic prepare the race car.

Miedecke's Mustang GT arrived the Tuesday before the Phillip Island race weekend leaving little time to check over the car or get much practice time.

Its first run on track was on the Thursday and by accounts, the car was terrific out of the box, so to say. Saturday saw the first ever global pole position for a 2024 Mustang GT4.

Drivers George Miedecke and Rylan Grey followed up with race wins on both the Saturday and Sunday races. Team owner Andrew Miedecke and his team would be very proud of their debut success.

The next round of racing is at the end of May at Tailem Bend in South Australia. Here's hoping the Mustang GT4 builds on its debut success and goes on to create some great racing history success.

In a year of major milestones, Andrew Miedecke has had a long association with the Ford brand and in 2024 he is celebrating his 40th year as a Ford dealer. MOCA Victoria is celebrating 50 years as a club and our beloved Mustang has marked 60 years of continued production. With such great milestones, here's to the future and more history.



*Celebrating 60 Years of Mustang*

**MUSTANG ROUNDUP**



# MUSTANG 60 YEARS PHILLIP ISLAND VIC

Peter Polazzon



# Facebook Mustangs

Mustang 60 Years Phillip Island



Mustang 60 Years Phillip Island 2024 @Official Mustang Owners Club Australia, Victoria

What an awesome effort by the MOCA VIC committee to put together a great display at the Phillip Island Raceway to commemorate Mustang's 60 Anniversary.

Between the location and limited advance notice for the event, there weren't as many cars that we have seen at other events such as the annual Roundup.

Still, with the support of a couple of other Mustang groups we estimated about 150 Mustangs made it on the Sunday. Regardless of quantity, the variety and quality was magnificent. The weather was kind and everyone had a good time.

An interesting aspect to the display was being able to have a couple of rare models in the display. With these cars attending the club was able to display a row of cars from every generation.

Lino's initiative to invite an owner from Gippsland who happened to have advertised his car for sale and being available to attend enabled the display to have a Mustang II. You certainly don't see these cars around and I can't recall ever seeing a Mustang II first hand.

Not necessarily a favourite model by many people, I was nevertheless happy to see and appreciate a model from the Mustang generation that helped the Mustang brand survive through the oil crisis of the 1970's.

Ian brought the sole Fox body on display to round out a pair of very rare Mustangs. Ford made sure the latest generation S650 was represented which helped round out the generational display.



Mustang 60 Years Phillip Island 2024 @Official Mustang Owners Club Australia, Victoria



Mustang 60 Years Phillip Island 2024 @Official Mustang Owners Club Australia, Victoria



The Sunday morning started early with a few of us meeting at 5:30am in Melbourne. We made a quick stop in Grantville for much needed caffeine, then headed to the track just shy of 8am.



Mustang 60 Years Phillip Island 2024 @Official Mustang Owners Club Australia, Victoria



Mustang 60 Years Phillip Island 2024 @Olskool photography and classic cars

# MOCA VIC 2024 TASMANIA TRIP

Neil Butler & De Colledge



Day 1 of this year's annual trip was almost a replica of the 2023 trip, with the weather being a blistering 40 degrees. Despite this, all Classic models made it safely onto the Spirit of Tasmania and in fact, didn't miss a beat throughout the week.

107 Members joined the 11th annual trip to Tasmania, representing 12% of the then overall membership. How fantastic is that statistic? We had almost 30% of participants being first timers, including 7 new Victorian members. In terms of the 53 Mustangs, 64% were Gen 6 models, 3 were 2000-2005 models and the balance being Classic 1965-1969 models (33%). Interestingly 2 late model Mustangs had mechanical problems however, both were quickly sorted.

This year the Spirit of Tasmania changed the booking system so that members managed their own travelling arrangements. This enabled some to depart prior to the bulk of the group. For the balance, most met at the Gateway Hotel in Corio and enjoyed a buffet lunch, the gastronomic tour had begun. The Geelong wharfies looked after us and many vehicles were stored on level 1 literally above the keel, for a fairly pleasant crossing.

Day 2 saw the Forth Valley Lions Club host us for breakfast in the Forth Valley Community Hall. Special thanks to President George Bugeja for arranging (also a fellow 10 year MOCT member). Despite our late arrival, the many volunteers that had prepared the BBQs eagerly awaited our vehicles which whilst clogging up the school bus turning circle, was a major winner for the school kids with many photos being taken. We were a spectacular sight. We'd like to thank the many local Members that also made us feel welcome.

Chas Kelly has probably one of Australia's most significant private car collections and we were fortunate to attend. The static displays of cars, racing cars, sprint cars and Ducati bikes featuring a number of rare Sena editions, is a sight to behold.

Many then started exploring the island with a number aiming for the Bulk Nutrients Baskerville Raceway. The recently fully renovated Wrest Point Casino would play host to us all for 4 nights. Dinner was at the Ball and Chain Grill in Salamanca Place, just accommodating 113 of us on



the first floor. We'd like to thank Peter and Trina Mason who the next day, took the restaurant owner's son on a drive in their beautiful 1966 coupe, as a mark of respect for the success of the dinner.

MOCT should be extremely proud of their efforts in arranging the Third Mustang Spectacular, held on the Parliament House Lawn. A record 118 Mustangs including 2 Mach-Es, courtesy of Tilford, the local Ford dealer and arranged by member Dave O'Brien, was an amazing sight.

The publicity prior, good weather and the fact that 2 cruise ships were docked in Hobart, also broke public attendance records. The Cancer Council of Tasmania benefited by receiving a donation of \$2K, a combination of entry fees as well as money collected from the public.

We're really proud of the fact that 3 out of 4 prizes as judged and awarded by Shannons, went to Tasmanian and

Victorian Members. Kevin Long (MOCV) won best Classic up to 1973; Jeff Jago (MOCT) won best Modern 1974 - 2014; a visiting NSW member (apologies we didn't take your name) won the S550 class with a Shelby widebody and Modified was won by Mark Direen also from Tassie.

As well as being successful at selling out mostly donated merchandise, MOCT also signed up 6 new members on the day.

Saturday night is traditionally the joint dinner which is usually themed. This year was no exception and the Art Deco decorated room at Wrest Point played host to 138 members who mostly went all out in support of the Casino





Royale theme, thanks Pam Dillon for your suggestion. We had members dressed as croupiers; gangsters; gorgeous ladies in their finest evening gowns; families wearing seriously oversized playing cards; groups wearing medium sized cards on their fronts and backs; members pinning cards on themselves over whatever they were wearing; stunning James Bond lookalikes; 1960s hippies; even Austin Powers and Elvis were in the building!

Great fun. Congratulations to all those who won prizes for best dressed, making the decisions of our 3 judges Shelby and Meika Donnolly and Mark Rowe, quite difficult. Even the Operator commented that groups normally leave functions after the drinks package finished, but ohh no, not us. The BirdCage looked amazing with many ending up there for a night cap.

For the majority, Sunday and Monday were free days. Suggestions were made and based on personal recommendations, many then did what others had done the day before. It's an extremely positive sign of a healthy club that members very quickly bonded and drove together as friends, exploring the best of what Tasmania has to offer. Members ventured to Dunolly, Port Arthur, Kettering, Kingston Beach, Richmond proved really popular, Bruny Island, Hounville, Ross, Mt Wellington and New Norfolk.

Within walking distance and most did, a scrumptious buffet dinner was held at the Royal Yacht Club of Tasmania on Sunday night. The prestigious Russell Barnes prize was awarded for most intelligent, well not really, most correct



answers in the trivia quiz. Once the engravers return the Russell Barnes Perpetual Cup showing the 2024 winners were Amy Basile and Claire Boyd, it will be proudly housed in the trophy cabinet stored at the Legends Club in Moonee Ponds, for all to see. Feel free to have a chat with Russell and he'll explain the meaning behind this fiercely contested award.

On Monday, forty members ventured to Bruny Island early to go on the award winning Pennicott Wilderness Journeys, 3-hour Cruise. This really is a must do for all those venturing to Tasmania.

Travelling at high speed on a boat along the island's eastern shore and through The Monument, then seeing numerous colonies of Australian male fur seals at The Friars, was simply amazing.

To participate, we all became red penguins wearing full length spray jackets, including the 2 muppets at the front of the private charter cruise (who shall remain nameless but one might just happen to be the current Club Secretary!).

Pretty much all Victorian members then came together for the sunset cruise on the Derwent River on The Goldfinger, the smaller of the two MONA high speed ferries. Elvis, this time it was Tony Micallef and not Tony Borg, after the sun had set, commenced singing beautiful ballads however for some reason, the Western Bulldogs theme song seemed to be the last song on the impromptu playlist. Many returned to the BirdCage Bar, however by that stage, you'll all be pleased to know that the singing had stopped!





Tuesday 28th February was our final day in Tasmania. Many attended the Buckby Motors Symmons Plains Raceway for some laps on the track, where many locals also rejoined us.

We were fortunate that Valentino's Pizzas from Devonport and Bombshell Coffee, constantly provided members with yummy pizzas and coffee throughout our time at the track.

Many undertook hot laps including Jameleah Lane, the only P-plater on the track, even allowing her Dad in the passenger seat!

In the end, we had over 41 cars on the start line making a fantastic photo, with many more members having already passed through. The aim was to appear in year order but at least we were able to separate the Classics from the 2nd and subsequent generation Mustangs. The crossing home was only slightly rougher than the passage over.

This is our seventh year of organising the Club's Annual Tasmanian Trip and we're delighted that member's attendance continues to increase.

Our job is made so much easier by the support of Len and Debra van Rossum (the Tasmanian Coordinators) and all other MOCT members that provide travelling advice before, during and after the week long event.

We'd also like to make special mention of Murray Booth of Maveric Clothing for embroidering our fabulous commemorative polo shirts. Also to Judy Thompson, who for a second year in a row, even though this year she and Warrick sadly had to withdraw, made superb Ford glazed shortbread biscuits.

For those interested in next year's trip, we highly recommend blocking out the middle of February 2025!

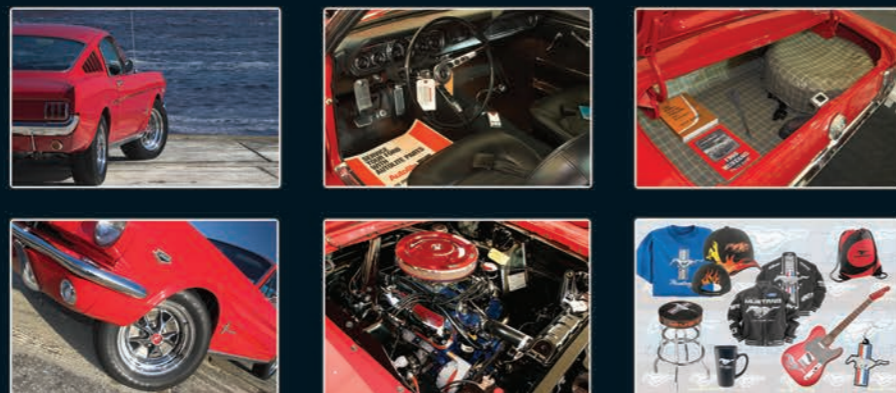


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## Wedding Of The Year

Garry Anderson

As all weddings are, they are all special. For me having my youngest daughter being married was extra special.

They already had two daughters, a house and a dog! The wedding was held at THE BATHS in Sorrento, I had to pick up Georgia at the house where they stayed the night before, just on the outskirts of Sorrento.



glanced at her in the passenger's seat this was the last time she was an Anderson.

The trip was short, maybe too short.. I just wanted to hold onto her just that little bit longer. We arrived at the venue with the Bridesmaids doing their thing, then I walked her down the aisle on the sand with the ceremony short and sweet.



Driving in the driveway, I was met by Georgia in all her bride's beauty. As I do, I teared up, she just looked stunning, the Bridesmaids car was a Black 1966 Mustang Coupe and of course My 1970 BOSS was the Bridle car.

We drove down the main street of Sorrento showing off the girls and the cars. It was just for a split second as I

The night was full fun, food and music topped off with fireworks at the end of the pier. At the end of the night Damian my new son-in-law, came up to me, shook my hand and said he would look after my daughter, that's all you want to hear.



# Coupe to Fastback Conversion

Len van Rossum



## Made In Australia From Local And Imported Products

My favourite Mustang shape has always been the 1969 Mustang Fastback (sports roof). I had looked at buying a good Mach 1 for a while but the prices were quite prohibitive. I did not want to spend a lot of money buying a car and then spending a lot more doing the modifications I desired. I craved better brakes, better steering, modern electrics, right hand drive, performance that would put a smile on your face, 5 speed manual gearbox etc.

I had seen a couple of projects progressing on the interwebs where 1969 Mustang coupes were being turned into the fastback body shape using reproduction sheet metal.

The seed had been planted for the next project. I was not launching into this blindly though as a 1968 Mustang had entered my shed as a coupe and left as a fastback in the past.

I purchased a 1969 Mustang coupe on the 25th of October 2019. The previous owner had started to restore the car but the process had stalled.



What I had purchased seemed like a collection of left over parts from other people's projects. Many parts were damaged or did not even belong to a 1969 Mustang. The main deciding factor for purchasing this particular car though was that it was in exceptional rust free condition. It was a very solid

body shell. A great starting point. It was located quite close to our home as well. This Mustang was christened "Ivy" by my daughter Mel on the day we picked it up.

The required sheet metal for a 1969 Mustang coupe to fastback conversion was ordered from Chris at Griff's American Auto Parts in November 2019. In the mean time I started work on the right hand drive conversion.

A truck load of the required sheet metal for the fastback conversion turned up at home the week we went into a Covid 19 lockdown. Perfect timing. I could commence work without interruption. 4 years later I was able to emerge from the shed.

After a week of drilling spot welds I was able to remove the coupe body sheet metal in one piece. The assembly of the fastback sheet metal could now start.



Most people who have used reproduction Mustang panels will tell you that there may be fitment issues. Let me tell you that nothing, absolutely NOTHING fits without work.

I did not have another 1969 Mustang fastback at home for reference although I was able to have some measurements taken from another fastback owner's car which were relayed over the phone. Some of the photos of the coupe to fastback conversions shown on the interwebs had me confused initially. I could not understand why some of the panels were being altered to achieve fitment. When I started to assemble my collection of parts I soon found myself doing exactly the same modifications to make my panels fit. I reckon their parts came from the same factory in Taiwan as my parts did. There is probably one factory for Left Hand parts and a different factory for Right Hand parts. Of course, these do not match.

Many, many hours later I had the new fastback sheet metal welded in place and the preparation for paint could commence. The doors and the front guards were the original for the car but required a bit of work before paint could be applied. The bonnet was replaced with a new reproduction part. I had the body shell ready for paint on Good Friday of Easter 2021.

The original colour of the coupe was Wimbledon White according to the code on the body tags. The thought of applying the original colour to a not very original car appealed to me.

Wimbledon White was applied to the body by a spray painter with a spray booth in his back yard located near my home over the Easter weekend and it was returned to me on Easter Sunday. The remaining bolt on panels were prepared and painted at home by myself over the next year or so.

Modifications implemented during the fastback conversion process included:

- Right hand drive steering conversion using a Retro Rack power steering rack and pinion.
- Baer 4 wheel disc brakes.
- Eaton tru track diff centre.
- An American Autowire replacement wiring harness.
- Dakota Digital gauge kit.
- Retro Sound radio with blue tooth and Alpine speakers/ amplifier etc.
- T5 gearbox (thanks Bob it is working great).
- Pedders lowered front springs
- Pedders shock absorbers all around.
- Scott Drake reverse eye rear leaf springs.
- American Racing 17" alloy wheels.



## Coupe to Fastback Conversion

A very responsive 302 Windsor was assembled for me by my neighbour. Included in the build were an Eagle stroker crankshaft, Scat conrods, KB pistons, World Products Senior heads, Comp Cams roller cam, lifters, roller rockers etc. Thanks Tony for a great engine.

A big thank you to Chris & Tim Griffen from Griff's American Autoparts in Ballarat. I did spend a dollar or 2 at Griff's. Chris and Tim have recently sold their business after many years supporting the Mustang community. The service provided by Chris and Tim was exceptional and always first class. Enjoy your retirement guys. You will be missed.

Ivy and I have been for several long drives over the last couple of months. Some teething issues have cropped up. A trip home on a tilt tray caused by a clutch slave cylinder malfunction was one such issue.

The squeaking and squawking of some nolathane suspension bushes is annoying. Nolathane engine mountings cause some vibration at idle and low speed. But, the stereo drowns out the suspension noises and the engine vibration dissipates at about 110 km/h.

A pair of Recaro seats hold the driver and passenger firmly in place when negotiating the many turns on our Tasmanian roads and a huge grin is sure to follow.



## Celebrating an 80th Birthday

Kaye Duyvestyn



A short time ago I was contacted by an old friend and past member of MOCA Vic Mel Lirsch asking for our help to celebrate another past member's husband's 80th Birthday. Their names are Heather and Ron Pritchard.

We met Ron and Heather at our first event in the Club at the meeting point for that years All Ford Day at Geelong Racecourse. They introduced themselves to us and a friendship developed over the next few years. Ron and Nick served on the committee at the same time and we attended many events together.

They left the club and sold their 1966 Springtime Yellow Coupe after Ron retired some years ago.

Heather was hoping to organise a ride in an old mustang as part of his birthday celebration. She also commented that he liked being near beaches.

After some discussion it was decided that we would pick them up from Cranbourne where they now live in a retirement village and take them for lunch to a restaurant on the Frankston Foreshore.

The day of Ron's birthday dawned a bit cloudy with light drizzles of rain and although the secret had been kept from Ron, several neighbours were waiting with Heather when we drove in and gave Ron a nice surprise.

A lovely lunch was had and many old memories raised.





# Coffee & Cars Woodend

Phil Browne



Saturday March 16th in Woodend dawned a little crisp on the skin but with the potential for a fine Autumnal day in the Macedon Ranges.

At 8 in the morning the sun was rising and a section of the IGA carpark had been roped off. Around 8:45 the first visitors arrived and settled in to the parking lines.

By a quarter past 9 the stream of classic and modern cars began to roll in. By 10 that morning there were 24 Mustangs arranged in two rows, with a couple of lesser vehicles trying to cosy up to our beasts.

The drivers and their co-pilots gathered in small groups and began to plan their raid on the local retail zone.

Questions were asked. "Where is the best coffee?" "Is there an Op Shop?" "Where are the loos?" The crowd spread itself around and reports later received from the local traders is that they had had an extra good day of trading.

The bakery is apparently redefining their cooking program for Vanilla Slices and a couple of clothing stores are re-ordering for winter collections.

At eleven the crews gathered in the car park and were given a brief briefing regarding a drive that was on offer.

Written directions were also handed out then shortly after the herd filed out of the carpark and onto High St. First they drove through the main street of the village then headed out on to the old Calder Hwy, now known as Black Forrest Drive.

The pace initially was slow because of recent re-surfacing and cars idle along with good separation to avoid stone damage. Then they took off. Sort of.

New Gisborne, Baringo Forrest, past Macedon Lodge (the thoroughbred training centre), up to the top of Mount Macedon then down the other side. A swish past Hanging Rock then back to Woodend.

45 kms and about an hour before we headed to the Victoria Hotel for lunch. There were a few grumbles about the need for somebody to teach the old codger in the lead car how to lead a pack of older cars.

Too slow up the mountain caused overheating and the steep ride down the other side challenged drum brakes.

Maybe drivers should understand that cars are like people and they get finicky when they get older. Like the Tee shirt says - Built in the Fifties, Original and Unrestored. Most parts still working.

Our welcoming host had set aside an upstairs dining room with a balcony (so that we could admire the steeds parked outside) and offered a menu of tasty options.

Forty bodies were seated, sated and re-hydrated. Two birthday cakes appeared to celebrate Bob and Graeme's anniversary of their arrival in this wonderful world. All in all everybody had a fun day and the Bendigo crew enjoyed hosting visitors from the south.



# My Mustang Story

Peter Buckingham



Our Mustang 'love affair' began over 50 years ago.

We were married in 1968 and moved to the Gold Coast in 1969... operating a SCUBA diving school. One of our 'students' had just purchased a new 1970 Burgundy/red Mustang convertible....

Converted to RHD. It was equipped with electric roof, air-conditioning, 8 track tape player, 302 V8, T-bar auto, etc. This was a very rare car back then. He travelled interstate regularly and left his car in our care. Driving it around the Gold Coast with top down was the greatest "pose" for a couple in their mid '20's even though we owned a '69 XW GT Falcon.

We moved back to Melbourne in 1971 to open a Marine business. In 1973 we'd travelled to Chicago for a Marine Trades Exhibition and on the return stopover in LA we bought a '69 Mach 1 and a '73 Mach 1 (dealer demo) the latter costing US\$3950 when the \$A was US \$1.25.(A\$3150).

These cars were converted to RHD at a workshop near Tullamarine for \$850 each.... although the conversions were very "average" back then, with little (if any) engineering certification. We sold the '69 model locally, but heard it subsequently went to NZ.

In later years, it featured in a magazine article over there. Interesting to note that the '69 model had a lot more grunt than the '73 as the introduction of new Californian exhaust emission laws were strangling the performance. We joined the Mustang Car Club, and as I recall, Kevin Musgrave was involved in those early days.



Purchasing a new (second-hand) home meant the sale of the Mach 1, but business prospered, and in '75 we purchased a white '72 Mustang convertible, 351, T-bar auto.

It was an ex-Canada car which an Aussie ex-pat had purchased new and brought back to Oz with him, and had it converted to RHD. It was a gem, and unlike the previous Californian Mach 1 it was a 'flier'.

Obviously the emissions regulations in Canada were less stringent than California, and by 1973, Mach 1's had nothing like the performance of earlier years.

After a couple of years, as our family of 2 daughters grew, the

Mustang convertible had to go and was replaced by a Ford Fairmont station wagon, 302 V8 T bar auto.... The ideal tow vehicle for pulling a 25' caravan or our trailer boat....a true 'family wagon'. Mustangs took a back seat for the next decade.

Around 1989, the Mustang 'urge' came back and I found a really nice 1973 Convertible, 351 T bar auto.... I bought privately but the car had been originally imported by a used car dealer in Hastings (Vic). It needed a little TLC on interior trim and a new genuine soft top, but body and mechanically in great shape. This car then started our dabble in Motor sports and Tarmac rallying.

First 'event' was the Geelong Sprints (1990) followed by the Dutton's Rally to Adelaide in '91 with a mate as Navigator. Amazingly we finished in the top half of the field, but more amazing, we were 20th in the fuel economy segment, with a 4 barrel, 351 V8!!! The Duttons event sparked interest in the 'about to be launched', TARGA TASMANIA next year, 1992.

I had to figure out how I could get the entry price of \$3500 past the 'family financial officer'.

I suggested we take a Touring holiday in Tassie in the Convertible for a week next April. The rally was an organised "sightseeing tour" of Tasmania with a lot of car enthusiasts and should be a lot of fun and magnificent scenery. That worked!

As we drove onto the Spirit of Tasmania, for our journey south, amid several dozen race cars, the reality of what we were about to attempt hit home. On arrival in Tasmania, all vehicles were assembled in the Silverdome in Launceston.... Some 280 entries included early Ferrari, Porsche, BMW, Mercedes, Alfa, Lotus, Lamborghini, Elfin, Jaguar, Morgan, Jenson, Austin-Healey..... Millions of \$\$\$.

After 5 days of racing on closed roads with no speed limits, it was a relief to finish the final stage intact with no car damage and still talking to one another, after our 'death-defying' 5 day 'Touring Holiday'

HOWEVER, Kerith advised me that "I'm never navigating for you again"

Not a glowing endorsement on my driving, but we did complete all stages in less than the nominated times, and therefore won our first Targa Plate.

For the next 2 years I competed in the Mustang Convertible with 2 different male Navigators... whilst we won a Targa plate each year, they also apparently didn't like my driving style, and in the 4th year I was looking for another Navigator. In the meantime, Kerith had her own car entered for '93 & '94 which was a '75 BMW 320i with her own female Navigators.... Again, each lady only navigated once! Perhaps her driving was a bit extreme also?

The '73 Convertible was 'retired' from Rallying in '95 as the previous 3 years of Targa Plate wins resulted in a Gold Targa Plate. The Mustang was replaced (dare I say it) with a '63 Porsche 356C and later, a '65 Porsche 911.

For the next 9 years of Targa, I drove the 911 and Kerith the 356C, each car known as "HIS" and "HERS". Suffice to say, that HERS was (and is) the only female driver to win a Platinum Targa Plate, and often won her class against all comers.

Fast forward another 2 decades from the sale of the yellow Convertible, to 2015, and I bought a 2011 Mustang Shelby GT500 Convertible with 33,000 km on the clock. Imported new and



converted by Craig Dean, I'm the second owner. In the 8 years that I've owned it, its done only 3,500 km. It's a sensational vehicle, but I'm often towing a boat or needing a ute, so my VW Amarok is my daily driver.

The difference in quality and finish of this Shelby compared to the earlier vintages is amazing. As for performance, the 5.4 litre supercharged V8 delivers 550hp through the 6 speed manual gearbox. A delight to drive, but very wary of wet-weather roads.

Another 5 years passes and in June 2020, a 1969 Shelby GT500 428 Cobra-Jet Coupe (LHD) finds a home in my garage, almost by accident... We had a 26' Caribbean boat on a tri-axle trailer that was not being

used as it was a bit of a handful for 2 'Senior citizens'. I noticed an advert for the Shelby. A deal was struck and the boat was gone. It has a well-documented history with a Marti report and original build sheet and purchase invoice.

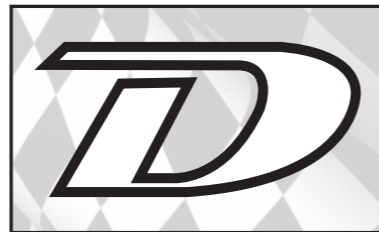
In July '21 we down-sized our home and moved nearby. Unfortunately, garage space diminished to 3 bays from 5 and a carport.



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Anticipating a car storage problem, we bought a small warehouse in May '21 to cover the decrease.

Covid was not a good time to be 'locked down' as a year later (Aug.'21) I bought a '70 Boss 302 4 speed manual, RHD. Again, an extensive documented service & restoration history, factory build sheets and a Marti report. Another interested party contacted me to buy it and a few months later it was sold. I later regretted parting with it as it was previously a Show car prize winner in NSW, but that led to another Shelby purchase.

Still in Covid 'lock-down', a month later, (Sept '21), a '69 Shelby GT350 auto Coupe LHD caught my attention and joined the Mustang stable. Like the previous cars it also had extensive documented history, service and restoration details and the Marti report.

2021 was a super busy year, as the foregoing states, but it didn't finish there. I 'happened' into a '93 Pontiac Firebird Coupe, auto, RHD.

The problem with having two car enthusiasts, in the family, is that if you each have slightly different tastes, the hobby becomes twice as expensive. Kerith prefers her European cars, whilst Mustangs have been my thing for over 50 years.

We've had some sensational times involving cars since we were married in 1968. Our first home was a 22' caravan towed by a '59 Ford 'Tank' Fairlane.

Our Targa years ran from 1992 to 2004. In 2004 we shipped HIS and HERS to Newfoundland for their inaugural Targa event. Kerith has navigated for Klaus Bischoff (Director of Porsche Museum, Stuttgart) in the Tour t'Adelaide in a Porsche 550 Spyder flown out from Germany for the event.

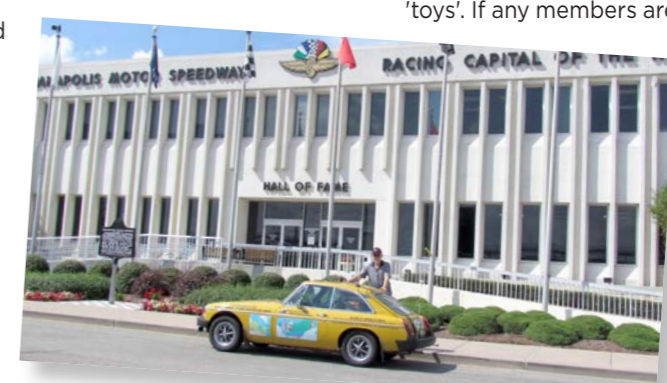


I navigated for Jim Richards in a Porsche 911 museum car in the same event. Each car valued at \$\$\$millions???

We've driven a '78 MGB GT from Beijing to London in 2010..... 24,000km in 3½ months. The same car saw us finish our 'Drive Around the World' by shipping it to Canada in 2013 and driving from Vancouver to St. Johns, Newfoundland. (the Eastern most point of Nth. America) and then drove back across the US via Route 66 to Santa Monica.... Another 23,000km in 3½ months.

Whilst we are both still very active, we recognise it's time to start down-sizing our Mustang stable and a few other 'toys'. If any members are genuine Shelby

collectors, feel free to contact me but please, no stupid offers, no tyre - kickers and no boy-racers. These cars are all excellent quality and whilst on Club rego won't be available for 'test drives'.



# Member Interview with Ian Collins

Phil Browne



## A conversation with Collo

One day I called in to have a chat with club President Ian Collins. I was interested in his association with the Mustang and our club.

**PB** "When did you join the club?"

**IC** "1982"

**PB** "Membership number?"

**IC** "57."

**PB** "Positions within the club? Probably the best way would be to look at the timelines of your involvement."

**IC** "First up I was the club's AOMC rep. I did that for a while then I stepped back. The Committee was well established and ticking along fine. My next role would have been when I took the position of Secretary in 2006. I did that for about 8 years before coming President in 2014. I was also the state representative on the National committee before becoming Vice President for 4 years and now the past 2 years I have had the position of President."

**PB** "Your first memory of a Mustang?"

**IC** "When I was a kid I had a Dinky Toy Mustang. It was a silver coupe with red upholstery."

**PB** "And the first Mustang you owned?"

**IC** "The first Mustang I bought was the red '72 convertible which I still have. I bought that off a guy called Bob Howe who had imported it. I've had that for 45 years now."

**PB** "Just getting used to it."

**IC** "Yeah, just getting used to it. She's been a good old girl."

**PB** "How many Mustangs have you owned?"

**IC** "Well, apart from the four I've got at the moment I've had a '73 convertible and a '69 Fastback R Code both of which I've sold."

**PB** "What is your favourite Mustang?"

**IC** "Well, I would have to say that the latest model is the best. One I enjoy is the '69 and if I'm cruising the '72. I'm now in love with the Fox Body as well because it is such a neat little car, a lovely little package. Well, I love them all. They're all so different."

**PB** "It's like saying which one is your favourite child."

**IC** "Yeah, you sort of can't."

**PB** "Most desired Mustang?"

**IC** "A Boss 429."

**PB** "Not something like the one at Mustang Motorsports that went missing?"

**IC** "Nice, but before I had one of them I think I would prefer a classic."

**PB** "Currently you have 4 cars."

**IC** "I have the '72 convertible, a '69 Mach1, the Fox Body and a 2018 GT."

**PB** "Best Mustang drive?"

**IC** "One of the most enjoyable ones was down at the Ford factory, around the track. I thought that was fantastic. I've got a few memories from driving over to Adelaide, Tasmania. How can I pick one out of that?"

**PB** "Perhaps I can re-phrase the question and say 'It's a nice day today, you've picked a car, where are you going to, just as a day drive?'"

**IC** "Yarra Valley."

**PB** "Do you have a favourite Mustang story?"

**IC** "The '72, because I was working at Channel 9 at the time and that car was used in a few TV shows. 'Stingers', a Police show, Chopper Reid drove it in an episode there, it has had its share of celebrities in it including Daryl Somers."

**PB** "They've all left there DNA in it and hopefully nothing else."

**IC** "That's right."

**PB** "Daily driver?"

**IC** "XR8 ute."

**PB** "Most admired club person?"

**IC** "I probably couldn't pick one person, it would be unfair to the others. There are some tremendously good people in the club now. It is phenomenal the number of people I think the world of. I have a special memory for Ron Minogue for saving the club when it was in a bit of trouble, but I couldn't name any one person as most admired."

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

**IC** "I think basically we're headed on the right track. Perhaps we need to embrace a bit more technology for the younger generation. Unfortunately Mustangs are becoming very expensive and it stops younger members from joining. If you look at our club the younger members are from families and Dad's have handed down a car or something. I would like to see the demographics drop in age because, you go to hot rod shows and look around and think to yourself 'This can't last more than 10 years' because every bloke there is over 70. If we could lower the age average we have some super good people working with us already."

Some of the committee are exceptional. Look at Peter Sheehan and the work he did for the last Nationals we held. Few people know of the effort he put into that and pain he put up with to make that run as well as it did."

**PB** "Do you envisage a club-owned facility?"

**IC** "No. Where are you going to put it? With the cost of real estate these days you couldn't afford a central location so it has to go to an outer area. And most people don't understand the money you have to have behind you to run a decent event these days. We are hosting the Nationals every 5 years and last time we had to stump up \$100,000 to be able to stage that event. We haven't made a profit for several years. I don't believe we should be making a profit, the money should be going back to the members"

**PB** "Where do your trophies go?"

**IC** "I don't have that many, but they go in to the garage. The one they awarded me for Life Membership is in the lounge room."

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

**IC** "I don't. When I'm in the Mach 1 or the convertible I never turn the radio on. I just like to listen to the car."

**PB** "Thank you for your time today. My concept of these series of chats is to discuss the relationship between a member and his/her cars and the club."

**IC** "The club has been a tremendous part of my life. Even when I wasn't on the committee I was helping around the place, selling raffle tickets for cars etc. I've enjoyed my time with the club and meeting the people I have. I wouldn't change a thing about my time with the club."



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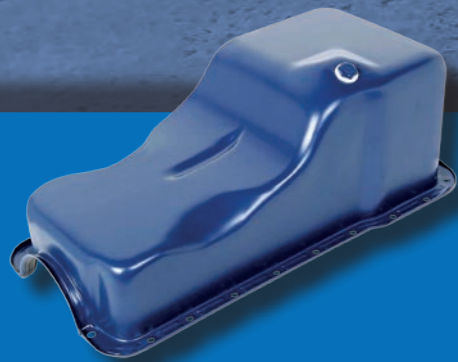
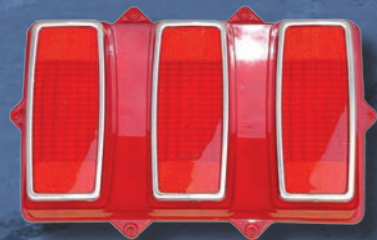




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# CAR CARE Tools, Techniques & Tips

Episode 22 – A full paint correction

Peter Alderson



## Part 2 of 4 – Correcting Stone Chips

I hope you visited the sites I suggested in the last episode. I expect you now know your car's paint code and have the correct touch-up paint; brushes; wet sanding paper; and lights to begin the repair process.

Great lighting is an invaluable tool when working on your engine; rims and wheel arches; and detailing your paint with machine cutting, polishing and finishing. These steps will be covered now and in the next episode. If you have been tossing up whether to purchase lighting, I would highly recommend you do.

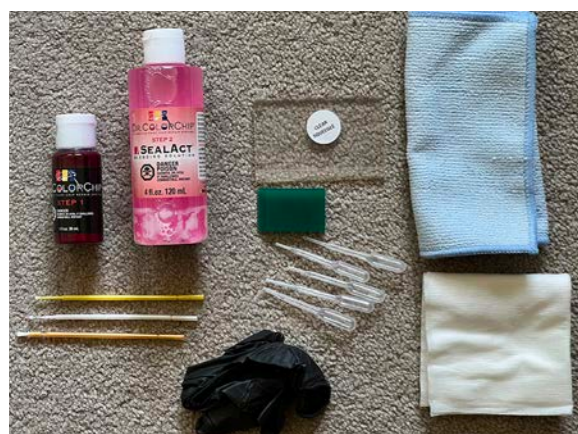
Here I'll explain the three most common methods of chip repair starting from the simplest and least expensive to the most detailed, expensive and time consuming. Sometimes a mixture of approaches can achieve excellent results. Just choose the method/s you prefer and feel most comfortable using.

Before we begin any repairs, the paintwork must be in a state that we are happy to coat permanently with a ceramic coating (to be covered in a subsequent episode). So, if there are any scratches, or stone chips, these must be corrected. If not, they will be locked into the paint under the ceramic coating and will be forever visible.

Now, choosing a repair method for chips and scratches depends upon the nature of the chip and the equipment you have. There are three types of stone chip repair I want to cover for you. One is a chemical repair method while the second and third use mechanical repair methods. Let's examine each.

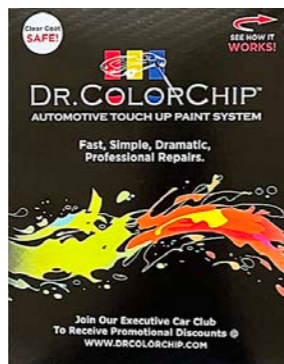
## The Tools – Chemical Repair

Here are the tools we will use for a chemical repair:



1. Dr. ColorChip Paint Kit as selected.
2. General-purpose microfiber cloths.
3. Gloves.
4. Lighting – not shown.
5. Seat to sit on for ease of working – not shown.

The Dr. ColorChip process is very different to the more traditional mechanical repair methods, as it does not involve any sanding, polishing or finishing. This means it can be completed quickly.



The Dr. ColorChip process uses your colour coded paint and a chemical activator / sealant. The paint is applied and once dry, you remove excess paint around then over the chip. This removal process acts to seal the paint within the chip itself. Importantly there is no need to buff or polish by machine.

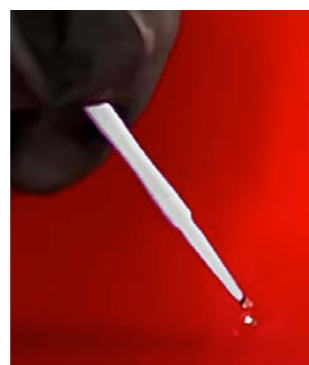
## The Technique: Chemical Repair

### 1. Clean the area



Before repair work starts, it is a good idea to cleanse the area with Flash Prep or isopropyl alcohol to eliminate any polish, wax, sealants, oil or grime. Once sprayed, wipe over the area with a microfiber cloth then wipe again with another cloth to totally dry the area.

### 2. Apply touch-up-paint by dabbing or smearing



There are many tools supplied in this kit. For a tiny stone chip, with virtually no depth to it, I use one of the supplied brushes and follow the dabbing procedure.

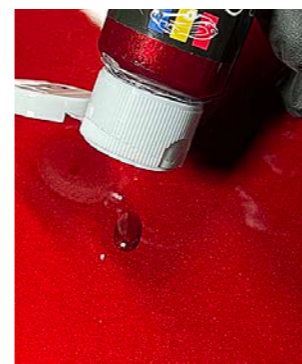
Essentially you are going to load the brush with just enough paint to dab on to the chip. Lightly does it.



The supplied brushes are tiny.

I am using one in the image here. To see how tiny they are check the image where they are shown against my finger in life size. Perfect for tiny chips that can be filled, one small dab at a time.

On the other hand, with a deeper and larger chip, I would use the smear procedure. A drop of paint is applied using a pipette or directly from the bottle. You drop the paint outside of the chip then use one of the soft plastic scrapers to push the drop over and in to the chip leveling it at the same time.



The leveling of the drop of paint surrounding the chip makes it easier to remove it in the next step.

Using the scraper is also an efficient method of filling multiple chips or scratches. It can be time wasting to tackle each chip individually.

Instead, you can easily put a drop of paint on the edge of the scraper itself then use it to smear that drop over one, two or many more chips. This saves you both paint and time.

Instead of using a scraper you could also use your finger, with a glove on of course, to smear the paint.

However, I don't do this. It gets my glove dirty; I run the risk of spreading that paint from my glove to other tools or parts of the car; and, it does not leave a smooth paint surface, making it harder to remove the excess later. My finger is also likely to fall into the chip thereby pulling out any paint I want to apply. The scraper, by having a sharp edge, will not do that.



## How to treat a scratch

*TIP: If you have a longer scratch, do NOT drag the applicator across the scratch. The applicator is more likely to fall into the scratch and pull the paint out. Rather, drag along the scratch to spread the paint into the scratch. This way the paint stays in the scratch and is not dragged out by the edge of the applicator slipping into it.*

### 3. Check for coverage – dab and smear again

Immediately after having applied the paint inspect the chip to assess whether paint has successfully gone into the hole. If it looks like it needs more paint, apply another dab or simply push the paint surrounding the chip with the scraper to push more into the chip or scratch.

### 4. Allow paint to dry

Now it is time to let the paint dry. If you try to remove the excess too soon you run the risk of pulling out the paint from within the chip. You would then have to start over again! I've found that leaving the paint to dry for at least 10 minutes works best.

### 5. Assess whether the chip is filled

At this stage you can look at the chip or scratch and if you see that more paint is needed to fill the scratch then apply it now. Dab or smear and let it dry. Keep assessing whether more paint is needed after each application and drying. Remember, that the paint will sink in to the chip or scratch as it dries and shrinks. Sometimes two or three tries are needed.

### 6. Remove excess paint with SealAct

Time now to remove any excess paint using the supplied SealAct chemical. This will be used mainly with the smear procedure. Smearing the paint over the chip pushes it all around the chip. This is what now needs to be removed.



SealAct will chemically activate the excess paint allowing it to remove this paint by wiping it with the supplied lint-free cloth. Additionally, it will seal the touch-up area of the chip at the same time.

Do take care when wiping away the excess paint. Try to wipe around the paint in the chip. The more SealAct applied to the chip itself the more likely you are to activate it and remove it from the chip! Wipe over the chip gently, once, to seal the paint within.

### 7. Check chip or scratch and repeat as necessary

After any reapplications, and having cleaned the area with SealAct, allow the paint to dry for another 10 minutes or more. Check that you are happy with the level of paint in the chip or scratch. Repeat steps 2 to 6 as needed until all is good with the repair.

### 8. Perform a final buff

Once you are happy that the chip or scratch has been filled, dried and excess removed, do a final gentle buff of the area with a microfiber cloth.

### 9. Harden over 24 hours

The touch-up paint will fully harden over 24 hours.



You must remember that you are not re-spraying your paintwork. This means that upon close inspection you will still be likely to see where the touch-up repair has been made. Your expectations must be that from a normal viewing distance the otherwise visible chip or scratch is now not visible.

The underlying undercoat which was once visible has now been covered and is way less likely to be seen, even though the touch-up can still be discovered upon really close inspection. Good Job. Well done!

## CAR CARE Tools, Techniques & Tips

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If you like this process then check out the Dr. ColorChip website here. Enter your car's details at the bottom of the page then select the type of kit you wish to purchase.



Check what each kit offers. You may already have some of the materials. I got the Dr. ColorChip Squirr 'n Squeegee Plus Kit at \$99.95. I wanted all of the tools. I liked the idea of the pipettes and tiny brushes to help save paint.

### My Assessment: Chemical Repair

The chemical stone chip repair process is relatively straightforward and uses paint along with a chemical peel to remove excess paint applied. It also seals the paint in the chip or scratch.

Once paint has been applied to the chip, you let it dry for about 10 minutes then wipe away any overflow surrounding the chip. Paint that has gone in to the chip will remain, and is not wiped away. What you do wipe away is the excess paint surrounding your repair with SealAct fluid supplied with the repair kit. Think of it as being a wipe on / wipe off process.

The advantage of this process is that there is no wet sanding or machine leveling of the paint needed. The surrounding paintwork is not marred and final machining is not required. You save on time and equipment. This process is also safe on paintwork, clear coat and ceramic coatings.

However, this method of stone chip repair does not have you smooth the edges of the stone chip to level the paintwork and may lead to touch-up paint not adhering as well as it would with the mechanical methods I will explain shortly. You can of course use whatever method you choose to smooth any rough edges but you must do this carefully so as not to mar the paint in such a way that it would require machine leveling. The chemical process is suited to small chips or scratches only. Any deep or large chip is best repaired with a mechanical method.

### The Technique: Mechanical Repair 1

The next two methods involve mechanical repair processes. The first I will cover involves a touch-up pen with minimal polishing to finish that process. The second is a more traditional mechanical repair that involves cutting, polishing and finishing. Each is suited to varying types of scratches or chips, like the chemical process was best for light scratches/chips.

### The Tools – The Touch-up Pen



In a similar vein to Dr. ColorChip, the touch-up pen can be used for small chips and scratches. But, this is a paint process with no cleanup procedure, so must be done carefully so as to not leave globs of paint on the surface.

Tiny brushes would work best, as were used in the Dr. ColorChip process. There is no SealAct in the touch-up pen process and in fact this will NOT work with the touch-up pen process. Take care.

### The Technique: The Touch-up Pen

The pen contains everything you need to repair small scratches or stone chips. Easy to apply, and with a clear coat as well, fabulous results. These are the steps to follow:

#### 1. Clean the repair area

Start by identifying each chip or scratch you want to tackle. Use the white, fine scraper to carefully clean the scratch or chip. Lightly does it. We do this to aid the adhesion of the touch-up paint to the surface.

Clean the area with Flash Prep or isopropyl alcohol to ensure a clean surface. Now, try not to be tempted to use the small paint tip or the brush part of this pen tool. I have found that these can apply too much paint. It can come flowing out quite quickly. You will however have the correct touch-up paint.

#### 2. Dab on the touch-up paint

Shake the pen for a minute to thoroughly mix it.

I like to put a small drop of paint on to a piece of plastic or cardboard. Then I dip a tiny brush, or the end of a toothpick, into the drop. Tap it a few times on the plastic or cardboard to remove any excess. Then transfer just a small amount into the chip or scratch. Do not try to fill the chip or scratch totally. Try not to overfill the chip or scratch either. We still have to apply some clear coat! Less is best. Let this dry.

#### 3. Allow paint to dry

As the paint dries it will shrink down into the scratch or chip. Carefully, and gradually, repeat the small filling process until the chip or scratch is almost filled.

#### 4. Is the chip filled?

How do you know that it is filled? After the paint has dried – about 30 minutes, examine it very carefully. Take a close up photo with your phone. If you run over it with your finger it should feel as though there is still just a very small hole. Look at your photo, zoom in on it and you should be able to see just a small hole. This is good. Now you can add clear coat.

#### 5. Add clear coat

Now you can carefully add the clear coat from your touch-up pen. Be careful how you undo the pen to access the clear coat brush. Hold the pen upright and turn the large bottom grey portion to unscrew the clear coat pen from its well.

Again, I put a drop of the clear coat on a piece of plastic or cardboard. Dip a tiny brush or toothpick into the drop and remove any excess by tapping it on the plastic or cardboard. Apply a small amount over the paint of the chip or scratch. Try not to overfill. Let dry.

#### 6. Level with polish

Once you are happy with the repair and the paint has dried for 24 hours you can level the repair with the surrounding paint with your choice of polish.

Chances are the repaired chip or scratch has been overfilled. It is quite hard to avoid this happening especially when the chip or scratch is not too deep.



I have previously discussed Meguiar's #7 Show Car Glaze as a polish to have in your Essentials Extras 2 kit. It is a good place to start with if you have no other polish. If you do not have this product then choose another you may have on hand or buy one you prefer.

This product does contain an abrasive, so take care. It will wear away your paint layers. But in this instance this is what we want. We want to level the corrected paint chip with its surrounding paint.

There are two ways you can level the chip with the surrounding paintwork. The first is to do it by hand. I reckon we have all done this before on our first car or two! It's cheap and effective, but a very time consuming procedure. Use an applicator to apply the polish on and around the repair.

Take your time to work the polish over and around the chip to gradually bring it's level down to the level of the surrounding paint. Run your finger over the repair to see when it is level with no raised bump.



The second method is faster, very effective but more expensive. It involves using one or more grades of polish with a Dual Action Polisher.

Use a medium pad on the polisher with 400-grit polish. Use a slow to medium speed. Dab a few drops of polish on to the pad and smooth over with your gloved finger. Now, dab the pad on to the repair and around it. With the machine turned on, work the pad over and around the repair.

After about 8 passes back and forth as well as up and down you can stop and inspect. The area may look a little dull, as the pad and polish have cut the paint in order to level it. Run your finger over the repair to see when it is level with no raised bump. Repeat if necessary. Wipe with a clean microfibre.

If you are happy with the leveling, change the pad to a soft pad. Use 2400 or 3500 grit polish, on a medium to fast speed. Dab, spread and polish over the repaired area 3 to 4 times. Up and down then back and forth. Wipe over with a clean microfibre. That's it. Don't overwork it. Job Done!

*TIP: No matter which of these two leveling methods you try, use a small dab of polish only as white residue can be left behind requiring further cleanup. Check this with any other polish product you may use instead.*

Now, if you do not have a polisher, or have never used a polisher before, do not fear. In the next episode I will explain in detail how they work; what type/s to purchase; and what pads and polish to buy.

For now, just read the general procedure so you have a better idea of what tools and techniques are used. You will then be more ready to use these machines when you decide to purchase one. Can you guess what your homework might be this time?

### The Tools: Mechanical Repair 2

The final method is the full, more traditional, mechanical repair process. It involves wet sanding to smooth the burred paint at the edges of the chip; cutting to level touch-up paint and clear coat on the stone chip; and, machine polishing then finishing to restore paint that is dulled during the stone chip repair process. This mechanical repair process involves more time and equipment but produces the most professional results – apart from a complete repainting of the panel of course. That's expensive!

### The Tools – Polishing Machines

The tools for the traditional machining process are:



1. Flash Prep or White Spirits
2. General purpose microfibre cloths
3. Touch-up paint / pens / kits
4. Touch-up brushes
5. Wet sanding papers 800, 2000, 3000 and block
6. Water spray bottle
7. Lighting (not shown)
8. Dual Action Polisher – small or large as needed
9. Polishing pads – cutting, polishing, finishing
10. Cut / polish / finish 400, 2400, 3500 compound

Remember, I will be setting some homework at the end of this episode. I hope you will see the benefits of purchasing a Dual Action Polisher, pads and polish. You can use them for the work in this episode and extensively in the next with the full paint correction. So, in the next episode I will teach you in detail how to use the polisher to correct and enhance your paintwork before we protect it with ceramic coating.

## CAR CARE Tools, Techniques & Tips

### Episode 22 – A full paint correction – Part 2 of 4

Again, if you do not have these as yet, just read on and see how they can be used in the mechanical touch-up repair process for stone chips/scratches.

#### The Technique: Mechanical Repair 2

The steps to follow in correcting stone chips are:

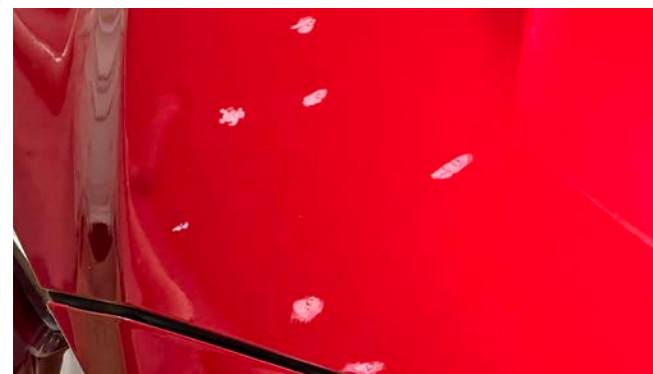
1. Identify and mark the stone chips
2. Clean the chip and surrounding area
3. Sand and level the stone chip
4. Clean with White Spirits
5. Apply touch-up paint
6. Let paint dry
7. Re-apply touch-up paint if needed
8. Apply clear coat
9. Let the touch-up paint cure
10. Cut to blend the repair
11. Polish to restore shine to the surface
12. Finish to smooth the surface



You will have noticed that I mention to level the chip, the touch-up painted surface and to polish the paint. Yes, you will be marring the paint surface with wet sanding paper with this mechanical method.

Keep this in mind when attempting to correct stone chips. The surface of the touch-up paint, and the area surrounding corrected chips, will be sanded and this will be a temporary visible imperfection on the paint.

But, as we will be cutting, polishing and finishing our repair with a DA Polisher, all this marring will be eliminated, leaving a smooth, clean repair.



Check my bonnet repair here after sanding prep and touch-up paint has been applied. It's quite confronting. The paint looks ruined. But, do not fear, the DA Polisher, pads and polishes will blend it all together leaving a fabulous finish.

So, if you do not want to be driving around with these obvious marks on your car, you may want to leave the traditional mechanical correction of paint chips with a DA polisher until my next episode when I will be explaining in detail how to cut and polish paint with machine polishers. You could do it all then.

Alternatively, you can just dab a few drops of touch-up paint on the stone chips and forget the leveling and polishing. Just let the paint cure for a few months until you have your polishing machines. You can then cut and polish the painted stone chips by following the instructions in the next episode – where you will also be correcting the paint, and eliminating swirls from your entire car as well.

But for now, here is the overall process needed to correct stone chips and scratches.

#### The Technique: Repairing Chips

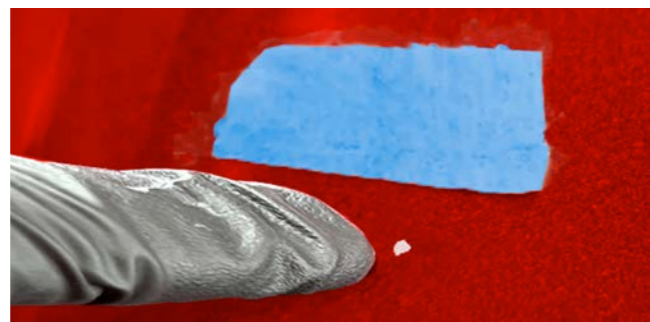
I'll assume you have washed and dried your car thoroughly. Next, working in a well-lit area, use your lights to inspect the surface of the car.

##### 1. Identify the stone chips

Your task here is to look over the entire car to see where your stone chips are located.



When looking for stone chips needing repair I find it helpful to mark each with a piece of tape so you remember where they are. This makes it quicker to find them when working around the car with your paint. It will also show you where most are located – perhaps together, meaning they will be more easily repaired with DA polisher all at the same time.



##### 2. Clean the chip and surrounding area

When doing paint repairs, you should always work with a clean surface that is free from polish and wax. Then, before any painting, clean the stone chip and its surrounding area with your chosen prep solution – read on to see which you might choose and why! Finally, dry the cleaned area of the car with a microfibre cloth.

All chips need to be thoroughly cleaned before any painting can commence. Now, you may need to decide which cleansing solution to use when cleaning stone chips. I use Flash Prep for removing previously applied waxes and sealants prior to a full paint correction. However, when cleaning stone chips I prefer to use White Spirits.

Flash Prep is alcohol based while White Spirits is petroleum based. Both are effective cleaners but White Spirits, being derived from petroleum, is better at degreasing road grime and similar oil based contaminants. However you can really use either.

What about using Methylated Spirits? Yes you can use this as well if you have it on hand, as it is a great solvent. It evaporates faster than White Spirits, as its main components of methanol and ethanol are alcohol based.

What if you only have Mineral Turpentine – Turps? This is made from various resins and can be used to clean stone chips but can be oily; is more flammable; and is a skin irritant. It is also extremely toxic. For these reasons I give it a miss.

Use your chosen cleaner. Moisten a microfibre cloth and gently wipe over and around each stone chip you have identified. This cleans the chip and removes any oil or other contaminants from the paint. It will also prepare the whole area to more securely bond with the touch-up paint.

##### 3. Sand and level the scratch or chip

To prepare the chip for repair, the chip needs to be wet sanded. Use a 1500 to 2000 grit sandpaper to go over the chip and the area immediately around it.



We do this to eliminate any jagged edges around the chip. We want the area to be smooth, ready to have paint fill the hole in the scratch or chip. Any jagged edges mean the touch-up paint may not stick securely and may lift away over time.

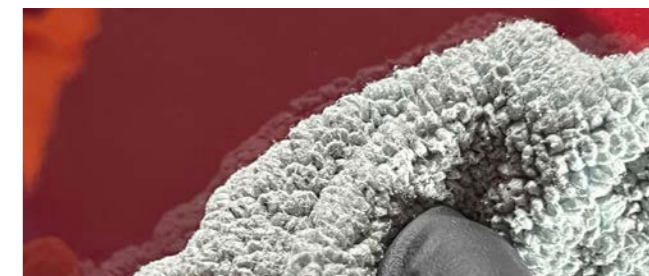
When wet sanding, be careful to use short, light strokes. After every few strokes, gently wipe the area with a microfibre cloth and run your finger over the chip. It should feel smooth around the chip. If not, keep spraying with water and wet sanding very lightly until the spot and surrounding area feels smooth. Rub the area with your finger until it feels smooth.

You will notice the paint will soon have a uniform look and feel, and will have lost its glossy shine.



##### 4. Clean again with White Spirits

Once again, wipe over the area you just sanded with White Spirits to clean and prep the sanded area. Cleaning with White Spirits will help the touch-up paint bond. Dry the area with a dry microfibre cloth.



##### 5. Apply touch-up paint

Use a fine-tip paintbrush to apply a base coat that matches your car colour. Add a little paint to the tip of the brush. Then, dab it lightly over the area that you prepped. Use just a small amount at a time. As the paint dries, you may notice that it loses volume.

##### 6. Let paint dry

Wait until the paint has dried to see if another coat will be needed before moving on to the clear coat.

I leave each filled chip to dry as I continue around the car dabbing each scratch or chip. Once I have dabbed paint in to all chips I then go back and inspect from where I started and check each chip. This may take up to 30 minutes or more depending on the number of chips I have to repair. Allow plenty of time for the paint to dry and shrink.

##### 7. Reapply touch-up paint as needed

As you know, the paint will dry and shrink down into the scratch or chip. Slowly repeat the small filling process until the chip or scratch is almost filled. Sometimes this is after the first filling. At other times, with deeper scratches or chips, you may need to apply 2 or 3 dabs to almost fill the hole.

##### 8. Apply the clear coat

When the base coat has dried completely, it needs to be sealed with a clear coat. Use a clean fine-tipped brush or toothpick and the same dabbing technique as before. Let it dry before deciding if additional clear coat will be needed. Over filling a little is fine.

##### 9. Let the touch-up paint cure

Once you're satisfied that the scratch or chip has been fixed and the touch-up job looks good, you need to let the paint fully cure. Give it at least 48 hours to completely dry and harden.

##### 10. Cut to blend the repair

We need to use our polishing machine to blend the repair with the surrounding paint. But why?

Well, the success of your repair, that is the ability of the repair to be NOT seen, is a function of two factors – the accuracy of the colour match and the creation of a level surface.

I'll assume that you have been as careful as you can to get the correct colour for your repair. If it is not the correct colour, then you are more likely to see the repaired scratch or chip, as it will stand out against the surrounding paint. I'll say a little more about this shortly. But for now, let's assume you have the correct colour match for your paintwork.



## CAR CARE Tools, Techniques & Tips

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Chances are you have slightly under filled or over filled the chip or scratch. Better to over fill than under fill. Remember we want a final level surface.

If you put too little then go back and keep filling. Either way, light that falls on to the scratch or chip will reflect in a different direction to the surrounding paint if they are not all level. But, if you blend the repair to create a level surface the reflected light will not get distorted and so will blend evenly with the surrounding paint. Over filling then blending is best!

Use a dual action polisher for blending. If you have a mini polisher that will work nicely, otherwise use your 6" DA polisher. This can be handy if there are many repairs close to one another.

The blending is done with a 400-grit compound and a hard polishing pad. This cuts the over fill paint down to the level of the surrounding paint.

Run your finger over the repair to check it is smooth with the surrounding paint. The area may look dull but this will be fixed in the next step.

#### 11. Polish to restore shine to the surface

After the repaired areas have been cut you need to restore the shine to the paintwork. This is achieved by using your DA polisher again. This time use the 2400-grit compound and a medium pad.

Run this over the repaired area until it looks glossy and the colour of the repaired paint and surrounding paint look the same – they are blended together to complete a uniform colour and glossy shine.

#### 12. Finish to smooth the surface

The final step is to restore a smooth finish to the repaired areas. Use your DA polisher again. This time use the 3500 grit compound and a soft pad. Just a few passes – say 2 or 3 are needed. Wipe away excess compound with a clean microfibre cloth.

#### What's going on? My repair looks too dark!



Now, I previously mentioned your chip correction might contrast against its surrounding paintwork. Overfilled and dark looking is often the impression you will see with corrected scratches or chips.

First, a dark looking chip repair could be due to the incorrect paint code for your paintwork. Do make sure it is correct, as there is no easy way to correct a repair that has used the incorrect paint code paint.

If your paintwork has a metallic or pearl component – either in the paint or clear coat, any repair you make can look too dark. Why is this? What is the fix?

#### Why is this?

When a metallic paint is sprayed on to your car the metallic flakes are randomly aligned as each light spray of paint is applied in the factory. The flakes are progressively laid down over a number of thin layers and randomly build up between each sprayed layer.

But, when you apply a dab of paint or clear coat that similarly contains the metallic flakes, each layer is nowhere as thin as those sprayed on at the factory.

Thus, the flakes can tend to lie differently – clumping together and not as randomly aligned as the factory applied layers.

The result of your dabs means the flakes do not reflect light in a multitude of directions like factory paint. Your dabbed on flake layers reflect light in one or a few directions only, causing less light to be reflected. This is why your repair, that uses metallic paint, pearl or clear coat with flakes, can look dark when compared to its surrounding paint.

#### What is the fix?

What to do? The answer has already been covered, and involves laying down multiple thin dabs or layers of paint, or clear coat, to ensure the metallic particles have more chance of being randomly layered from one dab to the next. This then replicates the random nature of the original thin layers of sprayed paint when the car was painted during manufacture.

So, building up the layers gradually is the key to a successful repair when metallic paint or clear coat containing flakes is being used.

#### Homework – Machining the Paint

You may not have any polishing machines. If you do, great! If not, then here is your homework.

We will be using Random Orbital (RO) polishers, also referred to as Dual Action (DA) polishers. These will give you an error free result when you cut, polish and finish your paintwork with polishing.

The machining in this episode and the next is done with these polishers. Next episode I will teach you in detail how to use these machines to correct paintwork ready for ceramic coating.

I have researched the best machines at the best prices for you. If you prefer to do some of your own research as well then get the idea from the machines I present and see if you can find others you prefer.

Here are the products I want you to consider. Each can be purchased from the one business and each comes complete with all you will need by way of machines, polishing pads, all housed in their own carry case kits.

The first comes with the compounds.

#### 1. A full size 6" Random Orbital Polisher \$268.95

Supplier: VG Auto Paints NSW

Product: Swarts Tools complete kit

Here is the QR code directly to this polisher kit.



#### 2. A Mini Random Orbital Polisher Kit \$399

Supplier: VG Auto Paints NSW

Product: Mint ProTools RO Polisher Nano Hybrid Kit



This mini polisher is for those tricky areas where a normal 6" polisher will not go. So, rear view mirror housings; angular areas of bumpers; door jams; windscreen pillars; door handles; spokes; and even engine bay and boot areas all need a mini polisher. This one does it!

I've arranged for VG Auto Paints to offer you a great discount as readers of our magazine. Just enter the discount code **DLG** when placing your order!

#### What's up next?

The big one! I'll explain machining your paint for a full paint correction ready for ceramic coating!

Happy Homework and Cleaning!

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## Central VIC Events Report

Angela Williams



### Bendigo Australia Day

Bendigo usually has a big display around Lake Weeroona on Australia day with a market for all to come and enjoy as



well as a few different car clubs who come down and put on displays for all to enjoy. There are usually activities for the children as well as lots of food vans.

We have been attending down the Lake for a long time, in fact longer than I have been in this club and have usually managed to put on a great display of cars and this year was no different.

We had 9 cars in attendance this year which is the best turn up in some time. Thanks to all who attended, we couldn't do without you.



### Lockington Run

The Central Vic members took a drive further into the country day with a run to the Lockington Hotel for lunch.



This pu is now owned by the community and we had heard good things about the meals so we decided to go and try it for ourselves. We had 10 mustangs turn up as

well as a couple of other cars which amounted to 26 people for lunch.

The pub certainly lived up to the hype, the meals were delish and came out so quickly considering the pub was super busy. A shout out to the staff at the pub both in the kitchen and the bar.

Thank you to the members who attended even though the roads were not the best it was a great summers day for a drive in the country with wonderful people to sit around, relax with and chat too.





# What's your Mustang Story?

# Share it in our Club Magazine!

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

**MOCA TAS**  
Mole Creek Hotel  
Patrick Wing & Robert Mason



In early February 15 cars and their occupants from MOCA Tas set forth from Launceston and Devonport to have lunch at the lovely Mole Creek Hotel aka The Tassie Tiger Bar. (where you can learn all you ever want to know about the mysterious Tasmanian Tiger.)

After lunch we had the privilege of visiting Ewan Stephens from Stephens Honey Farm to see his collection of wonderfully restored Fords including a lot his familys original Honey Farm vehicles from the 1920s onwards.

Whilst having our lunch the Veteran Car Club of Tasmania arrived for their lunch and were actually on their way to the same destination as we were. It made for a good day out with all the Veteran and Vintage cars mixed with these new fangled Mustangs from the 1960s! Heaven knows what they thinking about all the newer S550s!



The truck with the jet engine pictured is the remnants of Waltzing Matilda, the famed Aussie World Record setting jet truck. It is a long story as to how the truck has ended up like this but will be on its way to Victoria soon to be restored to its former glory over the next few years.



# All American Day Show & Shine

Vince, Marion and Paul Shervington



A great turn out for our sixth annual Show N' Shine Celebrating the 60th Anniversary of the Ford Mustang

Our day started early with the cars rolling in; with just about every generation represented. Most though were either early model or late model. It was a sight to see.

It was the the largest display of Mustangs in Perth for a long time with many quality cars turning up for our Show N' Shine customer appreciation day.

They were all there: Shelby, Mach 1, GT, Boss, K Code and Bullitt. Coupes, Convertibles and Fastbacks they were all represented. We also had a stand out car - a GT40 - that had a lot of attention. Next to it was a fully modified 1969 Camaro, a beast of a machine that also received a lot of attention and photo opportunities.

We had 66 cars and 4 motorbikes: Harleys and Indian.

Along with other American cars, Chev, Camaro, Desoto , F100's and a couple of Aussie Fords too. The cars were lined up on both sides of our complex and a crowd came to celebrate throughout the morning event.

A credit to all those who attended with their cars.

The photographers were kept busy with capturing the event, all the colour and chrome .

Excellent service and set up from LuLu's Mobile Milkbar - they were kept busy with the coffee served from a cool retro van.

Thanks to RSL, Rhino Sound & Lighting and Michael for the excellent service providing the sound system on the morning. Top job thanks mate.

Special thanks to McInerney Ford. Loris Cecconi and Paul Zappia for donating the major raffle prize and some Ford merchandise. It was much appreciated.

Special thanks to George Monaldi Curtin FM 100.1 for promoting our Show N' Shine .

Thanks to the Mustang Club members that attended Mustang Club of W.A., W.A. S550 Ford Mustang Owners, and Mustang and Shelby Section of Veteran Car Club of W.A. Also thanks to Wayne Holland Classic Cars for bringing along a nice yellow Mustang Coupe, Evan from Motown Auto Wholesale for bringing his blue Chev Impala, Pat from Perth Car Storage W.A. with his 2019 Bullitt; another standout car that got a lot of attention and The American Car Club for attending and bringing along a few cars to display. Further special thanks on the day to Doug Meckeljohn for his assistance positioning the cars in place. Well done mate .



An introduction to the event from Paul included a few mentions on Mustangs in movies tv, motor racing, famous people who owned them including rock stars and Mustang car designers. And the story behind the 60th Anniversary Grill Badge we produced.

Mr Mustang, Vince, had a few words of thanks and spoke about Mustang parts quality which the public appreciated.

We had a few raffle draws that are always popular.

A great time was had by all who attended. It was a huge success. Thanks to many customers, car owners, friends and business associates that took the time to attend and celebrate this Mustang milestone with us, it was much appreciated .

And finally, thank you for all your enthusiasm and continued and ongoing support.



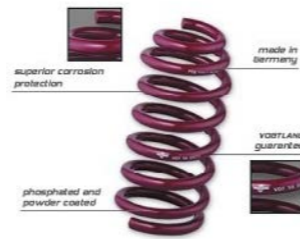
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## Looking Great in Ford Blue

Geoff Grace



Now we are in the year of the 60th Anniversary of the Mustang Marke, I thought this might be an interesting segway.

In around 2010/2012 I was working on a project called Peninsula-Link. There are several bridges on this connecting motorway but 3 of them are within 10km of Port Phillip Bay and therefore the design basis must have special considerations of materials and finishes in order to achieve the 200 year Design Life Basis.

I was the N.A. (nominated authority) for several features and weldments for this project. The architect came to see me one day and we talked about best ways of achieving U.V. resistance to breakdown of the Architectural Panels that were a feature of the bridges.

There has been research to show that the lighter and brighter colours of the spectrum are more reflective and have the longest life. So we looked through the International Colour range together for Industrial painted coatings.

I instantly stopped at 'Arena Blue' a lovely colour. After a full sized trial it was found that, indeed it was so bright that reflection was highlighting slight contour variations in the Architectural Panels, that we called for want of a better name 'oil canning.'

So I found a neutral clear finish coating that overcame the oil canning when applied similar to the clear finish process used on many cars.

Now Peninsula-Link bridges in blue looked Great, and particularly from my perspective because everyone was happy with the result, the Architectural Panels were a beautiful feature - AND we can all enjoy our Ford Blue Peninsula-Link because 'Arena Blue' is identical to the Ford Blue that has been a feature colour of Ford livery from even before the Mustang.

HAPPY BIRTHDAY MUSTANG!



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of inspection on payment

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- \*Rust and rust repairs
- \*Brake lights
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- \*Door operations and panel gaps

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**BOSS  
351**

**BOSS  
429**

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

### PERSONAL INFORMATION

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

Address: \_\_\_\_\_  
(Street no & name - Optional)

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

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

### VEHICLE INFORMATION

(Please complete 1 (one) form per Boss)

UnRestored  Restored

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

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

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

### Door Tag Details

_____	_____	_____	_____	_____	_____	_____
Body	Color	Trim	Date	DSO	Axle	Trans

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

Return completed forms, with photo/s of your car to  
Andre Stoffers  
Mob: 0411 455 755  
Email: [Boss.Registry@gmail.com](mailto:Boss.Registry@gmail.com)



## Memberships To Friendships

Garry Anderson



I joined the MUSTANG CLUB over 16 years ago.

I joined to find out more about BOSS Mustangs and maybe attend some events. Now I attend many events, club meetings and pitch in whenever I can.

I have been a volunteer for the Geelong Revival for the past 6 years from bumping in cars for the car show to recently being a Pit Marshall all to aid the Mustang Club.

Last November many club members did the Pit Marshalling including Tony Borg, Brian James, Liesha and Justin and myself.

The Friday night before the races we all had a BBQ dinner at Tony Borgs house in Lara, I asked Tony that night why he

joined the club and he said for the social side, something I had not considered.

It was later that night when Leisha and Justin came back to the cabin I had rented for the weekend that I realised it became a big part of my membership.

It was 1am that night as we sat around the cabin drinking Scotch and eating Samantha Borgs Pavlova that it hit home. I then reflected on Tony Borg staying at my house a few times before our club shows in Mount Eliza, dinners at the pub in Geelong plus many more.

My story is one of many, I see groups eating and laughing together at the meetings and I know other friendship groups have formed over the years, so its more than a Club.





**FOLLOW THESE STEPS**

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

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# Mustang Nationals Bathurst NSW 21-23 March 2025 Hosted by MOCA NSW



ENTRANT'S Surname: ..... First Name: .....  
 Name of spouse/partner: .....  
 Address: ..... State: ..... Post Code: .....  
 Phone / Mob: ..... Membership No: ..... Email: .....  
 Children's Name under 12 years free ..... / ..... / ..... Over 12 years \$45

Accommodation rates have been secured for a <b>minimum stay of 3 nights</b> for the period Friday 21 <sup>st</sup> March to Sunday 23 <sup>rd</sup> 2025 inclusive								
Accommodation Rydges Bathurst	\$/night	(Please tick your 3 nights required) Friday Saturday & Sunday						Total \$
		Thurs 20 <sup>th</sup> March	Fri 21 <sup>st</sup> March	Sat 22 <sup>nd</sup> March	Sun 23 <sup>rd</sup> March	Mon 24 <sup>th</sup> March		
Rydges 1 Bedroom are Book out Try Mantra or Panorama		B	O	O	K	O	U	T
Caravan Spots \$200 for 4 nights with Power & Amenities	\$200						Leave	\$
Rydges 3 Bedrooms Apartments 3 people (3 Rooms) extra \$45 per person 3 x couples = (\$ 834) cheaper than 3 Rooms	\$834							
Beverage Package per Dinner / person only for 22 <sup>nd</sup> Sat and Sun 23 <sup>rd</sup> (Wine Beer Juice & Soft Drinks) 4 hrs	\$49							
Single Pit Garage for the 3-days 21 <sup>st</sup> 22 <sup>nd</sup> and 23 <sup>rd</sup> Parking Comfortable for 4 cars only	\$800							\$
<b>All Cars must be displayed outside on Sunday if not raining. Back Doors must be kept closed at all time to stop entries</b>								
Functions and Cruises			Adult / Child	# Adult	# Child	Total \$		
Friday 21 <sup>st</sup> March	Meet & Greet at Rydges & Motor Museum State MOCA Club Shirt Theme		\$95 / \$40					
Saturday 22 <sup>nd</sup> Mar	Dinner & Auction: Gourmet Buffet at Bathurst Pits Complex (Beverages Extra) Mustang or Racing Shirt Theme		\$95 / \$40					
Saturday 22 <sup>nd</sup> Mar	Cruise and lunch at Mayfield Gardens Oberon Café \$42 / Gardens \$28		\$42 / \$28					
Sunday 23 <sup>rd</sup> March	High Tea for the ladies at Abercrombie House by Bus (70 Ladies)		\$60					
Sunday 23 <sup>rd</sup> March	Presentation Dinner: Semi-formal theme at Gold Fields Function Centre (3-course meal – alternate drop) (Beverages Extra)		\$95 / \$40					
Contact Patrick Schinella for any ENQUIRIES or DIETARY REQUIREMENTS on 0401 103 501 <input type="checkbox"/> Tick Box I								
Car Details	*Class	Year	Body Style	Colour	Rego	Total \$		
Car 1								
Car 2								
Car 3								
<b>Entry to Concours Class and Display Judged categories is only OPEN to Financial Members of the Mustang Owners Club Australia (MOCA)</b>								
<b>*Mustang Entry Classes: Thoroughbred \$60, Original \$50, Modified \$50, Resto Mod \$50, Display Judged \$35, Show 'n Shine \$20</b>								
Further details on your entry will be requested once registration form is received								

Please Return your completed registration form with your **DEPOSIT of \$200** by 01/08/2024 for the event. Enquiries Patrick Schinella 0401 103 501  
 To secure your booking full payment required ASAP or by 31/10/2024  
 Post completed forms to Nats25 MOCA NSW PO BOX 162 Cherrybrook NSW 2126  
 Or email: Scanned Registration Form to [nats25@mustang.org.au](mailto:nats25@mustang.org.au)  
 Payment EFT: Mustang Owner Club Australia BSB Number 082-155 / Account Number 51-191-9385  
 Details Description: Surname, Initials, Membership Number and Reference Nats25

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

**ACCOMMODATION Only 5 Three Bedrooms Apartments' left can be share by three couples**

**Rydges Mount Panorama Bathurst Accommodation 1 Conrod Straight, Bathurst NSW 2795:** All Guest rooms enjoy spectacular views of the Mount Panorama Racetrack. There are 130 guest rooms all with sofa beds, offering the choice of Studio, Deluxe Guestrooms Deluxe three-bedroom apartments and a furnished balcony. Free WI-FI is available Free parking is available only for members staying at Rydges. **Discounted Hot Breakfast payment option on day of check in at a price \$25 per head per day.**

## FUNCTIONS

Friday & Saturday Registration at PIT COMPLEX (10 am-4 pm)

Friday Meet & Greet at National Motor Racing Museum. State Club Shirt Theme with Entry / Canapes & Drinks starts 6 pm

Saturday Lunch at Mayfield Gardens 530 Mayfield Road Oberon Café **Two Seating 12 pm & 1.30 pm Entry in the Gardens \$28**

Saturday Concours Judging at Clancy Ford Dealership (Colin Broadbent) Judging Director (9 am to 4 pm)

Saturday Night Dinner & Auction: Mustang Shirt theme above Bathurst Pits Complex with Gourmet Buffet. (6 pm to 10 pm)

Sunday High Tea for the ladies at Abercrombie House (11am to 3pm) No children due to Antiques on Display

Sunday Display Day / Show and Shine (6am to 3pm). All Mustang entrants bump in and set up 6.00 am to 9.00 am

Sunday Night Presentation Dinner: Semi-Formal with 3 course dinner at Gold Fields Function Centre 428 Conrod Straight, Mount Panorama NSW 2795 (6 pm to 10 pm)

**MERCHANDISE** Apparel (Shirts, Hats & Bags) Order on the NSW MOCA Web Portal <https://hillsuniforms.com/mustangshop/> Nats25 Shirts Hats Pen and many other item will be will be available on Sunday at **Registration at PIT COMPLEX Area (9 am-4 pm)**

## CAR PARKING UNDER COVER/TRAILER PARKING OUTSIDE ONLY

Motel provide complimentary carparking per room. If you require trailer parking please advise [nats25@mustang.org.au](mailto:nats25@mustang.org.au)

## CONCOURS JUDGING – SATURDAY OPEN to Financial Members of MOCA.

The venue for judging of Mustangs in the Concours Thoroughbred, Original, Modified and Resto Mod Classes will be inspected at **Clancy Ford, 202 Sydney Road KELSO NSW 2795.** The venue provides full workshop facilities with **Clancy Ford** being one of our major sponsors for the weekend. The Concours Thoroughbred, Original, Modified and Resto Mod Classes are only

- Thoroughbred Class - Open to MOCA Original Class Gold Award and highest points recipient in Class since 1996.
- Original Class - Open to Mustangs with a manufactured date of 10 years or older at the entry close date.
- Modified and Resto Mod Class - Open to any year modified Mustang powered by a Ford engine.

**Last day for entries to be received into Concours Classes – 31 December 2024.**

## DISPLAY DAY / SHOW 'N SHINE – SUNDAY

Mount Panorama Bathurst. 1 Conrod Straight, Bathurst NSW 2795, is the venue for the Sunday Nationals Display Judged Classes/Show 'n Shine Day. Full catering facilities and merchandise stands will be available. The Display Judged Classes are only OPEN to **Financial Members of MOCA.** **If you're not a member please join for \$60 May 2024 to June 2025 for 16 mths** Ring Patrick Schinella on 0401103501 or fill out membership application form as per instructions on website [www.mustang.org.au](http://www.mustang.org.au)

- Display Judged Class Early Model (Open to Mustangs with a build date 1964½ - 30/6/2004) – Originality and Modifications is not a consideration in this class only "Condition and Presentation" of the car at the time of judging? There is no under car judging in this Class only judging of exterior/body, engine, interior, boot and wheels.
- Display Judged Class Late Model (Open to Mustangs with a build date 1/7/2004 - 30/6/2014) – Originality and Modifications are not a consideration in this class only "Condition and Presentation" of the car at the time of judging. There is no under car judging in this Class only judging of exterior/body, engine, interior, boot and wheels.
- Display Judged Class S550, S650 & Mach-E Models (Open to Mustangs with a build date 1/7/2014 to present) – Originality and Modifications are not a consideration in this class only "Presentation" of the car at the time of judging. There is no under car judging in this Class only judging of exterior/body, engine, interior, boot and wheels.

**Last day for entries to be received into Display Early/Late/S550 S650 & Mach-E Classes - 31 October 2024.**

Minibuses will be provided to transport for MOCA members from Rydges to Motor Museum from Rydges on Sunday for ladies Lunch at a high tea Abercrombie House and The Pit Complex Saturday Dinner and Sunday Show and Shine

## REGISTRATION Details

Registration for the event can be completed online at <https://www.mustang.org.au/> with an electronic version or you can choose to fill out the Registration Form from February 2024 NSW Pony Express Magazine and send to [nats25@mustang.org.au](mailto:nats25@mustang.org.au) or post to **Mustang Owner Club of Australia NSW PO Box 162.Cherrybrook NSW 2126.**

Rydges will have a check in and registration room, goodie bags, merchandise hub at socialising venue Friday 21<sup>st</sup> and Saturday 22<sup>nd</sup> March-9 am to 4 pm or Sunday 23<sup>rd</sup> March Registration at the gate entry for date trippers

Please pay deposit before this date we need to know the numbers.

## CONTACTS

**Registration Nationals Director**  
 PATRICK SCHINELLA  
 Mob:0401 103 501  
 E: [nats25@mustang.org.au](mailto:nats25@mustang.org.au)

**Concours/Judging Director**  
 COLIN BROADBENT  
 Mob: 0418 975 971  
 E: [ckbroadbent@bigpond.com](mailto:ckbroadbent@bigpond.com)



# Hobsons Bay Mens Shed Car Show

Udo Schaak



The annual Hobsons Bay Mens Shed car show was held at Apex Park in Altona on 25 February 2024, and this year the show was bigger and better than ever.

Weather on the day was fantastic and, being mere metres from the Bay, a gentle cooling breeze kept the heat to a bearable level.

There was plenty of entertainment available with a band playing music throughout the day and free face-painting and popcorn provided for the little ones.

Nearly 300 vehicles of all makes and years were on display, including about a dozen 1st Gen Mustangs. Otherwise cars ranged from the 1920's right through to modern muscle cars, including a great array of hot rods.

Car of the show, as voted by the public, was a recently restored 1952 Studebaker Commander.



# MOCA VIC Events Report

Ian and Phyllis Edwards



## Drysdale Car Show

On the 7th January the Mustang Owners Club had over 40 cars on display - the largest of all the clubs.

It was held on a lovely day with the club given its usual spot under the trees. A lovely place for the club members to catch up.

The club had one member a finalist in the top ten awards.



## Torquay Car Show

The Rotary Club of Torquay held their annual event on the 11th February at Elephant Walk Reserve Torquay.

The event attracts some very special cars with more cars every year. This year more cars than the Geelong Revival. It is one of the Rotary club's biggest fund raiser to fund local and national projects. Our club lends its support with member's judging and helping with the organisation of the event. We did not have any mustangs winners but Joe Borg car won the car of the show.





# FEBRUARY 2024 CLUB MEETING

Wednesday 21st February 2024  
Moonee Valley Complex, Moonee Ponds



Meeting opened 8.27pm by the President, Mr Ian Collins

## APOLOGIES per sign on book

Ron Minogue, Alan Dowell, Warwick Dowsley, Geoff Grace, Barry Bolton, John Pipan, Sebastian Crucitti, Lorraine Crucitti, Kerry Thomas-Roscrow, John Chapman, Peter Welsh, John Acciarto, Tony Masters, Graeme Trembath.

## MINUTES OF PREVIOUS MEETING: Ian Collins

The Minutes of the previous meeting held on the 17th of January 2024 were read and confirmed.

Mov: Neil Butler, Sec: Udo Schaak

Ian advised the membership of the Tasmanian Club Calendar on sale at the Merchandise table for \$10.

## TREASURER'S REPORT: Adam Richmond

**TOTAL FUNDS AVAILABLE - January 2024 \$376,323.00**

Mov: Nick Duyvestyn, Sec Lino Avellino

## SECRETARY'S REPORT: Tony Borg

JANUARY to FEBRUARY 2024 correspondence.

Correspondence Inwards:

Matt O'Dwyer	Mulwala Ski Club Resort Invite
Avi Milder	Renewal Query
Invite to 13th Annual Isabella & Marcus Ev	Member Enquiry
John Puyol	Request assistance with Team App
Kon Grizos	Request assistance 68GT500 Restoration
Scott McKenzie	Change of Address Advice
Chris Ross	Update to Car Advert
Andrew Rowan	Membership and Mechanic Recommend
John Rigby	Thankyou for Mechanic Recommendation
John Rigby	Beach Hop Wangamata NZ Invite
Chris Beattie	Membership & Club Reg
Donna Archer	Club Permit for Sig
Chris Heppingstone	Update for car advert, price reduction
Steve Wilkins	Thanks for the Update
Heather Petrie	Wanting to contact prev memb Trevor/Judy
Bill Ryan	Number Plates for sale PONY94
John Ferraro	Mechanic Recommendation
David Sharp	Car Sold
David Rowan	Winton Historics Tickets
David Easton	Wanting to sell 2001 Mustang
Luke Dai	Membership Enquiry
Steve	Swanpool Event
Ross Coles	30% off Subscription Offer
Unique cars	Pls pass on condolences
John Scacia	Pls pass on condolences
Geoff Grace	

Correspondence Outwards:

Membership	February 2024 Update
Membership	Passing of member Michelle Fish

## NEW MEMBERS ACCEPTED

TARZIA JOE	17	BLACK
WEST TOM & HEATHER-ROSE	22 FN CONVERT	CARBON GREY
DAVIS SAM & DEBRA ELY-DAVIS	17 FMTURBO	WHITE
UPCHURCH KEN	16 GTFM	RED
CHRISTODOULOU MARIO & ALINA	66 F/B GT A CODE	BLACK
LITTLE GRANTLEYDONNA DINGFELDER COLIN & KATHERINE	15 GT	RACE RED
	67 COUPE	NIGHTMIST BLUE

## MEMBER WELFARE: Ian Collins

Geoff Grace has now been diagnosed with Parkinson's. The club sends its best wishes to Geoff at this time.

## BULLETIN: Colin Falso

Colin advised the membership that he is now onto the next issue and it is coming along nicely, and that it should be out shortly.

## SOCIAL: Sue Brodrick & De Colledge

## EVENTS REPORT FOR FEBRUARY 2024

### PAST EVENTS

26TH JANUARY Was our MOCA Australia Day held at W.G Little Reserve, Portarlington. Blessed with a perfect sunny day with 70+ cars attending. Big thank you to Brian for organising this, Barry for a yummy breakfast and lunch and all the helpers involved to make this event a fabulous day.

SATURDAY 3RD FEBRUARY Penrite Fun Open Day. Good turn up of members who enjoyed the days event

THURSDAY 8TH FEBRUARY Had our Meet and Greet at Wyndham Cache, Werribee South for lunch. 28 members attended. We all had a fun day.

SUNDAY 11TH FEBRUARY Annual picnic at Hanging Rock

SUNDAY 11TH FEBRUARY Rotary Club of Torquay Motor Show.

SUNDAY 18TH FEBRUARY Show Cars of Melbourne, held at Moonee valley Racecourse.

SUNDAY 18TH FEBRUARY All American Car Display and Man cave Alley, held at Gembrook Recreation Reserve

### UPCOMING EVENTS

SUNDAY 3RD MARCH Is the Isabella and Marcus Foundation Classic car Day, held at Thames Promenade and Scotch Parade, Chelsea, 10-2pm, gates open from 8.30am. A worthwhile charity assisting kids with brain cancer. More details on team app and web page. Contact is De

FRIDAY 8TH- SUNDAY 10TH MARCH, Phillip Island Classic Festival of Motorsport, held at Phillip Island Racing Circuit. Discount Display Passes will be available here tonight, one pass required for each car at \$20 for the whole weekend, contact Brian for these and info of this event.

THURSDAY 14TH MARCH Is our Meet and Greet, held at Dark Horse café, Kangaroo Ground. We attended this café in October 2023, due to terrible weather conditions only a few turned up in their mustangs. The owners have asked us to come back and display our mustangs, so let's try again.

Contact is Sue

SATURDAY 16TH MARCH. Woodend Run and Lunch to catch up with our Bendigo Counterparts. 8.30am-2pm. Details of the days trip is on team app and web. Sounds a great day so contact is Phil Browne on 0418125386 to confirm your attendance, as well as RSVP on team App

SUNDAY 17TH MARCH All Ford day, held at Eastern Park, Geelong. 9am-3pm. gates o

pen from 7am. Last year there were over 1500 cars jam packed on 3 ovals. Plenty of family entertainment is provided also. Tickets must be purchased to attend and display. Details on how is on team app and web page. Contact is De

SUNDAY 14TH APRIL Upcoming Premier event- Keep this day free. Location and further details to be announced.

Ian also provided that at the recently conducted Torquay Rotary Club Show, Club Vice President Joe Borg received two awards on the day, Best Ford and Car of the show, congratulations Joe.

## MUSTANG RACING: Bob Lorich

Bob Lorich advised of the upcoming Phillip Island event where a number of club members are competing, this is a 4 day event and will include drivers and cars from New Zealand, the US and UK. Bob also advised that the 2025 NSW Nationals to be held in Bathurst, is filling fast.



## ROUND UP 2024: Adam Richmond

Adam advised the position of Round Up Coordinator for 2024 was still to be filled. Adam also advised the date of the 27th of October 2024 was now locked in.

Adam also strongly advised the membership to keep the 14th of April 2024 free for the special event. Adam advised there will be a large display on the day including an example of every year of the Mustang, and noted the event will be held in conjunction with the Ford Motor Company.

## NATIONALS: Peter Sheehan

Peter Sheehan advised the membership to book soon for the 2024 NSW Nationals as accommodation is filling fast.

Peter also advised that Queensland is holding their state concourse on the 14th of June 2024

Peter also provided the committee for the Victorian Nationals to be held in 2027, will hold their first meeting next month, and will include discussions regarding the location and timing of the event.

Ian Collins also included that he is looking forward to the Nationals in Bathurst and the Nationals in 2027.

## BOSS REGISTRY: Andre Stoffers

Andre Stoffers advised the registry was moving slowly at the moment.

Andre also advised of the upcoming Boss Nationals to be held in the USA later this year, which will also include a swap meet.

Andre also asked the membership that if they knew of members/Boss owners to contact him regarding the registry.

## TASSIE 2024: De Colledge/ian Collins

De advised the membership that 11% of the membership heading on the Tasmanian Trip for 2024 are first timers.

Ian advised the membership about the planned display on the lawns of Parliament House in Hobart Tasmania as part of the Tassie 2024 Trip, stating the aim was to break the previous display record of 96. If so, this would be the largest display of Mustangs in Tasmania.

Ian also advised he had been doing the Tasmanian trip for 12 years, and each year growing in attendees.

Ian relayed a story from a very early trip, during which the then Tasmanian Coord ran out of fuel during a drive, where Ian had to provide a tow with a rope that was definitely not long enough for the task. Ian also advised that on this trip his passenger was Chloe, grand-daughter of members Bob and Josette Opperman, and whilst on a drive a rather large spider fell from a tree into Ian's convertible, and promptly disappeared in the car never to be seen again.

## GRAND PRIX: Ian Collins

Ian advised the membership that the club display at this event was full, with only 15 spots available during the event, spots filled quickly. The display will once again be held in the automotive avenue adjacent to the track.

## AUCTION

Garry Anderson, 2023 member of the year, provided the club with qty 10 60th anniversary commemorative stickers from the USA, an auction was held and a winning bid per sticker of \$20 was achieved.

## BUY SWAP & SELL

Bruce Roscrow advised the membership about a friend who was looking for a 2018/20 Mustang, Auto in Black, White, Blue or Orange, and must be in VGC, anyone knowing of such a car can contact Bruce for contact details.

Tony Borg advised of a non member wishing to sell a 2001 V6 Mustang, anyone interested is to contact Tony for contact details.

## GENERAL BUSINESS

Nil

## MEMBERS DRAW

The members draw for this month was at \$1500, the winner being Geoff Grace, although he was not in attendance, due to his illness, the members in attendance voted unanimously to award the prize to Geoff.

## MEETING CLOSED

9:28pm. Minutes recorded by Tony BORG

## NEXT MEETING

Wednesday the 20th of March 2024 at the Legends Club Moonee Valley.

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



# MARCH 2024 CLUB MEETING

Wednesday 20th March 2024  
Moonee Valley Complex, Moonee Ponds



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

## APOLOGIES per sign on book

Sue Brodrick, Michael Brodrick, Josette Opperman, Robert Opperman, Debbie Dowell, Alan Dowell, Sandra Easton, Leigh Easton, Kerry Roscrow, Bruce Roscrow, Ken Seelenmeyer, Lorraine Hughes, Terry Smith, John Pipan, Geoff Grace, Colin Falso, Charlie Barrivechio, Peter Polazzon, Craig Dean, Warwick Dowsley, Sean Proctor, Dennis Glemse, Phil Spender.

## MINUTES OF PREVIOUS MEETING: Ian Collins

The Minutes of the previous meeting held on the 21st of February 2024 were read and confirmed.

Mov: Neil Butler, Sec: Andre Stoffers

## TREASURER'S REPORT: Adam Richmond

**TOTAL FUNDS AVAILABLE - NOVEMBER 2023 \$339,101.01**

\*figures subject to audit

Mov: Lino Avellino, Sec Ron Minogue



## SECRETARY'S REPORT: Tony Borg

FEBRUARY 2024 thru MARCH 2024

Correspondence Inwards:

Peter McGee	Tassie member wishing to join
Peter Williams	Wishing to join
Steve Wilkins	Price reduction 67 convertible
Robert Whinfield	Boat with 289 looking for assistance
Nancy Wiatrowski	Pics from Tassie
Bruce Roscrow	Request to resent monthly email
Mick Sanderson	Wanting advice re cost of 2007 Mustang
Rob Stent	Enquiry re progress for previous letter
Patrick Wing	Tassie Pics
Peter McGee	Membership
Alan Dowal	New email address
Laura Ficarra	Wedding Car Hire
Devonport Motor Show	
Mark Basile	New name badge request
Fred McDermott	Nationals enq
Steven Cashen	Selling Car
Jonathan Crocaris	Wedding Car
Andrew Watson	Bendigo Run 14th April
Shane Cowman	Wishing to remain a member
Ian Collins	Response to Shane Cowman email
Craig McKenzie	Response to Shane Cowman email
Tony Borg	Response to Shane Cowman email
Jim Andreas	MoVE Shepparton Car Museum

Correspondence Outwards:

Membership	Passing of Michelle Fish
Membership	March Update

## NEW MEMBERS ACCEPTED

TJACKSON JEFFREY & LEANNE CARROLL	66	RED
MASON ANDREW & BEV		
CURRAN SHANE & SONIA	16	RACE RED
PARKS KEITH & JUDITH		
MANTON ANTONY & MEEGAN	17	SILVER
GUNN LYALL & MICHELLE	67 F/B	MOSS GREEN
HENLEY BRADY & TERESA	21 MACH 1	TWISTED ORANGE
SALTMARSH CHRIS & KYM	22 FNGT	RED
POWELL SHANE	17 GT350	PEARL WHITE
LUCAS ROSS	17 GT	BLUE
CARUSO SANDRO & ANGELINA	66 F/B A CODE	DK BLUE
JAYAWARDENA SAM & MAGAMI	17 S550	RUBY RED
MCDERMOTT FRED & DOROTHY	18 5.0GT	BLACK
BACON JODY		
& JILLIAN HURDWELL	19	WHITE
GREEN MATHEW		
& ANDY WEBBER	20 GT	RAPID RED
WEST HAYDN & NICOLE	22 S550	PURPLE
OYSTON PHILIP	96 GT	GREEN
RAMAKRISHNAN VENKATARAM		
& GEETHA SWAMINATHA	66	CANDYAPPLE RED
ITALIANO ROCCO	65	RED
WILLIAMS PETER	19 BULLITT	GREEN

**Total number of members to 18/03/2024 - 987**

## MEMBER WELFARE

Ian Collins welcomed Dorothy Cremona following a long illness, and mentioned it was good to see her back at the meetings. Following the decision at the February club meeting where the membership voted unanimously to award the \$1500 members draw to Geoff Grace, despite his absence, Ian called Geoff with the news, and was asked by Geoff to pass on his sincere gratitude and thanks.

## BIRTHDAY WISHES

Several members in attendance were celebrating their birthdays, including:

Rob Campbell 72

Frank Thompson 91

Yvonne Butler 30

## BULLETIN: Ian Collins

Ian advised Colin is still and always looking for new articles from the membership, so please keep them coming in.



## SOCIAL: De Colledge

### PAST EVENTS

SUNDAY 3 RD MARCH. Massive turn up for the Isabella and Marcus Foundation, with around 15 MOCA cars attending.

FRIDAY 8 TH -10 TH MARCH. Phillip Island Classic festival of Motorsport

### UPCOMING EVENTS

THURSDAY 14 TH MARCH. 17 th Meet and Greet, held at Dark horse café, Kangaroo Grounds.11.30am

SATURDAY 16 TH MARCH Woodend Run and Lunch to catch up with our Bendigo counterparts.

SUNDAY 17 TH MARCH Biggest Play date—helping Kids with Cancer, held at Aspendale Gardens community Centre, Kearney drive, Aspendale Gardens,10am-3pm. This event is the Clubs primary charity assist day of the year. Egg and bacon rolls will be selling from 10am, Mustang rides will be available for a small nominal donation to the charity. Please wear your lanyard so you can be identified as a club member. Member assistance behind the counter and on the BBQ would also be appreciated. PLEASE NOTE, there are no free food/drinks for members at this event.100% of monies taken will form part of our donation as a club. Contact is Brian

SUNDAY 17 TH MARCH. All Ford Day, held at Eastern Park, Geelong

SUNDAY 31 ST MARCH EASTER SUNDAY, Flinders Motoring Heritage, held at Flinders township, Cook Street, Flinders. 10am-2pm. The event hosts a display of unique veteran, vintage, classic and modern motor cars, held throughout the charming village of Flinders. Entry details and more on team app and web

THURSDAY 11 TH APRIL. 18 TH Meet and Greet, held at Killara Estate Winery, Seville East. Join us for lunch 11.30am. We have secured a dedicated carpark next to the vines. Situated on the corner of Warburton Hwy and Sunnyside Rd, Seville East. Please contact Sue for Bookings and any dietary requirements on 0418195525.

SUNDAY 14 TH APRIL 60 th Anniversary Mustang Event. Info to follow.

### DATES TO PUT IN YOUR DIARY

Mustangs are heading to Echuca on the weekend of 8 th ,9 th and 10 th November FROM NOTES PROVIDED IN EMAIL

### New members announced on the night included:

Peter Mason, who only that day purchased a 1995 Coupe

Glenn Furness, a member of over 12 months attending his first meeting & Tim Peperhamp.

### TASSIE 2025

Accommodation and Spirit of Tasmania already locked in for 2025

## MUSTANG RACING

Nil

Ian Collins advised of the passing or drag racing legend Kevin Paganoni, who died on the 28th of February 2024. Ian was a friend of Kevin, and relayed a story in his honour.

## ROUND UP 2024: Adam Richmond

Adam advised the membership of the upcoming celebrations on the 14th of April 2024, celebrating the 60th anniversary of the release of the Mustang, and the 50th anniversary of MOCA Vic.

Adam advised, in conjunction with Ford Australia, MOCA Vic has been invited to display club member cars at the Philip Island racing event on the weekend of the 13th and 14th of April 2024. Those attending will receive two free passes for the weekend activities, which will include a display and parade laps of the track.

Ford have requested if possible to display 1 example of each Mustang model/year. Additionally Ford will be unveiling the new GT4 and V8 Supercar drivers may be in attendance. The club has also produced a special badge commemorating the anniversary with banners depicting a decal. The banners include the decal surrounded by a blue background, of which 3 were produced, an announcement in relation to the banners will be made in future.

Adam also advised those wishing to be part of the weekends event would need to provide their name, member number and car details to De.

Adam also announced and presented Peter Mason with his appointment as the 2025 Round Up Coord.

## NATIONALS: Peter Sheehan

Peter advised the membership that the Nationals committee has held its first meeting, and provided the dates for the 2027 Nationals would be either the second or third weekend in March, and will not be held over the Easter weekend.

## BOSS REGISTRY: Andre Stoffers

Andre advised the membership that the registry is moving slowly. He also provided the Queensland Round up was hoping to hold a Boss display and at this stage looking at 14 Boss's attending. The date being the 14th of June 2024. Andre was hoping to attend the event.

## SHELBY REGISTRY: Brian James

Brian advised there was nothing to report.

## BUY SWAP & SELL

Rod Rhone advised he had a set of LHD Pacemaker Headers to suit a 302/351

## GENERAL BUSINESS

Ken Harrison asked those in attendance for advice regarding the placement etc of the engine bay location of the air conditioning equipment to suit a 1969 Mach 1 equipped with a 390. Both Andre Stoffers and Dale Thornton offered their assistance.

## RAFFLE

The door prize was won by Graeme Trembath

The Mug of the Month was won by Bob Redwood

The members draw, of \$100 was drawn, the names being Kay and Mick Challis who were not in attendance, the draw will Jackpot to \$200 at the April meeting.

## MEETING CLOSED

Meeting closed at 9:29 Minutes recorded by Tony BORG

## NEXT MEETING

Wednesday the 17th of April 2024 at the Legends Club Moonee Valley.

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



# APRIL 2024 CLUB MEETING

Wednesday 17th April 2024  
Moonee Valley Complex, Moonee Ponds



Prior to the Meeting Commencing: this meeting has great significance in that it is being held on the Anniversary of the first Mustang to roll off the production line in the USA. A cake celebrating the occasion was provided by the Legends club staff, and the membership sang happy 60th birthday to the Mustang.

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

## APOLOGIES per sign on book

Sandra Easton, Geoff Grace, Warwick Dowsley, Graham Bell, Steve Baird, Ange Cardamone, Daniel Stoffers, Ben Stoffers, Tony Masters, Glen Furness

## MINUTES OF PREVIOUS MEETING: Ian Collins

The Minutes of the previous meeting held on the 21st of March 2024 were read and confirmed.

Mov: Barry Bolton, Sec: Udo Schaack

## TREASURER'S REPORT: Adam Richmond

**TOTAL FUNDS AVAILABLE - DECEMBER 2023 \$312,361.19**

\*figures subject to audit

Mov: Ron Minogue, Sec Lino Avellino

## MEMBER WELFARE: Ian Collins

Ian Collins advised he has spoken with Geoff Grace a couple of times over the past few weeks, and noted Geoff's wish to get to a meeting in the future, noting he has a 35 year members badge due. Geoff still has medical issues, but still wishes everyone well. Geoff also asked Ian to pass on his thanks to the membership for their awarding Geoff with the members draw prize at the February general meeting, despite the requirement to be present at the meeting in order to receive the prize. Ian also mentioned Geoff's article in the latest Round Up magazine reflecting his wishes to thank the club.

Ian also relayed a story about the head injury he received as a result of playing football in the house with his 12 year old grandson.

## BULLETIN: Colin Falso

Colin Falso advised the next issue was well on the way, and already includes a story about the recent Tasmanian trip. Colin asked the membership for any pictures they might have from the past weekend's festivities at Phillip Island, where Ford Australia invited MOCA Vic to celebrate 60 years of Mustang. Colin also mentioned it would be nice to receive an article about the weekend.

## SECRETARY'S REPORT: Tony Borg

MARCH 2024 thru to APRIL 2024.

Correspondence Inwards:

Frank Hayes	60th Anniversary
Russell Robinson	60th Anniversary
Peter Alderson	60th Anniversary
Rose M	Wishing to join club
Robert Stent	Update re previous request
Ron Minogue	60th Anniversary
Paul Chircop	60th Anniversary
Joe Restifo	60th Anniversary
Neil Butler	60th Anniversary
De Colledge	Eddie Voight 60th Anniversary
De Colledge	Hodge, Spiteri T, Argent, Bicknell, Smith 60th
Janet Kearns	60th Anniversary
Colin Millward	60th Anniversary
Andrew Mason	60th Anniversary
Tim Peperkamp	60th Anniversary
David Micallef	60th Anniversary
Mike Suttie	60th Anniversary
Ange Cardamone	60th Anniversary
George Mallia	60th Anniversary
Geoff Sheriff	Change of address
Tony Crosara	60th Anniversary

Alan Cooney	60th Anniversary
Claudio Paulino	60th Anniversary
Peter Langley	60th Anniversary
Alan Cooney	60th Anniversary
Lino Avellino	60th Anniversary
Bruce Roscrow	60th Anniversary
Andrew Rowan	60th Anniversary
Neil Butler	60th Anniversary
Dale McMahon	Wishing to transfer membership
Malcolm Deas	60th Anniversary
Gary Becker	60th Anniversary
Fred Mcdermott	60th Anniversary
Fiona Walker	60th Anniversary
Leisa Illott	60th Anniversary
Christopher Heppingstone	Partial Membership Refund
Robert Giorno	60th Anniversary
Peter Wood	60th Anniversary
Daniel DeBono	60th Anniversary
Robert Stent	Suggest different direction
Trevor Rahill	60th Anniversary
Tony Natalazio	Lee Iacoca Article
Kelvin Bicknell	60th Anniversary
Ian Witherow	60th Anniversary
Frank Spiteri	60th Anniversary
Daniel Potter	60th Anniversary
Simon Pirootta	Do we have a leaving time for the 60th
Hans van Dyke	60th Anniversary
Amy Heinriche	Suggested event
Colin Millward	60th Anniversary Day Change
Tim Kemp	Melb Cobra Club events contact
Tony Masters	non attending 60th Anniversary
Phil Rowan	60th Anniversary attending both days now
Chris Blaney	60th Anniversary
Sam Palmieri	60th Anniversary
Sandro Caruso	finish time for 60th Anniversary
Joshua Callaghan	60th Anniversary
Paul Griffiths	Selling 67 Fastback Process
John Edgar	60th Anniversary
Kath Batchelor	60th Anniversary
Rod Madden	60th Anniversary
Gary Becker	60th Anniversary
Ron Minogue	60th Anniversary
Sandro Caruso	60th Anniversary
Robert McIntosh	60th Anniversary
Darren Tucker	60th Anniversary
Ian Johnson	60th Anniversary
Chris Tsenalidis	60th Anniversary
Sandro Caruso	Unable to Attend 60th Anniversary
Russell McMurray	Merch for 50th Birthday of MOCA Vic
Craig Stockdale	Wanting to contact Kelvin Bicknell, car col

Correspondence Outwards:

Membership	60th Anniversary Announcement
Membership	April Update
Membership	Arrangements for 60th Anniversary
Membership	Arrangements fot 60th Anniversary

## NEW MEMBERS ACCEPTED

OYSTON PHILIP	96 GT	GREEN
JACKSON JILLIAN & GRANT	16 GT	SILVER
SINGLINE PAUL	69 MACH 1	RAVEN BLACK
PAPAS CHRIS CONEY	23 GT COUPE	GRABBER BLUE
GANGEMI ROSS	65 F/B	RED
PEPERKAMP TIM		
& ELLEN FALKLAND	68 F/B	RED
	14 GTF	BLACK
	17 F/B	TRACK RED



## SOCIAL: Sue Brodrick & De Colledge

### EVENTS REPORT FOR FEBRUARY 2024

#### PAST EVENTS

EASTER SUNDAY.

FLINDERS MOTORING HERITAGE. This is an event that gets better each year. The weather was perfect, and there was a brilliant turnout of a vast variety of Veteran, Vintage, and Classic and Muscle cars in the centre of Flinders Township. MOCA had its largest representation at this year's event, with 7 cars up for judging (including 3, 1970 Boss Mustangs) and around 10 cars on display.

We did well winning 3 awards in judging

Ron Minogue won the Chairman's award with his 2017 Shelby GT.

Nick Maditianos won the best Post 60's Classic with his 1970 Boss Mustang

Brian James won Best Modified Classic with his 1971 Datsun 240Z.

Easter Sunday is not a suitable car day for a lot of people, but if you have the day available, I highly recommend this event in Beautiful Flinders.

#### UPCOMING EVENTS

THURSDAY 11TH APRIL meet and greet, held at Killara Estate Winery, Seville. Join us for lunch from 11.30am. Contact is Sue Brodrick

FRIDAY 12TH - SUNDAY 14TH APRIL is the 60th Anniversary Mustang Event, held at Phillip Island.

All details of this event are on Team App and Our Web page.

SATURDAY 13TH APRIL BENDIGO COFFEE MEET, Meet at the Bendigo Centre, 239-249 High St, Bendigo from 9-11am Contact is Angela Williams

THURSDAY 9TH MAY MEET AND GREET. Held at Steeples Club Hotel, Mornington, at 11.30 am. Contact is Sue Brodrick.

SATURDAY 11TH MAY, Bendigo Coffee Meet, held at Bendigo Homemaker Centre, Bendigo, between 9-11am. Contact is Angela Williams

SUNDAY 19TH MAY Winter Run and Lunch. Following the success of the Thursday Meet and Greets, we're commencing a Sunday run and lunch program over the winter months.

Venue is The Cosmopolitan Hotel, cnr High st & Cosmo Rd, Trentham. Gather at the Calder Park BP Outbound and depart at 11am for a noon lunch. If the weather is poor, by all means bring your daily car. Contact is De Colledge

SATURDAY 25TH - 26TH MAY. Historic Winton. Info is on Team app and web and contact is Brian James.

Adam Richmond then provided the membership with a round up of the previous weekends 60th Anniversary Event, stating a total of 130 Mustangs attended over the weekend, with 80 cars on display on the Sunday. Both days started with an early parade lap followed by a display of cars in manufacture date order. Adam thanked all those involved with the Event, in particular, Peter Polazzon, without whom the event would not have taken place, Tony Borg for his efforts in coordinating registrations for

the weekends activities, De Colledge and Sue Brodrick for managing social media advertising and the like for the weekend, and all those who assisted on the day in various ways, all of whom helped to portray to Ford Australia and the car enthusiast community, just how fantastic this club really is.

Ian Collins followed up from Adam's words, thanking Adam for his efforts in organising the event from its initial idea through to its successful fruition, and further congratulating the club for its mighty effort.

Ian further advised on the Sunday, when looking at the display from above the pit garages, noting what an awesome sight it was, and while standing with Peter Alderson, he remembered a panoramic shot Peter took during a previous club trip to Tasmania, and asked Peter if he would provide another one for this event. Peter was more than happy to do this. We await the outcome.

## MUSTANG RACING

Nil

## NATIONALS

Nil

## BOSS REGISTRY

Nil

## SPECIAL ANNOUNCEMENTS

Three special announcements were made at the meeting:

- Happy Birthday to Michelle Spiteri
- Happy 31st anniversary to Kerry and Bruce Roscrow
- 35 year membership badge awarded to Mr Ron Minogue, Ron spoke, thanking the club and noting it being one of the best clubs he has ever been a member of, from the times when the club was close to being shut down, the committee and members at the time whose commitment to the club helped it become the strong and proud club it is now.

## RAFFLE

The members draw of \$200 was drawn with member number 46 being the result, being Trevor Coghill, Trevor was not in attendance and therefore the members draw amount will jackpot to \$300 at the next meeting.

## MEETING CLOSED

Meeting closed at 9:22pm Minutes recorded by Tony BORG

## NEXT MEETING

Wednesday the 15th of May 2024 at the Legends Club Moonee Valley.

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



# MAY 2024 CLUB MEETING

Wednesday 15th May 2024  
Moonee Valley Complex, Moonee Ponds



Meeting opened 8:11pm by the President, Mr Ian Collins.

## APOLOGIES per sign on book

Tony Borg, Frank Thompson, Tony Masters, John Acciarito, Ron Minogue, Daniel Stoffers, Ben Stoffers, Geoff Grace, David Geddes, Pam & Graham Dillon, Steve Baird.

## MINUTES OF PREVIOUS MEETING: Ian Collins

The Minutes of the previous meeting held on the 17th of April 2024 were read and confirmed.

Mov: Barry Bolton, Sec: Robert Landolfo

## TREASURER'S REPORT: Adam Richmond

**TOTAL FUNDS AVAILABLE - APRIL 2023**      **\$303,868.40**

\*figures subject to audit

Mov: Ken Harrison, Sec Warwick Dowsley

## MEMBER WELFARE: Ian Collins

Ian Collins update that there has been no change with Geoff Grace.

Ian also advised that Frank Thompson has entered an assisted facility and that Thommo's 69 Convertible will be coming up for auction in the coming months so keep an eye out for it.

## BULLETIN: Colin Falso

Colin advised that next magazine is almost complete and although he doesn't require any more items he requested photos from the 60th Anniversary event at Phillip Island.

Will be a bumper issue with a surprise for all.

## SECRETARY'S REPORT: Peter Sheehan

APRIL 2024 thru to MAY 2024.

Correspondence Inwards:

Paul Griffiths	Selling 67 Fastback
John Edgar	60th Celebrations
Kath Batchelor	60th Celebrations
Rod Madden	60th Celebrations
Gary Becker	60th Celebrations
Ron Minogue	60th Celebrations Tickets
Sandro Caruso	60th Celebrations Req
Darren Tucker	60th Celebrations
Chris Tsenalidis	60th Celebrations
Sandro Caruso	60th Celebrations unable to attend
Russell McMurray	Merch for 50th
Craig Stockdale	Wanting to contact Kelvin Bicknell
Clare Sporthand	Invite to Safe Race Regularity
Alan Cooney	Pic of Adams Coupe
Frank Hayes	USA Event to Link
Ray Curran	Pic of his car built 17/04/64
Mark Massivelli	Thanks to all involved
Steve Heath	Joined but no word yet
Anthony Graham	Joining and possible sponsorship
Peter Silva	83 Fox Body for Sale \$17k
John Kempton	assistance wanted 65 coupe
Clinton Lewis	Trouble downloading renewal form
Joanne Empey	Requesting valuation 64.5
Virginia Escueta	Aust post billing issue (SCAM?)
Venkatarama	Time for next club meeting
Tim Heath	Time for next club meeting
Ange Cardamone	20year membership badge
Joseph Sofia	Cars for Sale
Stephen Harrington	Leaving Club
Peter Frangos	Membership Renewal

Correspondence Outwards:

Membership	Various emails regarding the 60th anniversary celebrations
Membership	Thankyou to all members for attending and assisting with 60th
Peter Mason	Certificate of Insurance
Membership	May Secretaries Update
New Members	

**Total number of members to 6/05/2024 - 1001**

## SOCIAL: Sue Brodrick & De Colledge

## EVENTS REPORT FOR MAY 2024

### PAST EVENTS

Mornington Meet & Greet had 42 members attend.

### UPCOMING EVENTS

SATURDAY 18TH MAY. Dog & Pony show at Mentone Grammer Playing Fields 756 Springvale Rd Braeside. From 1130am. Contact is De Colledge.

SUNDAY 19TH MAY. Following the success of the Thursday meet and greets, we're commencing a Sunday run and lunch program over the winter months.

Venue is The Cosmopolitan Hotel, cnr High st & Cosmos Rd, Trentham. Gather at the Calder Park Bp Outbound and depart at 11am for a noon lunch. So far 50 members have indicated they are attending. If the weather is poor, bring your daily car. Contact is De Colledge.

SATURDAY 25TH-26TH MAY. Historic Winton. Info is on team app and web and contact is Brian James

SATURDAY 8TH JUNE. Bendigo Coffee Catch Up. Bendigo Homemaker centre, 239-249 High St, Bendigo 9-11am. Contact is Angela Williams

THURSDAY 13TH JUNE. MEET AND GREET, is at The Naked Racer Bar Café, 1 Grange Rd, Cheltenham-11.30am. Parking across from venue in small grass area. Contact is Sue Brodrick

SUNDAY 16TH JUNE. Winter Run and Lunch, Royal Craig Hotel, 10 Lydiard st, Ballarat East. Gather at the 7 Eleven Mobil Western Ring Road Outbound service station and depart at 11am for a 12.30pm lunch at this grand and historic Hotel. Apparently, Prince Alfred and the Duke of Edinburgh, slept there in 1867 and Dame Nellie Melba sang from its balcony in 1908. If the weather is poorly, please feel free to bring your daily drive. Contact is De Colledge.

MOCA's Belated 50th Birthday Lunch is in progress. Sunday 18th August. Please pencil this date in your calendar

Echuca trip is in the final stage, 8th-10th November another date to pencil in your calendar.

2025 Tassie trip still being finalised but all going well. Itinerary to be released in August or thereabouts.

50th & 60th anniversary decals still available. See De Colledge.

New members in attendance and De introduced Grant Semmler and Lucy Schultz.

## MUSTANG RACING: Craig Dean

Craig Dean updated the meeting that he recently entered 4 Mustangs into the Ultimate Steer Car Challenge.

Copello was also held recently and over 10,000 people attended over the weekend.

At the 60th anniversary event at Phillip Island Mustang Motorsport had late model Shleby's on display.

MMS awaiting arrival of new Mustangs in August.

## ROUND UP 2024: Adam Richmond

Adam Richmond advised planning is progressing well.

## NATIONALS: Peter Sheehan

Peter Sheehan advised that NSW was still taking bookings for the 2025 Nationals at Bathurst but accommodation at main hotel was booked out. Registration form will be included in next magazine.

In regards to 2027 Nationals in Victoria the organising committee has agreed on potential locations and discussions with councils have commenced and ongoing.

## BOSS REGISTRY: Andre Stoffers

Andre Stoffers advised that he is hoping that at least 14 Boss attend the June Qld Concours.

Parts are available to purchase at the Qld event.

Andre is still looing for a Bullnose Toploader.

## SHELBY REGISTRY: Brian James

Brian James advised nothing new in Victoria.

Craig Dean advised 41 vehicles now on the Shelby registry and one daily driver has over 280,000kms on the clock.

Waiting for the new Shelby 650 which is being built with items fit for purpose not just show.

## SPECIAL PRESENTATION

20 year membership badge was awarded to Ange Cardamone.

35 year membership badges were awarded to Colin and Angela Falso



## BUY, SWAP & SELL

Tony Fable is looking to buy a rotisserie.

Ande Stoffers is looking to sell 65/66 convertible rear plastic window

Ian Collins is looking to sell a FG station wagon

Dave Krampel is looking to sell various SN95 parts

Sue Broderick showed example of vintage Eskys that can be made to order starting at \$149

Ken Harrison offered a part cleaning washer. SOLD on the night.

Joseph Sofia has 4 cars for sale - See Peter Sheehan for contact details if interested.

1. Shelby GT 500 Super Snake 2013 \$300k plus
2. Shelby GT 500 2011 convertible. . \$130 k plus.
3. Roush P 51a. \$100k plus.
4. 2007 Mustang \$80k plus

## RAFFLE

Door prize won by Chris Hodge member # 3616

Mug of the month - Bob Opperman

Member draw of \$300 was drawn with member number 1656 Peter Gordon who was not in

Attendance. Next month jackpot will be \$400

Chris and Craig Edmonds from Snoozer Bed Products donated 3 items which were auctioned off separately for a total of \$110 for the charity account.

## MEETING CLOSED

Meeting closed at 9:19 Minutes recorded by Peter Sheehan

## NEXT MEETING

Wednesday the 19th of June 2024 at the Legends Club Moonee Valley.

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





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JUNE 2024	
<b>WEDNESDAY 19TH</b>	<p><b>MONTHLY CLUB MEETING</b> Legends Club Corner Wilson Street &amp; 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</p>
JULY 2024	
<b>WEDNESDAY 17TH</b>	<p><b>MONTHLY CLUB MEETING</b> Legends Club Corner Wilson Street &amp; 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</p>
AUGUST 2024	
 <b>SUNDAY 18TH</b>	 <p><b>MOCA VIC 50TH BIRTHDAY LUNCH</b> Members please pencil in this exciting event into your calendars Details to be confirmed.</p>
<b>WEDNESDAY 21ST</b>	<p><b>MONTHLY CLUB MEETING</b> Legends Club Corner Wilson Street &amp; 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</p>
SEPTEMBER 2024	
<b>SUNDAY 1ST</b> <b>10am-6pm</b> Entry is \$35	<p><b>THE ACLAND STREET FATHERS DAY CAR &amp; BIKE SHOW 2024</b> Car &amp; Bike Festival closed to all local traffic. On the Day Entertainment for the whole family Free bands Main Stage, Free face painting, Drag car fireups, Kids Zone, Carnival rides. This is very early notification as spots are already filling fast. MOCA has secured 40 spots in O'Donnell Gardens. Get in Fast. When entering PLEASE DONT FORGET to nominate MOCA as your club &amp; specify O'Donnell Gardens. Enter at this link: <a href="https://www.trybooking.com/CRQCJ">https://www.trybooking.com/CRQCJ</a> Meet up details will be provided closer to event. Contact Brian with any questions 0417 361019</p>
<b>WEDNESDAY 18TH</b>	<p><b>MONTHLY CLUB MEETING</b> Legends Club Corner Wilson Street &amp; 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</p>
<p>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 <a href="https://vic.mustang.org.au/events/">https://vic.mustang.org.au/events/</a></p>	



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# 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 Dean

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

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

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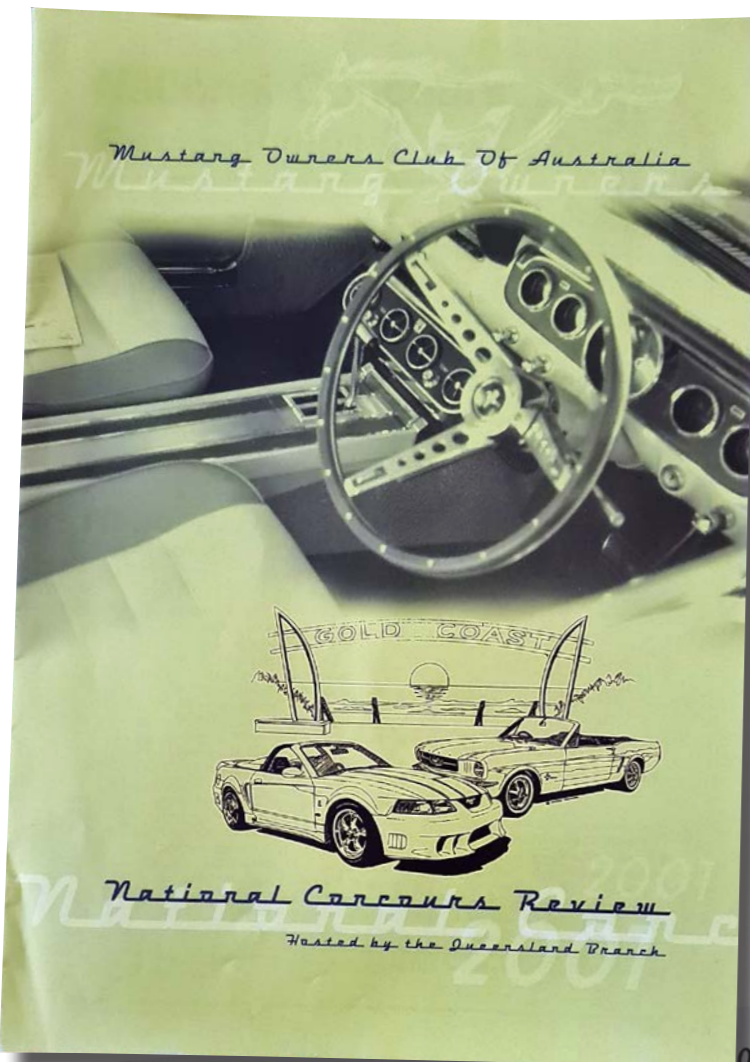


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Circa: @JUNE 2001..excerpt from 2001 MOCA National Concours Review hosted by Queensland Branch.



**2001 NATIONAL CONCOURS TROPHY WINNERS**

Congratulations to you all.

**LONG DISTANCE**  
R Whitford 1967 HT Dark Moss Green SA

**DISPLAY**  
W (Neil) Morris 1970 Boss Grabber Orange QLD

**MODIFIED**

<b>Gold</b>	K Duckland 1967 HT Lime Gold	NSW
	T Hyde 1966 FB Silver	QLD
<b>Silver</b>	G Riley 1966 HT Springtime Yellow	QLD
	T Orchard 1969 Mach 1 Raven Black	QLD
<b>Bronze</b>	A Richardson 1967 HT Green	QLD
	D Wilson 1970 Sportsroof Red	NSW
	L Bradshaw 1967 HT Regency Red	QLD
	K Bennett 1972 HT Yellow	QLD

**4TH GENERATION**  
G Anderson 1996 Saleen Black QLD

**ORIGINAL**

<b>Gold</b>	1967 Shelby White	QLD
	1988 GT Blue	NSW
	1966 FB Turquoise	VIC
	1968 Shelby Green	QLD
	1969 Shelby Blue	QLD
<b>Silver</b>	1966 Shelby Red	QLD
	1967 GT 500 Brittany Blue	QLD
	1973 FB Red	VIC
<b>Bronze</b>	1967 HT Dark Moss Green	SA

**THOROUGHBRED**  
D Castellano 1969 FB Yellow NSW

**THOROUGHBRED ACHIEVEMENT AWARD**  
P Wall 1967 Shelby White QLD

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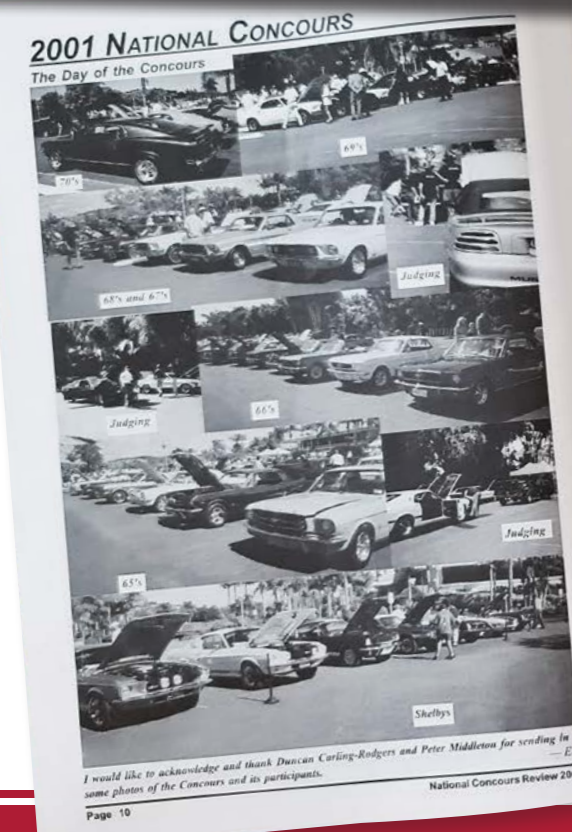


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