

MUSTANG OWNERS CLUB OF AUSTRALIA - VICTORIA INC.



MUSTANG ROUNDUP

CLUB NEWS FROM ACROSS VICTORIA & TASMANIA

JUNE - AUGUST 2024



**2024 MOCA VIC MUSTANG ROUND-UP & STATE CONCOURS INFO • MEMBER'S MUSTANG • NEW CLUB GEAR
• MOCA TAS 60TH ANNIVERSARY SHOW • CLUB MEETING & SOCIAL REPORTS • PLUS MUCH MORE**

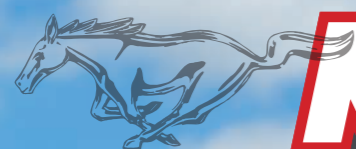
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MUSTANG ROUNDUP

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MUSTANG ROUNDUP

MUSTANG OWNERS CLUB OF AUSTRALIA VIC. INC.

ABN 33 821 241 698 PO Box 450 Hawthorn VIC 3122

www.vic.mustang.org.au email: info@mustangclubvictoria.org.

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

OFFICE BEARERS	President	Ian Collins	0411 026 824
	Vice President	Joe Borg	0478 311 341
	Secretary	Tony Borg	0411 406 760
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COMMITTEE	Rowdie McIntosh		0438 536 150
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NATIONAL DELEGATES	Ian Collins		0411 026 824
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A.O.M.C. DELEGATE	Joe Borg		0478 311 341
C.A.M.S DELEGATES & LICENCING	Bob Lorich		0418 531 327
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MOTOR SPORT CO-ORDINATORS	Bob Lorich		0418 531 327
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VICTORIAN STATE SHELBY REPRESENTATIVE	Brian James		0417 361 019
EVENTS SUB COMMITTEE	Sue Brodrick		0418 195 525
	De Colledge		0409 413 463
	Primary correspondence via email to mustangclubevents@gmail.com		
CLUB PERMIT SCHEME CO-ORDINATOR	Craig McKenzie		0417 561 246
CLUB PERMIT SCHEME OFFICERS	TBC		(Northern Suburbs)
	Joe Borg		(Western Suburbs) 0478 311 341
	Bob Redwood		(Bendigo/Central Area) 0419 348 817
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CENTRAL VICTORIA CONVENOR	John Chapman		0407 844 379
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PROPERTY OFFICER	Barry Bolton		0407 058 111
MERCHANDISE & APPAREL	Kerry Thomas		0431 321 907
MEMBERSHIP MANAGER	Davina Collins		0405 410 253 moca.members@gmail.com
MAGAZINE EDITOR	Colin Falso		0403 129 811 colinmustangroundup@gmail.com

LIFE MEMBERS

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

COVER MUSTANG - Sent in by Bruce Roscrow

OWNER: UNKNOWN - 1970 GRABBER BLUE BOSS 302 @ ROUTE 66 USA

M.O.C.A. Vic monthly meetings are held 3rd Wednesday of every month at Legends Bistro at the Moonee Valley Complex Thomas St, Moonee Ponds at 8.00pm.

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PRESIDENT'S LETTER



EDITORIAL



Dear members

The committee is proud to serve again for another 12 months. The present committee is filled with great people, devoted to the job of running MOCA (Vic).

We are a car club firstly and our aim is to preserve and promote the great Mustang. Along the way we are a social club and have an events calendar with a wide range of offerings including Cars & Coffee Thursdays for those lucky enough to have the day off for a run and catch up every month to a new destination usually a hotel somewhere countryside.

We are always invited to the Cars & Coffee held at Bendigo and always have some Melbourne members willing to make the trip to meet our Bendigo mates.

A big thank you to John Chapman and recently retiring events couple Angela and Roger Williams. We thank you for all the work you put in.

A very important part of our club never far from the Mustang is Motorsport, and recently a group of us travelled to Winton for the historic.

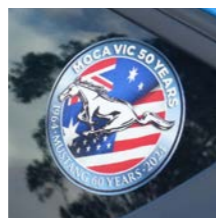
This was a special trip as the Mustang was recognised for its 60th Anniversary marked by couple of laps around the track for our group. A big thank you to Brian James for all the work he put in organising the event.

The club has been working on our 50th Anniversary Lunch which came together on Sunday 18th August honouring our 50th year as a club, the first to start up in Australia.

This was a fantastic lunch event with two of the original members Frank Thompson and Warwick Dowsley present.

I asked the longest serving club president and co-founder Frank Hayes but he was busy on the day. It was pleasing to see over 100 members turn up on the day. The day was of course very well organised by Sue, Dee and Neil. The club thanks you for firstly spotting such a lovely place and then putting on a spectacular event for us all.

For those that don't know, the club all started in 1974 with an advert placed in the Age and Herald Sun by Frank Thompson and Kevin Musgrave asking for like minded people to meet up and drive to Badgers Creek. 26 Mustangs made the trip and from this, the club was formed with original President Kevin Musgrave.



The club along the way has been spoilt by a wealth of fantastic members willing to do what it takes not only to keep the club going but bring it from strength to strength. A couple of names which should be remembered for services to the club when needed were Steve Lond and Ron

Minogue along with all life members you are all there for services to the club.

We are closing in on our Mustang Roundup for 2024, so be ready, clean the cars for a wonderful day and night. Thanks Adam Richmond for the many years you and Narelle spent running the event.

In signing off I would like to say this is the best run car club in Australia and I dearly love the club and all its members.

Keep on Mustanging
Ian Collins
MOCA VIC President

G'day fellow Mustangers.

There's been many Mustang Anniversary Celebrations throughout this year and just when you think you've had enough cake....it's almost that time again when we get together and celebrate once more at our 2024 MOCA VIC Mustang Round-up.

All the info and forms you need to register your Mustang in the Concours event or Show 'n' Shine is in this issue. If you want to eat more cake then you can also use the form on page 11 to book the Presentation Dinner.

General information for the day and phone contacts if you have any queries is also covered. So... turn the page and start filling out forms if you haven't already done so. If you don't want to tear out the forms from this magazine to send off... you could photocopy them or find them on the club website @vic.mustang.org.au



Cruising back from Valley of Fire in Nevada. USA Trip 2011.

So...you say...you have nothing to wear to any of these great Club Anniversary events...no problemo...The new Merchandise and Apparel Team of Kerry & Bruce have you covered also. Flick to page 10 which features the new 50/60 Anniversary T-Shirts that you can buy to harmonise and complement your new ensemble and look the part at Dandenong Showgrounds on Sunday 27th of October.

They have also refreshed and released a new range of Club gear...so stay tuned and keep an eye out for an updated Club Clothing and Merchandise page in upcoming issues.

In saying all that, this issue has been delayed some what and hopefully you get this in your mail box in time to get all the information you need and send off any booking forms.

Thanks from me again, as always, to the usual members who send in their articles and stories. Great to see more stories coming from our Tasmanian Members...keep it up!

There's also some great reading from our local members as well, including Member's Mustang, 50th Anniversary Lunch, a tribute to Geoff Grace who recently passed away, Bendigo

Trip, Kerry & Bruce's USA Trip and even an article sent to our secretary Tony Borg from someone (possible prospective member?) from the USA.

Also, if you haven't celebrated enough in 2024 and you are heading to the 2025 Mustang Nationals at Bathurst

NSW, be sure to check the updated info on pages 64 - 67. Finally, it has been mentioned recently at our AGM the large cost to print and post this Club Magazine to all the members 4 times year. If you still want to touch, smell and feel a printed version rather than online...then make it worth the effort, show your support and keep your Mustang Stories coming...

Colin Falso
MOCA VIC Editor
colinmustangroundup@gmail.com



Celebrating
50th Anniversary
Mustang Owners Club of Victoria



Celebrating
60 Years
of Mustang



2024 MUSTANG ROUNDUP

SUNDAY 27th OCTOBER 2024

10am-3pm DANDENONG SHOWGROUNDS Bennett St. Dandenong

ALL MUSTANGS & NEW MEMBERS WELCOME

INCORPORATING THE SHELBY NATIONALS & BOSS MUSTANG DISPLAY

• ADULT SPECTATOR \$10 • MUSTANGS \$5 per car • KIDS UNDER 16 FREE • CLUB GEAR FOR SALE



VICTORIA

2024 MUSTANG ROUND UP & STATE CONCOURS Judging Information



ELIGIBILITY

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

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

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

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

Note: The 3x club event attendance requirement for Concours classes eligibility that was waived last year due to COVID-19 pandemic impacts on attending club sanctioned events, has again been waived for 2024.

Concours Showroom Original & Modified Classes

- Entry form & payment to be received by the M.O.C.A. Vic Secretary no later than **5pm Friday 27th September 2024.**
- Entry Eligibility is based on, and governed by, a rolling 10-year process. A Vehicle with a manufactured date of less than 10 years is not eligible to enter this class at any time.
- Vehicle can be transported to the event but must be driven into the Display and Judging areas.

Concours Driven Original & Modified Classes

- Entry form & payment to be received by the M.O.C.A. Vic Secretary no later than **5pm Friday 27th September 2024.**
- Entry Eligibility is based on, and governed by, a rolling 10-year process. A Vehicle with a manufactured date of less than 10 years is not eligible to enter this class at any time.

Show 'n' Shine Classes

- No previous club event attendance required.
- Entry is open to any member/vehicle which has not been awarded the Most Outstanding Mustang Show'n'Shine class or either a State or National Concours class trophy within the last 5 years.
- Entry form & payment can be prepaid by 5 pm Wednesday 23rd October 2024 or by 10am on the day

Continued over >





2024 MUSTANG ROUND UP & STATE CONCOURS Judging Information

CLASSES

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

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

Cost of entry into the judged classes:

- Concours Driven & Showroom Concours class \$70.00 per vehicle.
- Show'n'Show class \$30.00 pre-entry or \$40.00 on the day.

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

Concours Driven & Showroom Original Class

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

Concours Driven & Showroom Modified Class

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

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

Show 'n' Shine Class

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

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

AWARDS

Gold, Silver & Bronze Concours trophies are awarded for those vehicles which have achieved the eligible point levels within Driven & Showroom Original and Modified class judging. The highest Original class points scorer will also receive the Kevin Musgrave award for Concours Excellence. These awards are presented at the Annual Presentation dinner on Sunday 27th October 2024.

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

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

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

Or Contact

Mustang Round Up & State Concours Director -
Peter Mason 0478 042 979

Head Judge -
Tony Fable 0448 337 729



2024 Victorian Mustang Round Up & State Concours Entry Forms SUNDAY 27th OCTOBER 2024



SHOW 'N' SHINE Class Registration Form

Entrant's Name _____ Contact Ph. no. _____
 Entrant's Email Address _____
 Membership No. _____ No. of Cars _____ Reg. no. _____
 Year of Manufacture _____ Body Style _____ Color _____
 Shelby Nationals entry Yes/No _____
 Entry Fee Per car **\$30.00 Pre-Paid** or **\$40.00 on the day by 10am.**
 PLEASE SIGN _____ Total Enclosed \$ _____

CONCOURS Class Registration Form

Entrant's Name _____ Contact Ph. no. _____
 Entrant's Email Address _____
 Membership No. _____ No. of Cars _____ Reg. no. _____
 Year of Manufacture _____ Body Style _____ Color _____
 I am entering my car/s into: Concours Category SHOWROOM DRIVEN
 Concours Class ORIGINAL MODIFIED SHELBY NATIONALS
 Entry Fee **\$70 Per Car** - Total enclosed \$ _____ PLEASE SIGN _____

NOTE: Entries close for All Concours Classes Friday 27th September 2024

Please debit my Visa MasterCard for \$ _____
 Card no. _____ Expiry Date _____
 Name of Cardholder _____
 Signature of Cardholder _____

Payment via EFT is subject to approval only.

Send Cheque or Money order & Completed entry registration form to M.O.C.A. Vic.
 PO Box 450, Hawthorn VIC 3122

Concours and Show'n'Shine entries to be in allocated display area by 9am and confirmed at the registration desk by 10am on the day.

For further details please call Concours Coordinator Peter Mason 0478 042 979

Please see Judging Information for Eligibility rules for all judged classes.



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STOCK ITEMS CAN BE VIEWED ON THE MOCA VIC WEBSITE

vic.mustang.org.au



2024 M.O.C.A Vic

Annual Presentation Dinner



SUNDAY 27th October 2024

6.30 pm to 11.00 pm

**Amora Hotel Riverwalk
649 Bridge Rd Richmond**

ENJOY

A SUPERB 3 COURSE DINNER AND GOOD COMPANY

PARTICIPATE

IN OUR SOCIAL EVENT OF THE YEAR

DRESS

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[Presentation Dinner Registration Form](#)

Name _____

Partner's Name _____

Please Reserve Me _____ Place/s for the Presentation Dinner

MOCA Vic. member - \$80.00 per person including 3x free drinks

Non MOCA Vic. member - \$90 per person

I have enclosed a payment for the Total of \$ _____

Note The cost of the dinner includes 3x free drinks per attendee

Please debit my Visa MasterCard for \$ _____

Card no. _____ Expiry Date _____

Name of Cardholder _____

Signature of Cardholder _____

Payment via EFT is subject to approval only.

Send Cheque or Money order along with completed form to M.O.C.A.Vic

PO Box 450, Hawthorne VIC 3122 by Wednesday 23rd October

CONCOURS TROPHY PRESENTATIONS, DOOR PRIZES AND RAFFLE ON THE EVENING.

For further information please call Concours Coordinator Adam Richmond 0423 449 125.



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CODE OF CONDUCT COMMITTEES & MEMBERS



Mustang Owners Club of Australia Vic/Tas (MOCA)
CODE OF CONDUCT - COMMITTEES & MEMBERS

The purpose of this Code of Conduct is :-

- to provide a safe environment for the conduct or any event, function, meeting or gathering of MOCA Vic/Tas, and
- to be an inclusive and non-discriminatory organisation

Committee, sub-Committees and MOCA Vic/Tas members have a right to:

- be treated fairly, equally and with respect and courtesy and should treat other Committee and Members with the same level of respect that they would expect to be shown to them.
- participate in an environment free from all harassment, discrimination, bullying and intimidation.
- privacy and confidentiality with respect to records, documentation and any other communication containing a member's personal information, unless written consent is otherwise provided.
- be informed and actively involved in all MOCA Vic/Tas events, functions and gatherings.

Committee and MOCA Vic/Tas members must:

- behave responsibly and ensure they conduct themselves in a manner which will not injure the reputation of MOCA Vic/Tas, its events, organisers, participants or sponsors/partners.
- report any inappropriate behaviour of a member or members guest to the Executive Committee of MOCA Vic for action and/or follow up.
- notify the MOCA Vic/Tas Membership Manager of any change of address or change of contact details (email and/or phone details).

Breaches of this Code of Conduct.

- any member or members guest not behaving in accordance with this Code of Conduct at any event, function or gathering may be asked to leave any event or function and will not be entitled to a refund of any monies paid.
- any inappropriate behaviour will be investigated and discussed by the Executive Committee and action taken when and if required as set out in the MOCA Vic constitution. Any action or non-action will be at the absolute discretion of the Executive Committee.

The MOCA Executive Committee 15 May 2024 ---- page 1 of 1.

The Executive Committee of MOCA Vic/Tas acknowledge that some words and phrases from the AOMC Code of Conduct document have been included in the preparation of this document.

MOCA VIC 50th Birthday Lunch

Deanne Colledge & Sue Brodrick



Earlier this year it was somewhat busy with the various celebrations centred around the Mustang's 60th Birthday. Even though we sang Happy Birthday to ourselves at the April Meeting, it was agreed by the Committee to still hold a special day, in order to mark the significant occasion.

On Sunday 18th August, 90 Members attended the Club's 50th Birthday Lunch.

We'd like to thank the Inglewood Estate in Kangaroo Ground for contributing to a fantastic event.

In recognition of the Club's successful 5 decades of existence, it was an honour that 2 out of 3 founding Members, Frank Thomson and Warwick Dowsley, attended and had the opportunity to cut the birthday cake.

In addition, 10 other Life Members attended the festivities and were acknowledged on the day. They were Graham Bell; John Chapman; Andre & Wendy Stoffers; Nick & Kaye Duyvestyn; Rowdie McIntosh; Ian Collins; Greg Hadfield and Colin Falso.

MOCA Vic can proudly boast:

- We've been averaging over 1,000 Members for quite a few years.
- We're arguably the largest single marque club in Australia.
- In 2012, we supported the birth of the Tasmanian Chapter that continues to grow from strength to strength.
- Having a committed and stable Committee.
- We're in a sound financial position.
- Attendance at events is more popular than ever.

Here's to the ongoing success during the next 50 years of the Mustang Owners Club of Australia (Vic) - we think it's the best Car Club (not that we're both biased much).



My Mustang Story

The day I met my Mustang

Tyler Hitchens



Let's start at the beginning, it was the year 2000 and I was an impressionable 15-year-old. The remake of *Gone with the Wind* was in vogue which as we all know featured Eleanor. Imagine seeing this vehicle for the first time at that age and featured at such an age. Naturally I was in love at first sight and became obsessed with this film, Mustangs and I think I probably had some brain capacity left over to notice Angelina Jolie as well.

And so started all the ways in which I wanted to procure my own Eleanor, or any Mustang at this point. The 2000's was a time when Dot Com billionaires roamed the earth and so I decided to be one of them. Unsurprisingly, that didn't work. So, I mused, that if I worked for Ford Motors I would have access to such cars and get staff discounts. Now this one started to work.

I walked into my nearest Ford dealership and asked for a job. Maybe it was just out of morbid curiosity, but they

hired me to work in the parts department, so I became what they nicknamed a "squirrel". Storing away parts in the warehouse for when they may be needed.

I'm not sure why I was awful at that job, but I was forever jumbling up the part numbers, sending out the wrong part, adamant I had triple checked things only to still get it wrong. So eventually and much to everyone's relief, I left Ford and worked at McDonald's like a normal teenager, where I brooded over the long hours and low pay while the owner showed up on special occasions driving his 911 Porsche. Show off!

But I never did forget Eleanor and my desire to have one of my own. It would seem though, that I would have to work for it over a long period of time like most people.

Such a car wasn't even around to be stolen in New Zealand, and even if it were there is no hiding a car like that in such a small country. I also didn't know how to steal cars.

Skip ahead to 2023. Somehow twenty three years had gone by just like that. I had three university degrees and an established career as a family therapist. I was leaving an organisation I had been with for years as I was establishing my private practice, all ready and able to run my own show now. I had been graced with a company car, a mighty Kia Cerato with all the power of a leaf blower and all the swag of a paper bag. But still, company car was nice.

Now normally, and you get the idea by now that I don't do normal, but normally... people don't quit their job and start a business with zero client base, a mortgage to finance and then think to themselves "now is the optimal time to go and buy a muscle car off the show room floor".



However, I figured that setting up a business as a counsellor is a pretty sure thing to work out. I needed a car, and I'd always wanted a Mustang. Sure, an Eleanor would be lovely but I don't yet have half a million dollars to spend at the minute and I need a reliable new car anyway. So, a modern Mustang would be great, but you can't get new ones as we were waiting for the next generation. So, should I wait for one of those or buy a second-hand Mustang? Best start going to Ford dealerships and seeing what is out there.

I became obsessed with going to Ford Dealerships and looking for Mustangs to sit in.

The first time I got into one would have been a black 2017 GT. This was the first time I had sat in one, as before I always felt too shy to just peruse for the sake of it. Who here dear reader remembers the first time you sat in a Mustang? It's an incredible feeling isn't it, taking in the smell of the leather, feeling the sturdy steering wheel also leather, they way the car just hugs you and you realise that you're seated in the middle of the vehicle with almost perfect visual all round.

The way that the view of that massive bonnet in front of you doesn't occlude your vision but somehow gives a sense of how the car confidently claims her space in the world, unapologetically assuming command of the road and inviting you to start her up and just drive... and then a pesky sales man who clearly wanted me out of the car so he could lockup and everyone go home for the day seemed keen to get me out of the car, give me his card, and invite me to leave. I did say that I wanted a new one if possible, which was not possible he said, not until probably the end of 2024.

Unperturbed, although determined not to buy from that dealership, I continued my search for a Mustang. By this point I had registered my business and had 1 (one) customer on my list with three weeks left on my job. Not the time to be buying a new car right! Well, my partner and I stopped by Chadstone Ford one weekend as they had

blue Mustang eco boost out the front that Sanaz had spotted. So, we went to have a look and I get in the Mustang, and she had the exact same layout as a GT.

Felt the same interior and a 2.5 litre four cylinder would be more economical. I liked the look and hadn't considered this option as I didn't know about these half strength Mustangs as I call them now. I must admit that I really like the look and feel of it and the price for a second hand eco boost was certainly appealing.

Then, I saw her. She caught my eye from across the room like a scene in one of those awful American coming of age movies where the ending is sickeningly obvious within the first five minutes, much like this predictable narrative that I'm writing for you now.

I saw in the show room, an Oxford White, 2022 GT Mustang! She was in the show room, what was she doing in there? There were no new Mustangs left, or so the cranky



salesman from the other unnamed dealership that will serve as the villain of this story for dramatic effect, had told me. I wondered into the showroom leaving the poor half strength Mustang dismissed like the supporting role she plays (she gets a happy ever after don't worry).

I entered the showroom and approached the GT. She was immaculate and I started taking photos of her, lining up the contours on the bonnet, examining the spotlessness that only a showroom shine can muster.

This car was unregistered and had 12 kilometres on the clock. Twelve! That would only be from moving her on and off the trucks, into the show room etc. This car was NEW.

A wise salesman, Darren, approached and he seemed like, as you would expect of a car's salesman, like he wanted to sell cars! Figure that one out.

As you can tell by how I'm naming this person, the encounter went well. I asked whether the signage was correct and if this car was new which Darren affirmed it

was, one of three left in the country and the only one that they knew of in Victoria. He claimed that they were holding onto it for a local buyer only as it was the last one they could get. This was my only chance of getting one brand new, my only chance of getting one of this model new, and it was just luck that we had come across it.

Darren opened the door and invited me to sit in. He wasn't chasing me off, he wanted me to buy this car and I wanted him to sell it to me. I got in and all the same feeling of how perfect the car was. How well she fits, the smell of leather of a brand-new car is so much stronger. It was spotless in there and I started claiming it immediately by touching everything in the interior, looking around and adjusting the wing mirrors to suit myself.

Darren wisely invited Sanaz to take the passenger's seat said he would go and get the keys for me. He was going to let me start this thing up! I was already looking at the glass doors of the showroom and thinking about that opening scene of *Gone with the Wind*! I could also purchase this car and not be chased by the police and end up in prison or hunted by Raymond Calitri.

But I did consider all of this and was enjoying myself way too much at this point because it was all a possibility now, and it only took twenty-three years of hard graft.

Darren approached with the keys, invited me to put my foot on the break and press "start". I did not need to be told twice. She immediately roared, without the slightest hesitation or crackle.



I hope this isn't offensive to anyone, my thought though was that she sounded like an assertive prayer as she started up with a loud, high pressured, deep and guttural "ALLAH!" followed every rev that you know I gave her with a proud "ALLAHHAHAHAHAHA!" I'm not religious but I'll amen to that all day.

This savage beast of a car sounded angry, ready, and the rumble she gave as she gently rocked with the revs and her praises to heaven as she eagerly awaits her chance to take to the roads, claiming her dominion as the flagship vehicle of the Ford fleet.

Knowing he had probably made a sale Darren then showed me how to put the exhaust into racetrack mode. The twin exhausts were now both engaged and wide-open valves allowed for greater airflow, drawing more from the engine. "Now give her a quick rev but we will need to stop after that as we're inside." Yes, carbon monoxide poisoning is a bad thing. But I also think Darren was using an old drug traffickers' trick, give them just a taste! I was hooked anyway, and had been for years, but now this was real, this was visceral. For the first time I was in the driver's seat feeling that connection to the car, my first time in a V8 even. I was already

enthralled with the car and now with the exhaust on racetrack she bellowed her prayers to the heaven so loud that all could feel the noise reverberating through your body.

In the enclosed space of the show room it seemed like the room was dominated by this angry monster desperately trying to escape. I noticed that everyone had stopped what they were doing and were watching us, two parents signing

paperwork for a family car were reassuring their children that there was nothing to be afraid of. Well, the mother was anyway, the father was looking at me considering his life choices as he had no other choice but to watch on and hear this Mustang declare dominance over the showroom.

I don't know what look I had on my face, probably something manic. But it was time to turn the car off so as not to frighten the children or gas us. I had one hesitation about this car only. She was an automatic, and I had always wanted a manual. Darren pointed out the paddle shifts on the steering wheel and that it could be driven as a manual, and with city living an automatic was best anyway.



Of course, he would say that, but it was a good point, and the paddle shifts were an exciting idea I hadn't thought of before.

Sanaz and I took lunch, I pulled myself away from the car for a moment to consider the options as its not often that someone spends around \$80k, especially when you've just quit your job. Naturally when we got to the desired place for lunch, what was parked outside but a red 2021 Shelby Cobra! She just sat there, parked on the side of the road, yet somehow enthroned and unimpressed with passersby.

I did discuss with my partner what she thought of me purchasing the car, and she said it was up to me to, it was my money to be spent on what I wanted. What a keeper eh.

Well, we ventured back to Ford. On arrival we saw someone pulling up from having test driven the blue half strength Mustang. Darren approached and asked what I had decided. I first asked what was happening with the blue Mustang and he advised she had been bought.

As an already registered car the new owner got to test drive and was taking her out for another spin while they did up the paperwork, I told you she has a happily ever after).

Chadstone had started the day with two Mustangs on their lot, and they were about to have none. Darren however is a salesman, so I needed to torment the man in return for the way he had made me turn the car off after

revving her up in track mode to get me addicted to it. I said that "after thinking about it very carefully that unfortunately I just have to have it". He jumped, I jumped, the finance guy Dami spontaneously molecularization beside us to commence the paperwork which I suspect he had already started on while I was at lunch. Darren said he'd lock the car to make sure that no one else could sit it, and that it should be ready in about a week to collect. A week!

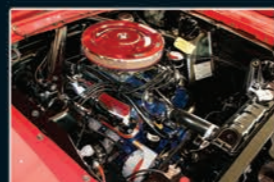
I took some more photos of the car, basically stayed with it like supervised visitation until they closed the shop. This commenced the longest week of my adult life with a lot of looking at photos taken from the showroom and a lot of playing *Grand Turismo 7* trying to use the GT Mustang to beat every possible race, or to just cruise. It was a very, very long week.

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Bendigo Cruise

David Krampel



Giddy strangers... I went for a cruise up to meet our fellow Bendigo members and co. There was a great turnout of around 15 Mustangs and a few other different types of vehicles out on display.

I fully recommend that you get up to Bendigo when you can as it's a fantastic place, not just to look at cars but also to have a look around at the history of the place.

There's great places to grab a bite to eat and you never know your luck or bad luck depending on which way you look at it you might run into our great premier the honourable Jacinta Allan

...well everyone, all the very best cheers Dave.



Devonport Lunch & Garage Visit

Patrick Wing



In early May we (MOCA Tas) were invited to visit Jan and Grant Bingleys new shed and active race car collection at East Devonport.

The day started with 13 cars from the North and 8 cars from the North West leaving from different spots for a nice country drive to meet up at the Railton Hotel for lunch.

With over 40 people sitting down for lunch our hosts Caroline and Phil and their staff did a magnificent job of getting our orders, then feeding us all with a good feed and a minimum of fuss and out the door again all in good time. Highly recommend people visit there when they can.

We then had a leisurely 40 minute drive via the busy long main st of Latrobe (approx 2ks long so plenty of time for the locals to watch us cruise through) through some nice country roads (as always) to Jan and Grant Bingleys place where we were enthusiastically greeted by said hosts. Once all parked and settled Grant then gave us all a run down on his race cars (both open wheelers and tin tops) and then let us loose to wander around as we pleased. For those Victorians who visited previously at their old shed, the '64.5 Mustang is still under restoration due to time spent on building new shed, shifting and maintaining the other race cars.

An invitation to both MOCA Tas and MOCA Vic to visit again was also offered.





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Mustang Convoys

Phil Browne



Recently I have had conversations with numerous people about convoys. Many love them, some say they are "dangerous" and I have wondered why. I personally love them.

I have watched groups of BMW coupes, Baby Thunderbirds, old Holdens and yes, Mustangs, travelling in a parade of love. I enjoy being a part of them because I personally like to "belong" to the group, to be one of the lucky ones to be involved. But I have been told by some people that they are dangerous and that most drivers don't know how to behave when travelling in a convoy. Personally, I think it is easy. Dangerous? Just follow normal road rules.

Most of us would participate in a convoy on a daily basis without realising it. If you are travelling with two or more other vehicles it could be described as a convoy.

Travelling in peak hour traffic you are definitely part of a convoy and when you do so you normally obey road rules such as speed limits and traffic lights.

In the directions for many club events we tell people to "meet at servo X, we will leave at a specific time and travel to location Z". If we all leave at the same time we are creating another convoy.

I believe the primary issue is when we do drive as a group some people are not sure of the route or destination. Because of this they tend to hang on to the car in front (provided it is one of the group) and maybe rush things at traffic lights so as not to lose sight of their leader - the car in front of them.

Maybe we need to educate participants and more importantly leaders on how to control and behave in a convoy. If this is a way of making our members better drivers then perhaps the club should embrace it to improve our standing within the community.

Firstly, leaders. I personally don't like leading because I'm never sure how the group want to travel. Speed? I drive at around 10 KPH below the posted speed limit and remember

that it is the limit, not mandatory. On multi lane highways keep to the left and let those who want to pass do so. If it is a single lane road then like all other times everyone must be patient. At traffic lights I watch the vehicles behind and if some get caught by a change in signal I find a safe place to pull over and wait for them to catch up. I guess it is a case of looking out for your friends.

In a recent event I was able to provide participants with a detailed route description and destination so that if somebody did separate from the group they knew where to head to as a final assembly point.

Participants are only required to follow road rules as they should at other times. Keep the group in sight but know that if there is a break, as at traffic lights, then those ahead of you will wait for you to re-join and it is not necessary to race through an orange/red signal. Travel at a safe distance from the car in front. The technical "safe distance" is one car length for every 15 KPH you are travelling at.

Years ago I was in the UK and they had a TV campaign for safe driving. "Only a fool breaks the 2 second rule." Simply put, allow 2 seconds of travel between your front bumper and the rear one ahead of you. Sometimes a

passing car will fall into the space you have created so be patient, drop back again and treat it like you would on your normal daily drive.

Perhaps the club could develop a set of educational sessions on various driving skills for members to improve their own abilities with their vehicles.

Subjects could include things like how to participate in a convoy, how to stay relaxed in difficult situations, defensive driving etc. If we were able to offer learning options for improving our conduct and skills on the road then we can become better members of our community.



MOCA Tas 60th Anniversary Show

Patrick Wing



On April 21st in conjunction with the National Automobile Museum in Launceston, MOCA Tas held an open day for all Mustang owners to show off their car to celebrate the 60th Anniversary of the Ford Mustang.

This is the first time the Museum had had an open day for Mustangs and indeed a first for the Launceston area.

With an excellent display of various models by members and the general public bringing their cars in and out through the day we ended up with 64 and a half on show! (not counting the excellent display of Mustangs inside the museum.) You couldn't script that.

Several new members were also signed up on the day. The day was such a success that the Auto Museum have invited us to make this an annual event.





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MOCV Annual Tasmania Trip 2025
Neil Butler & De Colledge



By the time this article goes to print, we hope to be inundated with Members responding to the recently released Expression of Interest, on the annual week-long trip to Tasmania.

We depart on the Spirit of Tasmania on the evening of Thursday 13th February, for 5 days of fun and frivolity.

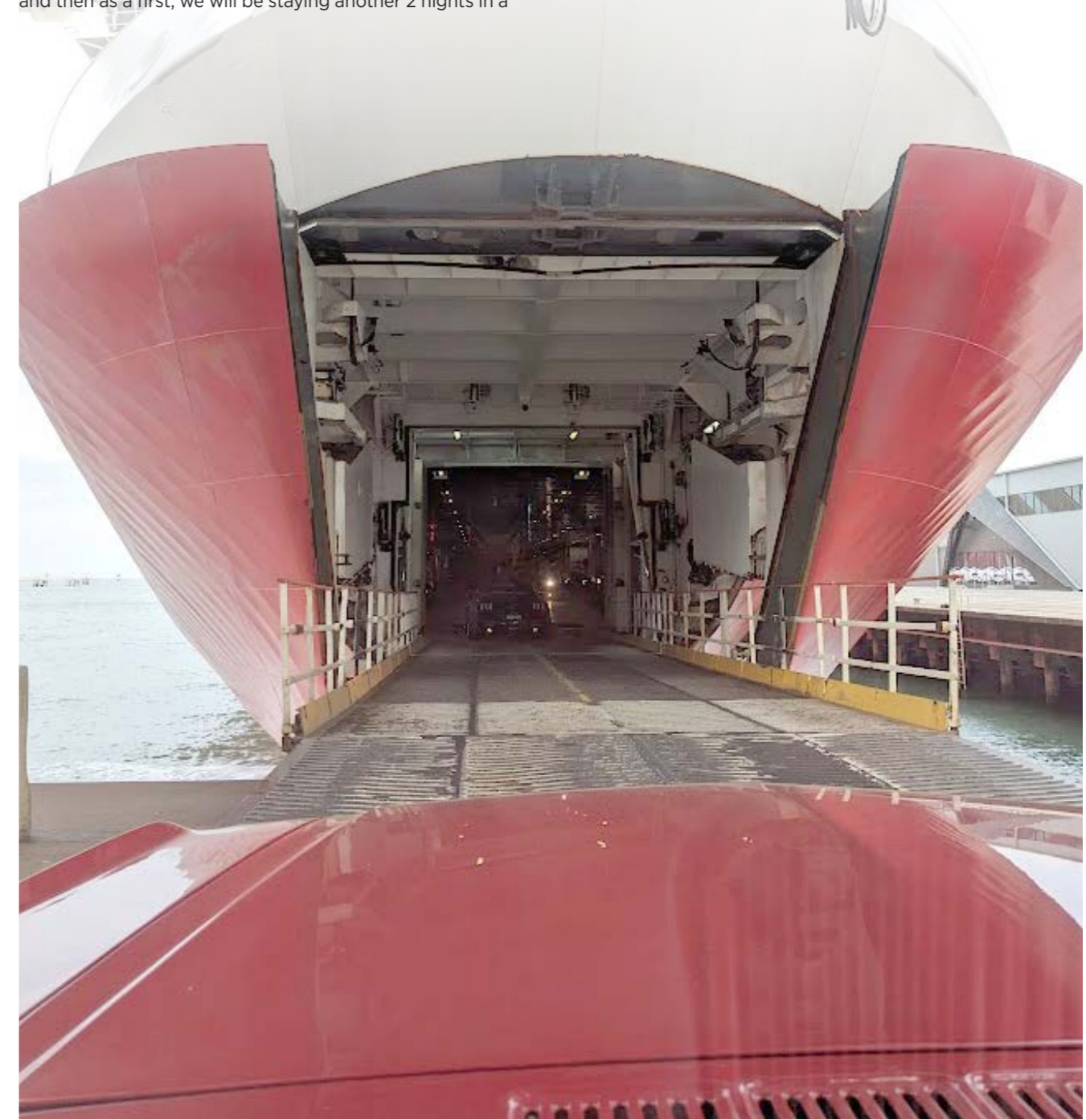
We venture back on the late-night crossing and return to Geelong exceedingly early on Wednesday 19th February.

Given we toured the southern part of the state this year, next year's trip sees us concentrating on the northern half. We will spend the first 2 nights in and around Launceston, and then as a first, we will be staying another 2 nights in a

Resort in Smithton. Symmons Plains Raceway has once again been exclusively chartered for half a day.

Along the way we will be spending quality time with our like-minded Tasmanian Members, be eating fantastic food and hopefully enjoying terrific weather, enabling pleasant driving conditions in picturesque countryside.

The organisers are hoping to crack more than 50 Victorian cars heading to the Apple Isle next year. Will we achieve this aim? For further information or to express your interest, please contact Neil & De on tassie@mustangclubvictoria.org.au



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Member Interview

with Neil Butler & De Colledge

Phil Browne



One sunny day I met up with Neil Butler and his lovely lady De Colledge at a café for a chat about their Mustang story.

PB When did you join the Mustang Owners Club?

DC I think we're up for 11 years this year, or is it 12?

NB It was 2012, so 12 years.

PB Did you join as a couple or meet as club members?

NB We joined as a couple.

PB Membership number?

DC 2318, I only know that and my QANTAS Frequent Flyer number!

PB Positions held within the club?

NB Zero.

DC I'm on the Committee and the Events Sub-Committee. We are both also the Tassie Trip Coordinators.

PB First memory of a Mustang?

NB It was a TV show called "Hunter" starring a guy named Tony Ward. It was set in Sydney with him driving around in a Mustang.

PB And the year?

NB '65 or '66 I think ... a long time ago.

DC Neil was always a Ford man and we would go to car shows where he would point out the Mustangs, but none was a specific memory.

PB First Mustang?

DC The '66 convertible, we bought it in 2011.

PB And how many Mustangs have you owned?

NB Just 2 - a convertible and a coupe.

PB Your favorite Mustang?

NB All of them. But I like the '66, that classic shape.

DC I think our convertible is pretty sexy!

PB Most desired Mustang to own?

NB Probably the '69.

PB Just the fastback or the Mach1?

NB Oh the Mach1.

PB I always said that my ideal garage would have a '65 2+2 and a '69 Mach1.

NB Actually, a Boss 429.

PB Best Mustang drive?

NB Great Ocean Road.

DC East coast of Tasmania between Scamander and Port Arthur.

PB Favorite Mustang story?

DC How we bought the convertible.

NB Buying the convertible was a bit of an exercise.

PB In what sense?

NB We bought it from a priest (unbeknown at the time), who lived a 100 km north-west of Detroit. We made numerous attempts to contact him and he wasn't too keen on meeting us. He said that had been the victim of internet scams and they were all from Australia and I said "what's the problem, you've got the car?"

DC We were traveling to America and I said to Neil I

wanted to see the car before actually purchasing it. We'd had the results of a RACV type check prior to take off. I said to the vendor "we're here (in the US), so we either fly to Detroit or we fly to Miami", where there was another convertible we were interested in and also had a pre-purchase check. The priest finally said, "Fly to this airport, turn left, turn right" etc. I'd never driven a left hand drive car before, nor in America, Neil was asleep and 2 hours later we arrived at a carpark in Clearwater and nothing! The town's Police station, public hospital and primary school were all closed and up for sale. It was the middle of the GFC. We could have bought the whole town for what we paid for this car. I said to Neil after a short while, "we've been scammed or we're gonna die".

NB The priest eventually showed up but without the car. After an awkward greeting, we walked round the corner to his house. We both liked the car, paid him a deposit and said we would send the rest of the money after we returned home. There were subsequently a few arguments about exchange rates and he threatened legal action and said that his son was an attorney.

PB The priest had a son?

NB Yes. I actually asked him "What did you use the car for?" He replied he drove the Homecoming Queen in the yearly parade around the town. It took us 6 months to get the car because every time we tried to contact him, he was off trying to save the third world in places like Haiti. It was a long, long process and the delay was further compounded due to snow, as the car had to be transported in a covered trailer to New York, before being shipped.

DC Everybody has a story about buying their beloved car. When it finally got loaded onto the ship, we tracked its voyage across the ocean until it docked in Australia. There was a cyclone in Fiji that it had to go around and a couple of other diversions. We did get it eventually and we've been extremely happy with "Marcia" ever since.

PB Daily drive?

NB Holden Caprice.

DC Ford Mondeo station wagon - the dog-mobile.

PB Timeline within the club executive?

DC I was elected to the Committee 2 years ago in 2022.

PB Most admired club person?

NB I would say Collo. The President for the people.

PB That's a pretty regular response to that question.

DC Ian talks to everybody and makes them all feel important.

PB I don't know if you've read my interview with Tony Borg, but he says that's what got him into the club and the fact that he is somebody who is so inclusive.

PB What is your vision of the club going forward?

DC I'd like to think we'll continue to be the largest 'Single Marque' club in Australia. We have very passionate members who enjoy their beautiful cars. We have more members getting involved with events and joining in with other like-minded souls.

PB Do you have a vision for the national club going forward or is it more of the same?

NB More of the same thing.

PB Do you envisage a club owned facility?

NB It's a bit difficult because we are so spread out. I don't see a need for it.

DC What would you do with it? Buy a building and occasionally hire it out? I think our finances are more geared to funding things like the Nationals in 2027.

PB I had considered the possibility of a number of clubs, say 10 or 12, jointly buying a centrally located property and leasing it to a catering company for function work.

PB Do you have a pool room, and if not, where do the trophies go?

DC Neil is not really a collector of things. We have a wall in the garage that is our "motoring" wall but note it doesn't actually store any cars, as it is literally the dog's house.

NB The one thing I do collect are 1/18th scale models but they are housed in Deanne's office.

PB Do you have a favorite drive?

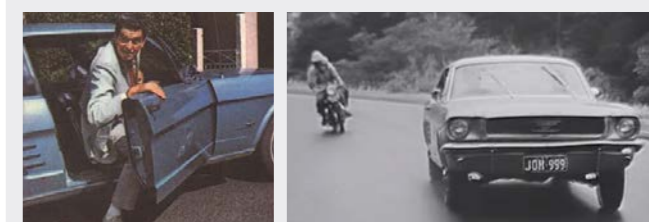
NB A drive I've always enjoyed, though we haven't done for sometime, is the drive through Harrietville to Mount Hotham.

PB When you drive in your car, what cassette or CD goes into the player?

DC Funny, when we went to the drive-in for "Ford vs Ferrari", we arrived and thought to ourselves, "does the radio work?" because we'd never turned it on. Luckily it did and we could happily watch the movie although we flattened the battery!

PB Thank you for your time and letting us into your Mustang life.

EDITOR: The 1967 Crawford Productions TV spy show 'Hunter' screened during 1967-68. The Mustang was one of 209 Mustangs imported by Ford Australia in 1965/66 that was converted to RHD and sold in Australia new to promote the 'Mustang Bred' XR Falcons that were soon to be released. The vehicle's registration number is JOH 999, which is a genuine Victorian registration. The letters in this registration are for John Hunter and the number was chosen to signify the Nine Network. This Mustang is still around today and resides in Victoria with its original number plates.





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1966 Mustang@Ford Australia Delivered Mustangs 1965-66

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USA Trip

Route 66 & Petersen Museum
Kerry Thomas & Bruce Roscrow



ACCIDENTAL CAR SHOWS - Route 66

Bruce and I, along with Debbie and Alan Dowell traversed a large section of Route 66 this last June. Alan searched the internet prior to our trip for car shows but found nothing so we were resigned that this wouldn't form part of our trip.

To all of our delight we stumbled on 2 car shows and happened to be there on the right days.

Williams held a show that took over the town for 3 days and the cars on show, and the way they were able to display them was fantastic.

The whole town was in party mode and the pubs and restaurants were enjoying the custom from people who had travelled from all over America and even some Canadians (and 4 Aussies).



Further down the track, thanks to a good tip from a waitress in an Amarillo Breakfast Diner, we travelled off our planned route to discover a Route 66 celebration car show that was part of some lead up events to celebrate the 100th year of Route 66 in 2026!

Another car show that blew us away with the quality and number of cars in attendance. Still very few Mustangs.

There are many stories I could tell of our journey's exploits - too many. So if you would like to hear one, just come on over and say hi at the next MOCA meeting.

For now, just some interesting cars for you to see from the Route 66 car shows!



There were very few Mustangs much to our surprise at this show but Bruce did manage to find his car's identical twin. In Bruce's words - it was Mint, like concours! Sadly, this is where the identical bit was not true of ours.



PETERSEN MUSEUM - Los Angeles

Bruce and I recently visited the Petersen Museum in LA along with our awesome MOCA friends Debbie and Alan Dowell. For those who have never been, put it on your list if you are ever in LA.



The Petersen presents cars like an Art Gallery and it is an amazing space to view some amazing cars.

Bruce and I had visited before but it always worth returning as the revolve the exhibits and have an amazing Vault tour.

This visit they had 'The Best in low' exhibition. No Mustangs here but some pretty amazing lowriders with some incredible metal work and artistry.

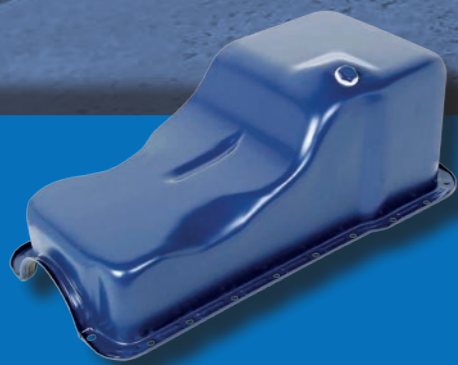




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Part 3 of 4 – Machining the Paint

I hope you visited the sites I listed in the last episode to check the machine polishing kits. Sadly, the QR code for the mini polisher was wrong. So, here is the correct QR code for the mini polisher.



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. Remember, I've arranged for VG Auto Paints to offer you a discount as readers of our magazine. Just enter the discount code **DLG** when ordering!

Now, with that out of the way, it is time to talk polishing. Before I jump into the polishing technique I think it is vital that you understand the theory behind the tools you will be using. I will cover the polisher; the different polishes; and the pads.

With so many different options you need to be armed with the knowledge to give you confidence in any choices you make when starting to polish your paint. Once you understand what each item is used for, and how each works, you will be able to begin your polishing journey with confidence.

But, don't worry. It is not that difficult to gain a strong understanding of everything you need to know about machine polishing.

Our ultimate goal after polishing is to have the paintwork ready for a ceramic coating. So, if there are any stone chips, these must be corrected. If not, they will be locked into the paint under the ceramic coating and will be forever visible.

I showed you how to do this in the last episode. So, polishing will eliminate scratches and swirls and leave the paint looking fresh, crisp, clear, glossy and ever so smooth.

Tools Theory – Machine Polishers



The tools you use for machine polishing include one, or preferably both, of a 6" and a mini polisher.

A machine polisher is used to speed up the cutting (scratch removal), polishing (shining), and, finishing (smoothing) of the paint.

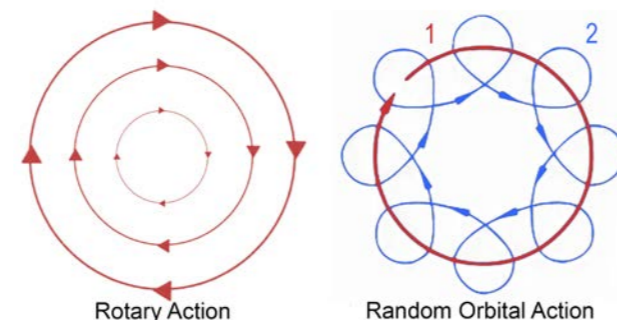
The larger 6" polisher is for broader areas such as the roof, bonnet, trunk, doors and fenders. The smaller polisher is used for mirror housings; narrow A and B pillars; grill; and door handles. It can also be used for painted areas inside door jams; under the hood; trunk; and around the engine compartment.

Polishers work in a similar way to hand polishing. The circular motions apply the compound to cut, or polish or finish the painted surface. However, the polishing machine makes this easier, quicker, and more accurate than doing all of this by hand.

Now, you may have heard of machines causing holograms, swirls and burning of the paint. This may worry you, and prevent you, from even trying to use a polisher. Fear not! A Rotary Polisher is more likely to cause errors when used improperly - more on this later. We will be using a Random Orbital Polisher so these marks are virtually impossible to create.



Holograms look like wavy, shimmering, random patterns on the surface of the paintwork. The reason is that a Rotary Polisher just rotates in circles around a centre axis. A Random Orbital Polisher, however, not only rotates the pad in a circular motion around a centre axis, but the pad is also rotated by an offset around that axis thus giving a random motion.



The random orbital action can be seen in the second diagram. The circular action 1, in red, shows the pad spinning around its axis. The offset action 2, in blue, shows the offset nature of the overall action of the pad as it rotates. This action eliminates errors.

Both machines I have recommended are Random Orbital Polishers. However, the small polisher offers two ways of being used. This makes it easy for you to change between a rotary action and a random orbital action. You can use it as a Rotary Polisher, or as a 3mm or 12mm Random Orbital Polisher, depending upon which spindle mechanism you attach.



The rotary action of this mini polisher is especially useful for tricky, tight areas where the random orbit would likely hit against other body parts. For instance, around and under door handles the orbit could collide with the handle, so the rotary action is preferred. Due to the small areas where it is being used there is minimal chance of holograms being created. Just let the machine do its work, and do not hurry or push it too hard against the paint.

TIP: Let the polisher do the work. Hold its back handle with one hand and gently rest your other hand on the front handle. Let the machine dictate where it moves as you slowly direct it sideways or up and down the work area. Do not to push hard or put too much pressure over the pad with your front hand. If you do, the machine will fight against you and slide around. Slow and gentle does it!

Tools Theory – Polishing Pads

There are so many different pads on the market. Every polishing machine manufacturer has its own range of pads. Don't let yourself get confused. Let's keep it simple. I'll break this down into four areas:

1. Materials and Patterns
2. Density (softness)
3. Colours
4. Terminology

1. Materials and patterns

Pads are made from a number of materials. They can be wool, microfibre or foam.

A wool or microfibre pad is for cutting. Wool cuts the heaviest with microfibre coming next. They are best used on very badly scratched or marred paint. These are pads with which you must take care. Save these for the most damaged paint surfaces needing major correction of deep scratches, major holograms and densely scratched areas.

Microfibre pads create a lot of heat, more than wool pads, and so should only be used when a more aggressive correction of deep scratches is needed.

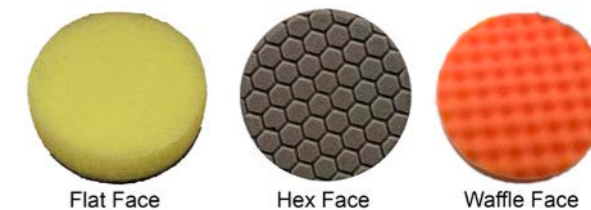


Heat is a big no-no when buffing. Microfibre and wool pads create large amounts of heat on the paint. Clear coat, and single stage paint (no clear coat), can be damaged by excessive heat. Buffing with woolen or microfibre pads must be performed carefully.

TIP: When buffing with wool and microfibre pads don't allow the pad to stay in one place for too long. The paint will overheat and swell. Once cooled, the clear coat, or paint, can crack; blister; lift away from the paint; or single stage paint itself can be damaged – bubble or crack.

So long as you keep the pad moving, and do not work the same area for too long, you will be good.

Foam pads have a flat face; a hex pattern face; or a waffle face.



The flat face pad is ideal for large flat areas of paint. A flat bonnet, roof, trunk lid or even door and fender panels can be flat and without tight or large curves or raised areas. These are best buffed with a flat pad. So, rear view mirrors will need smaller hex or waffle pads, as will tightly curved areas around the grill, lights and bumpers.

TIP: A flat face pad may have less contact with the surface than hex or waffle pads. This is because there are few flat surfaces on most cars. So the flat surface pad has to be angled to make correct contact with curved areas on panels.

However, the hex and waffle pads, with their grooved or curved surface, can make contact with more areas of curved surfaces more easily, and completely, without having to be physically angled during buffing. This makes them quicker for you to complete your buffing.

The hex and waffle designs are best when dealing with cars with many curves. The pads mould easily into these curves and ridges giving greater contact. There is also the cooling effect of these pads on paint due to air being trapped in the troughs of their design. A win / win for paint and your time buffing!

Heat is the enemy of clear coat. It can react badly to excessive heat coming from too much contact time in the one spot with flat pad buffing. The clear coat expands and contracts afterwards, leaving obvious signs of heat damage.

Damage appears once the paint has had time to cool that could be some time after buffing. Buffer trails, swirl marks, and even grey, peeling patches are the telltale signs of heat damage.

Lucky we will be using Random Orbital Polishers so this will prevent the heat problem. So long as you keep the buffer moving, and not in the one spot for many, many minutes, there will be no heat issue.

CAR CARE Tools, Techniques & Tips

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2. Density (softness)

Foam pads used for a three-stage paint correction involve cutting, polishing then finishing. Each stage requires a different density pad. Cutting uses the hardest pad. Polishing uses a softer, medium-density pad. Finishing uses a very soft low-density pad.



Different manufacturers have their own colour coding. When shopping for pads just look for the description - cutting (hard pad), polishing (medium pad), or finishing (soft pad).

The pads in the kits I have recommended differ in colour. This is not a problem. Each manufacturer has coded their pads accordingly - hard, medium and soft. Just stick with their descriptions and use the appropriate pad for the step you are performing.

How do you know when to use which pad? For badly scratched paint use a hard cutting pad - a microfibre or a wool pad. Microfibre is the most aggressive. Otherwise use one of the hard foam pads. If there are just a few minor scratches, you can still perform a modified three-stage process.

Start with a medium pad with a your cutting compound (discussed later). Then, polish with a medium pad and polish. Polish will refine the surface and eliminate any light cutting marks from the cutting. Complete the process with a finishing compound and a soft pad. More on this in the compound section.

The only difference here is the swapping of the hard cutting pad with a medium pad. Logical really.

When using pads on your Random Orbital Polisher, the pad turns / spins around itself and orbits as well. So it turns around its axis and then orbits around a 3mm to 12mm circle around that - perfectly safe.

3. Colours

Colour really means nothing. Each manufacturer has their own colour scheme indicating differences between softness within their particular range. The same differences in softness from hard to soft, in a different manufacturer's range, will not vary even if their colours do. Colour is just their aesthetic choice.

So long as you stay with one manufacturer's pads you will not get confused. It is only when you start mixing pads of different colours from different manufacturers that confusion may set in. But, you can tell the difference between pads just by squeezing them! If it feels hard, medium or soft compared to others then that tells you all you need!

Just read the labels, and instructions on each pack, before you purchase. This will ensure you are getting exactly what you need.

If you have purchased the kits I recommend then everything is included with each so no need to worry.

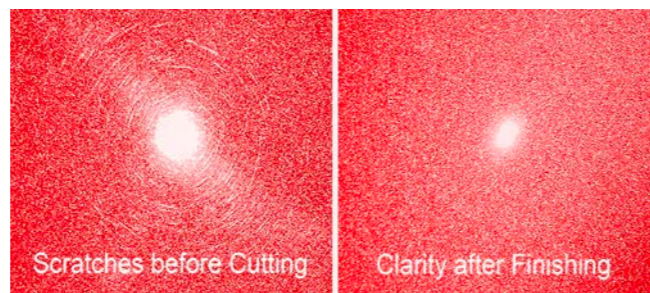
4. Terminology - a final word

Here is what pad terminology actually means.

Cutting. This relates to defect removal. The pad, and cutting compound, are used to eliminate, or cut away, paint / clear coat. They level the paint around scratches thereby eliminating swirls and scratches.

Polishing. This is refining the surface, making it clearer and glossier after cutting. This is especially evident with metallic paint. It becomes more visible and reflective after using polishing pads and polish.

Finishing. This stage uses soft pads and compound to leave an incredibly smooth and very glossy finish.



Tools Theory - Compounds



Compounds include those that cut, polish and then finish the paint correction process.

They come in different grades. Here you see those that come with the Menzerna 6" kit.

They can be used with any buffer, including the mini buffer, I suggested.

1. Why different grades?

Each compound you use should be specifically designed to cut, polish or finish. In the case of the 400 heavy cut compound, its cutting agents are designed for cutting back scratches and swirls etc.

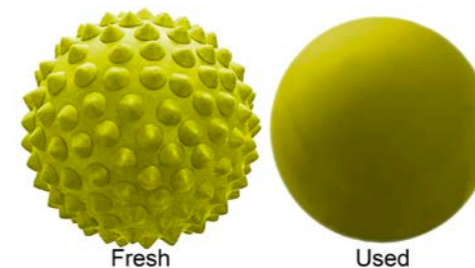
The 2400 grade is designed for polishing and performs a very light cut to eliminate any dullness created by the 400-cutting compound. In doing so the 2400 also gives smoothness and gloss to the paint.

Then the 3500 super finish compound creates an incredibly smooth surface together with intense shine. This comes from the super smooth finish reflecting more light in one direction giving intense reflections. Be careful after this one though, your microfibre cloths are likely to just slide off the car after you have finished! The surface will be super smoooooth!

2. How compounds work

Here is how each of these compounds work. Knowing this means you will understand how you can use each product before its cutting, polishing or finishing characteristics stop working. This then avoids useless polishing that actually does nothing!

Think of compounds as being made up of individual particles. Each particle is coated with larger or smaller cutting components. In the diagram you can see the cutting components of the 400 grade cutting compound. Each of the nodules that protrude from the particle cut the surface of your paint.



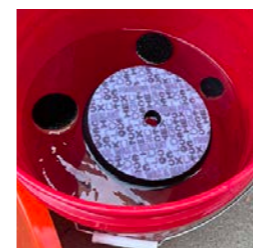
As you use the compound, working the product back and forth over the area being cut, polished or finished, these nodules wear away.

If you continue to work the product back and forth for too long the nodules will no longer be there and you are actually not doing anything to the surface, other than overworking the area, and wasting time.

Better to add more product to achieve the purpose of each of the different compounds. Three or four passes is enough to wear away these nodules. And, three or four passes is generally enough to achieve your purpose. I will cover this in more detail shortly.

3. Prime your pad before using compounds

No matter which compound you use, you must remember to prime the pad. First, prime it with water.



This is a two-step process.

First you dip the pad into a bucket of water to get it fully wet throughout. Any pads I intend to use are sitting in this bucket ready for use. Choose one to use and squeeze out the excess water.

Secondly, attach the pad to its backing plate on the buffer and run the buffer on a low to medium speed to expel excess water from the pad.

Be careful to hold the spinning pad away from your car and away from your body, otherwise both are likely to get sprayed with water!



What you are left with, after this spinning step, is a damp pad primed throughout ready to accept compound when it is applied, spread and pressed gently to the surface. This is what I am doing above.

When applying compound to a pad, apply a line, or spots of compound, onto the pad and then work these in, and around the pad, to cover it as much as possible. This will avoid dry buffing due to there not being product on parts of the pad.

By priming your pad in this manner you will avoid 'dry buffing' where scratches from a dry pad can be imparted into the paint. A damp, primed pad also cools the pad, and further eliminates paint burn, along with the use of our Random Orbital Polisher.

TIP: Avoid having too much compound on the pad. This will just fling off and create splatter spreading everywhere. Less is best but ensure it is evenly distributed around the pad!

Now you have an understanding of the theory behind each of the tools you will be using, it's time to start paint correction on your car's paint.

I will outline the three-step paint correction process for a car that has visible scratches. After reading each step of the process you can decide whether your car needs a three, two or just a one step paint correction performed. For best results I recommend a three-step process. It takes longer to complete, but it leaves your paint in the best possible condition ready for applying the ceramic coat.

The Tools: Paint Correction



You will need the following tools for machining:

1. Flash Prep or similar paint prep spray
2. General-purpose microfibre cloths
3. Dual Action Polisher - small or large as needed
4. Polishing pads - cutting, polishing and finishing
5. Cut / polish / finish 400, 2400, 3500 compounds
6. Water spray bottle
7. Gloves and masking tape
8. Lighting (not shown)
9. Seat for comfort when polishing (not shown)
10. Buckets to wash and store pads (not shown)

So, we are now ready to use the polisher to perform a paint correction and enhance your paintwork before we protect it with ceramic coating.

CAR CARE Tools, Techniques & Tips

Episode 23 – A full paint correction – Part 3 of 4

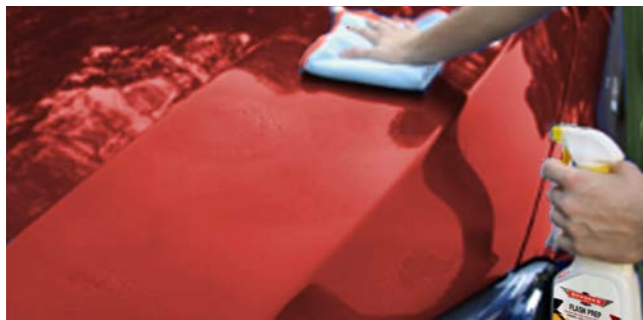
The Technique: Paint Correction

The process of cutting, polishing and finishing a paint correction is performed over a number of steps:

1. Cleanse the surface
2. Mask areas to be protected
3. Prepare pads and microfibre cloths
4. Perform cutting
5. Wash pads
6. Perform polishing
7. Perform finishing
8. Remove masking and any residue
9. Admire your handiwork!

1. Cleanse the surface

Your car has been washed, and decontaminated, and must now be cleansed of all wax, polish and sealants. Do this with Flash Prep or your chosen surface cleaner such as Mothers CMX Surface Prep, or even GTECHNIQ PWv2 Panel Wipe Coating Prep.



We want to eliminate any product on the paint that would interfere with cutting, polishing and finishing.

Use a clean microfibre cloth. Spray the cloth with a few squirts of Flash Prep then spray a panel with 2 or 3 squirts as well. Using forwards and backwards movements wipe the surface to spread the Flash Prep to dissolve, lift and cleanse the area. Dry the cleaned area with another dry microfibre cloth.

2. Mask areas to be protected

TIP: You should use a cloth folded into four. This gives you eight different sides to use. Use a different side from each cloth after each panel. This ensures no product trapped in the cloth contaminates the surface you are cleaning.

It is a wise idea to protect external areas of the car where you do not want compound residue to collect. Chrome, rubber and plastic trim should be masked.



3. Prepare pads and microfibre cloths

Pads must be primed before use. This has been explained, but now that you are ready to begin polishing I want you to put out 3 buckets.



Bucket 1 has water with some microfibre wash solution mixed in to it. This will be used to wash dirty pads once you have used them on about 2 panels.

The second bucket is filled with plain water and is used to rinse each pad after being in bucket one, and before putting them in bucket 3. The third bucket stores your pads awaiting use.

4. Perform cutting

Check the entire car to evaluate the state of scratches and where they are. Here is what I found.



Scratches were on most panels, but particularly the bonnet and trunk. All were candidates for the three-step cutting, polishing, and finishing process.

Cutting starts by choosing the correct pad and compound. For my scratches I chose my 6" polisher; its hard pad - orange in my case; and, 400 cutting compound. Smaller areas, such as around the back panel of the trunk, is where I used the mini polisher.

I used its hard yellow pad and 400 cutting compound.

Attach the damp pad to your polisher, spin it to remove excess water then prime it with cutting compound. Once the compound is primed on the pad, dab it gently around the area to be cut.

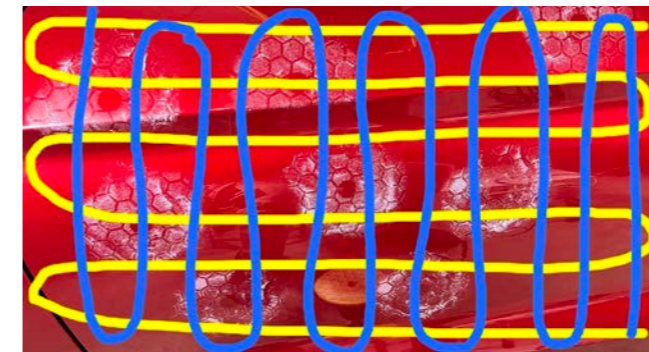


This dabbing ensures there is sufficient compound to be used on all areas of the panel. Once dabbed, place your polisher on the surface, this will avoid any flinging. Turn your polisher to a low speed and spread over all of the dabs so the area is fully and evenly coated. Use a low speed of 1 or 2.

TIP: The less you hold the machine the easier it is to control. If you have a strong firm grip it will fight you for control. Press very lightly if at all. Just guide it, as it moves along following the direction you want it to follow, horizontally or vertically, over the panel, and let it do the work.

Once the compound is spread evenly, turn your polisher up to 4 or 5 and perform horizontal sweeps along the panel, overlapping each sweep by half each time you travel along the panel.

Next, perform up and down sweeps, again overlapping each sweep by half. Look at the following image. The first pass is shown in yellow and the second pass in blue. Stop after these two passes.



As you stop, keep the polisher pad on the surface as you turn the speed off. This prevents any flinging.

When the polisher has stopped, spray the pad with one squirt of water to prevent it drying out and remains well primed.

If it is a warm day, then you can spray a few light sprays on the surface of the panel. This prevents dry cutting, or scratching the surface!

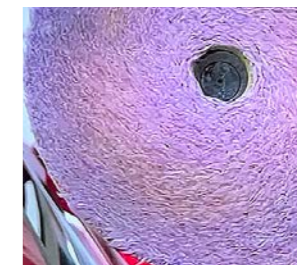
Now, complete another two full passes horizontally and then vertically, overlapping as you go. By this time you have completed four complete passes over the entire panel. Time to check your work. Are the scratches gone?

To check your work, take a damp microfibre cloth and wipe away the compound. Horizontal lines then vertical lines. When you have removed the compound grab a dry microfibre cloth and dry the area. Inspect the paint to see if any scratches remain.

Four passes is generally enough to remove most scratches. If there are still some scratches remaining that you want to remove, then another 2 passes should be sufficient to completely eradicate them.

Remember to turn each cloth to a new section to avoid spearing already wiped away compound back on to the surface.

5. Wash pads



This pad is dirty and clogged. Wash your pad after two panels. Rinse the pad with your hose to remove most of the compound. Wash in bucket 1; wring out; rinse in bucket two; wring out; prime with water in bucket three.

Finally, attach the pad to your

polisher; spin away excess water; prime with compound; then, start working on the next panel.

6. Perform polishing

Follow the same procedure as for cutting, but use medium pads, with 2400 polish, to bring back shine. Use a speed of 3 to 4. Two passes is enough.



7. Perform finishing

Follow the same procedure as for polishing. Use soft pads, with 3500 polish, to enhance shine and smoothness. Use a speed of 1 to 2 - one pass only.

8. Remove masking and clean residue

Easy enough to do! Peel away all masking. Any residue from tape, or compound, is easily removed with White Spirit.

9. Admire your handiwork!

Expect all of this taping, cutting, polishing, finishing and clean up to take many hours. I spread this over a number of days. Cover your car in between days.

You have completed your paint correction. Your car's paintwork should be sparkling and smooth and ready to have a ceramic coat applied. Well done!

Cover your car once it is finished. You want to keep it free from dust and contaminants between the buffing days and the final ceramic coating day.



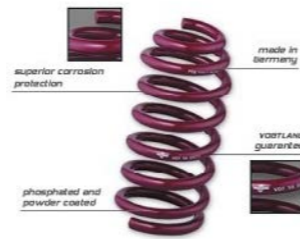
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CAR CARE Tools, Techniques & Tips

Episode 23

A full paint correction – Part 3 of 4

Homework – Purchasing Ceramic Coating Products

Your final homework task, in this series, is for you to purchase GTECHNIQ CSL and EXOV5 as your two-step ceramic coating products. Have some new, microfibre cloths as well. I use four Bowden's Big Blue softies

There are others on the market that are cheaper, but they will not last a long or give the professional finish that both CSL and EXOV5 will give.



Crystal Serum Light (CSL) and EXOV5 will be applied one after the other on the same day. You should allocate a full day for the application of the ceramic coat – there is some prep and two coats of product to apply. You will need to rest as well!

Above is the QR code for The Detail Store in Australia where you order these products as a set. Choose the correct quantity in the bottles. As a guide, I purchased the 50ml bottle set to coat my 2016 Mustang convertible..

There was some of each product left over to allow me to ceramic coat other areas. I coated the door jams; trunk interior; and, painted areas of the engine bay. If you have a hard top then the 50ml bottle will be needed to cover the car and its top. You should also have some left over for other areas.

What's up next?

The final stage of our paint correction series, and perhaps the most satisfying, is the application of the ceramic coat. Expect to be amazed!

In the next episode I will explain the process of using CSL and EXOV5 to apply a two-stage ceramic coating that will give your paintwork up to 7 years of professional protection.

Happy Homework, Cleaning and Buffing!

ATTENTION ALL VIC CLUB MEMBERS

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OR THIS...

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



THEN THIS.

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

...WIN THIS!



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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Newsweek

APRIL 20, 1964

**THE MUSTANG:
Newest Breed
Out of
Detroit**

Ford's Lee Iacocca

PRICES	
AUSTRALIA	... 3/-
BRITISH POSS.	... 2/6
BURMA	... 1 kyal 50 pyas
CAMBODIA	... 13 riels
CEYLON	... Rs. 1.50
FIJI ISLANDS	... 2/9
FRENCH OCEANIA	... F.P.30
GUAM	... 30 cents
HONG KONG	... HK\$ 2.00
INDIA	... Rs. 1.50
INDONESIA	... Rp. 250
JAPAN	... 100 yen
KOREA	... 30 won
LAOS	... 30 cents
MALAYSIA	... MS 1.00
NEPAL	... Rs. 2.40 N.C.
NEW GUINEA	... 3/-
NEW ZEALAND	... 2/6
OKINAWA	... 30 cents
PAKISTAN	... Rs. 1.50
PHILIPPINES	... 90 ctvs.
TAIWAN	... NTS 12.00
THAILAND	... 7 baht
VIET NAM	... 20 piastres
US FORCES	... 30 cents

SPOTLIGHT ON BUSINESS



Convertible or hardtop, the Mustang is Ford's bold bid for the youth market of tomorrow

The Mustang—A New Breed Out of Detroit

At first, it was known only as the T-5—a coded abstraction with no meaning outside the four windowless walls of a room in Dearborn, Mich. Then it became the Torino, and perhaps 500 people knew what that meant. This week, it is the Mustang; and Americans will have to be deaf, dumb, and blind to avoid the name.

The Mustang is a jaunty, stub-tailed, four-passenger cross between a sports car and a family sedan, and Ford Motor Co. is spending more than \$10 million to embed it in the national consciousness like a gumdrop in a 4-year-old's cheek. Advertisements proclaiming the Mustang's birth will run in 2,600 newspapers this week alone, and in all major magazines before the month is out. Women's pages in 100 major cities will carry ads proclaiming that for the first time in its 125-year history, Tiffany's has given a design award to a commercial product—Mustang. Additionally, the company monopolized the 9:30-10 time slot on all three major television networks this Thursday evening—the first such commercial saturation in TV history. Conservatively, Ford men estimate that they will ride the Mustang into 29 million homes that evening.

Kits Mix: Like racy toadstools, Mustangs will sprout overnight in air terminals and motel lobbies. There will be Mustang model kits and Mustang sunglasses and (Ford hopes) Mustang jokes and Mustang drinks.

Inevitably, the excitement over the unveiling of the Mustang will seem a trifle synthetic compared with the genuine public hysteria that greeted Ford's Model A 37 years ago, when, in some cities, firemen had to be called to hose down clamorous crowds. But the fact is that in the Mustang, Ford has come up with something genuinely different from the run of the Detroit mill.

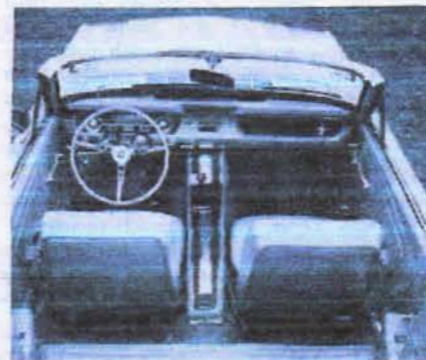
Mustang comes in two basic models—a hardtop and a convertible. For what Ford is convinced is a rock-bottom price of \$2,368 at the factory (plus state and local taxes and delivery charges), the

car will have a 101-horsepower, six-cylinder engine, a three-speed floor-mounted transmission, and some \$65 worth of special items ordinarily considered optional—including bucket seats in front, a padded dashboard, and wall-to-wall carpeting. For the price of an unglamorous compact, the aspiring young sport can drive out in a reasonable facsimile of a European rally car.

Options: And if he wants to, the young sport can add enough items from the Mustang's 50 optional accessories (box, page 61) to build himself a real rally car—at a cost ranging up to \$4,400. From a mixed bag of engines, transmissions, and special equipment, a true performance buff can put together a car that will peel off 555 feet in ten seconds from a standing start.

In an age when new auto nameplates are being aimed at ever-narrowing segments of the market, Ford has gambled more than \$65 million in designing, tooling, and launching a "universal car" that it hopes will appeal to nearly everybody.

As the car evolved through three years of designs, engineering, and market research, Lee Iacocca (pronounced Eye-uh-coke-uh), the explosive young general manager of the Ford Division, insisted that it should cost basically no more than \$2,500, and preferably less. When the goal was hit, Iacocca recalls, he said to the engineers, "Start putting



Inside, the buckets are standard

in the extras. Put in class for the mass. If we're right, this will make the Model A look like nothing."

It will obviously take months of selling to demonstrate whether Ford and Iacocca were triumphantly right or as disastrously wrong as the men who, with equally unbounded enthusiasm and impressive reasoning, turned out the clinker Edsel in 1957. But the portents are encouraging. For one thing, 1964 is almost certainly going to be a record auto year, with sales near the 8 million level; there should be plenty of room for a new nameplate.

Profit Screen: For Ford and Iacocca, the Mustang—or something equally drastic—was a matter of necessity. Two years of exuberant auto sales have masked the trend behind a lush screen of profits, but the Ford trend has been down—from 28.53 per cent of the industry's sales in 1961 to 24.87 per cent last year. In the same three years, General Motors' "penetration" of the market has risen from 46.53 per cent to 51.04 per cent. And to men inside Ford, who saw signs of trouble even before the percentages started tailing off, it was obvious that something was going wrong—that if they didn't start chewing back into the market, a mediocre auto sales year would look disastrous in terms of profits.

When Iacocca took over as the division's general manager in November, 1960, just eighteen days after his 36th birthday, he brought to the job a formidable energy and a firm conviction that "You can work your tail off, but you've always got to write down what your goal is." Shortly after his inauguration, the jut-jawed, Roman-nosed executive ordered a searching examination of the division's ultimate aims.

The men responsible for this inquiry came to be known as the Fairlane Group, a loose committee of eight high officers in the division and its advertising agency, J. Walter Thompson. The group met weekly, for fourteen weeks, having dinner and several hours of talk in an austere, second-floor conference room of

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SPOTLIGHT ON BUSINESS

the Fairlane Inn Motel in Dearborn.

"Lee was trying to develop and convey a theme," recalls Frank Thomas, one of the advertising agency's senior vice presidents and supervisor of the Ford account. "Now, I imagine you can say of Chrysler that engineering is its theme, and with GM, it's style and general excellence. But what was Ford's? Was it that Ford stood for basic transportation? Was it the 'lively ones' theme? Was it the safest-car-on-the-road theme? We found we were, as a team, going all over the lot. There were too many stop-and-go projects."

Tomb Topic: At first, the Fairlane Group focused on "the lively ones." For translation into cars, this theme was turned over to a team of admen, engineers, and designers working in the "tomb"—a windowless room in an auditorium in the Ford Division office building where Iacocca imposed such rigid security that even the wastepaper was burned under supervision. The first echoes from the tomb were Ford's

been convinced of the need for a sporty-looking small car. In 1956, when he first saw a model of what was to become the Falcon, he was struck by the styling of the roofline, which was lifted bodily from the company's highly successful Thunderbird. "They said it wasn't practical," Iacocca recalls, still with a trace of bitterness. "Hell, I could have cried."

Monza Menace: Even without the Thunderbird roof, the Falcon sold more than 400,000 cars in its first year; Chevrolet's Corvair flopped, with 224,000 registrations in its first full calendar year. But the GM experts had sensed the market for sporty, option-laden compacts. Early in 1961, at a lunch in the paneled purlieus of the Detroit Athletic Club, Iacocca was told that Chevy was planning its Monza—the bucket-seat, floor-shift, tachometer-equipped Corvair which now accounts for 76 per cent of all Corvair sales.

"They were going to 'little T-bird' it," Iacocca says. "That made me froth

and who believes in taking chances. "He told me, 'If you want to be in this business and not lose your mind, you've got to be a little bold,'" Iacocca says. "He said, 'You're going to make some mistakes, but go ahead.' I really think he took a hell of a gamble with a young guy. I could have failed, and embarrassed the hell out of him."

But while he had Henry Ford's blessing, there is no doubt that Lee Iacocca was the real "stemwinder" of the project. The role is hardly surprising. Iacocca is one of the genuine Detroit breed, a man who is so exclusively focused on cars and his company that not long ago he strolled through New York's Central Park for an hour on a balmy spring afternoon and literally talked about nothing but Ford and the Mustang.

In many ways, though, Iacocca hardly fits the details of the conventional Detroit stereotype. The son of a fiercely independent Italian immigrant, he came up the hard way and still makes something of a point of it, in language which



Iacocca on the rise: From an eager young truck salesman in 1950 to the enthusiastic boss in 1964

1962½ models—'62 cars touched up with vinyl-covered roofs and four-speed floor-mounted transmissions.

By this time, the Fairlane Group had shifted focus slightly. Poring over U.S. population projections, the executives found a startling change was coming to the automotive market. "The postwar babies are coming of age," Iacocca insisted, "and these kids are our biggest customers." Between 1960 and 1970, Ford's researchers predicted, the number of Americans from 15 to 29 years old will increase by about 40 per cent, to 50.5 million people—but the number from 30 to 39 will actually fall almost 9 per cent, to 23 million. Iacocca drew the conclusion: "What we need is a campaign, a philosophy, that is young at heart—a crossed-flags campaign." Ford's "total performance" theme, the company's return to open sponsorship of racing, and the basic idea of the Mustang all followed.

But well before the Fairlane Group started meeting, Iacocca himself had

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at the mouth. Everybody was Thunderbird nuts at that time, and I felt we should have a poor man's T-bird, a T-bird for the working girl."

For a starter, Iacocca stuck bucket seats in the Falcon and made a running production change to give it—at last—the "blind" quarter-panel which distinguished the Thunderbird roof. And in the fall, when sales figures confirmed the soundness of the trend, Iacocca decided to go for broke with the Mustang. It was a decision tinged with some personal risk. Already, top executives were making judgments on the styling concept and cost of tooling the 1965 Ford line, and it was going to be expensive—\$250 million for the Ford Division alone. With a touch of irreverent glee, Iacocca recalls: "I knew that when I went in and asked for more tooling money [for the Mustang], everybody would blow their stacks."

Iacocca, though, had the potent backing of Ford chairman Henry Ford II—who liked the idea of the Mustang,

is often earthy. Paradoxically for a man who normally drives himself and his subordinates to the point of exhaustion, he is something of a hypochondriac who constantly doses himself with pills. And in a business often given to platitudes and euphemisms, Iacocca is as direct as the thrust of a piston. Dressing down Ford's dealers at a series of regional meetings this winter, he rasped bluntly: "You either get black in this business, or you get out."

How to Succeed: Iacocca was raised in Allentown, Pa., and missed service in World War II because of an earlier bout of rheumatic fever. He sailed through an engineering course at Lehigh University with an A average (his only "D" came in machine design), won a scholarship to Princeton (where he received a master's degree), and started at Ford in a training class which he still recalls as "by far the world's great course."

When the training course ended, Iacocca was just 22 years old; but al-

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ready he knew instinctively how to succeed in business. Assigned to a corporate backwater in Edgewater, N.J., he went instead to the district sales office and sold himself to the district sales manager. Ten years later, Iacocca himself was a district sales manager in Washington; within three months, he was made truck-marketing manager for the whole company. And about this time, his first name got shortened—from Lido to Lee.

Bonus: Ironically, the promotion came just two days before Iacocca was to be married to a receptionist in his first district office. "I couldn't get up the nerve to tell Mary," he recalls. "We'd bought a beautiful house in Maryland. We honeymooned in Bermuda and Nassau, and she'd been talking all the while about house plans." For Iacocca, though, the boost was worth any marital strain involved. "Before that," he says, "I never knew what the bonus was."

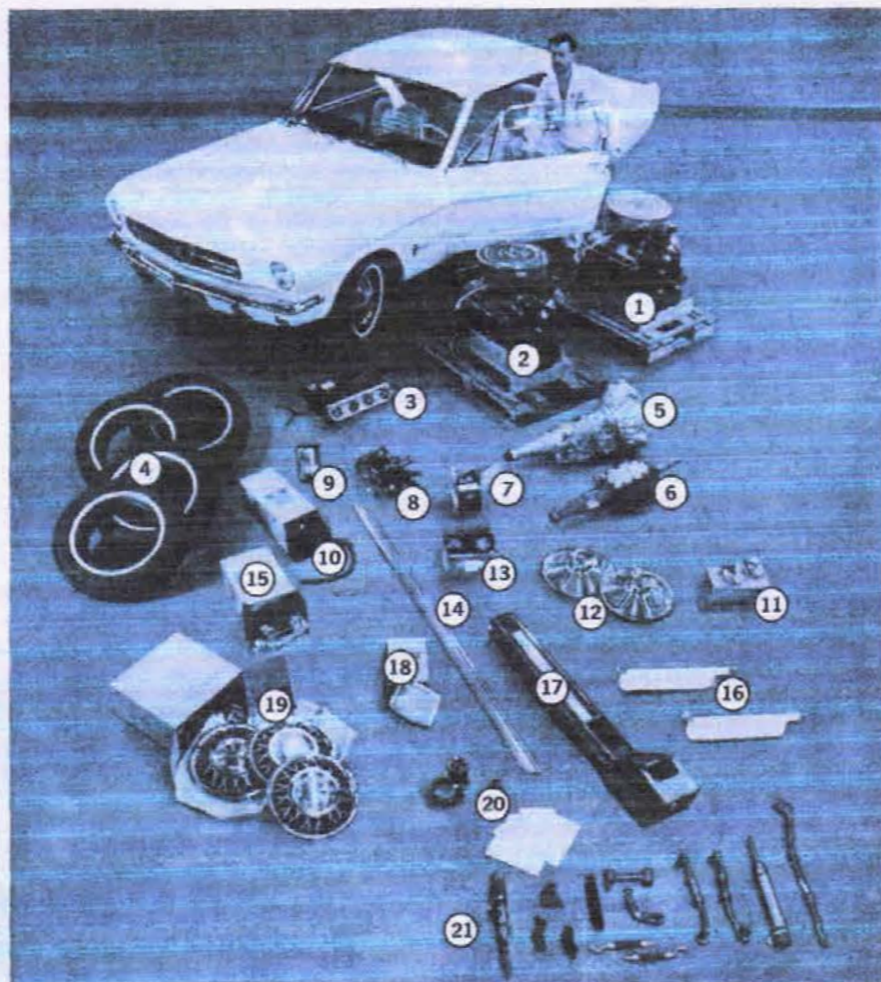
Learning about the bonus proved pleasant (his salary and bonus now total some \$250,000), and Iacocca was following his own advice: "Write down what your goal is." For a while, it seemed to work out, but then Iacocca began lagging behind his self-imposed schedule. "I wanted to be a vice president when I was 35," he says. "I don't know why, but I did. On Oct. 15, 1959, I hadn't made it, and I said, 'Hell, that's the end.'" Eighteen days later, Henry Ford II called Iacocca to his office and said blandly: "How'd you like to be a vice president of the Ford Division?"

Now, with his wife and four-year-old daughter Kathy, Iacocca lives in a \$200,000 home in Bloomfield Hills, twenty miles north of Detroit. He tries hard to spend at least one day a week with his daughter, and plays nickel-dime poker with friends on Friday nights.

'Prioritize': As the division's boss, Iacocca expects his subordinates to get through as much work as he manages himself—involving a ten-hour workday and a constant flow of suggestions, ideas, directives, and queries. He also expects his underlings to "prioritize" their work and their personal goals. "A guy never gets canned for not doing enough," he says. "He gets canned for working on the wrong thing."

To some critics, this kind of activity smacks of a frenzy that doesn't always bring results. "Iacocca's a spinner, a guy who whirls like a top," says one not altogether admiring associate. "And like a top, he stays in one place. He can dazzle you—and maybe management, too—by all the balls he can keep spinning in the air..." But even this critic concedes: "Now he does have a winner in the Mustang."

If the Mustang really is a winner, it traveled a rocky road to get there. As with any new car, the design



Robert Boyan

... And More Speed for the Steed

With its range of 50 options, the Mustang can be upgraded to a hotly competitive rally car with abilities that the purest of sports-car buffs might admire. But the options also include many gadgets designed mainly to give the illusion of sports-car power or just sheer luxury. Pictured above are some of the major accessories offered as optional extras with the Mustang:

1. A 260-cubic-inch displacement V-8 engine, of 164 horsepower, for \$116 extra. 2. A 289-cubic-inch V-8, rated at 210 horsepower, \$181.70. 3. Air-conditioning unit, \$283.20. 4. Set of 14-inch (vs. the normal 13-inch) white sidewall tires, \$41.30. 5. Three-speed automatic transmission, \$189.60. 6. Four-speed manual transmission, \$188. 7. Outside rear-view mirror, \$2.25. 8. Power-steering unit, \$86.30. 9. Windshield washers, \$13.50. 10. Power-brake unit, \$43.20. 11. Back-up lights, \$10.70. 12. Simulated knock-off

(racing) hubcaps, \$18.20. 13. A "rally-pac" (clock and tachometer), \$75.95. 14. Rocker-panel molding, \$16.10. 15. Push-button radio with antenna, \$58.50. 16. Padded sun visors, \$5.70. 17. A "sports console" to cover the drive-shaft tunnel, \$51.50. 18. Rear-seat speaker, \$11.95. 19. Simulated wire wheel covers, \$45.80. 20. Compass, tachometer, and diagram for do-it-yourself installation, \$78.75. 21. A racing package of stabilizer bar, shock absorbers, ball joints, and special steering, \$38.60.

Performance buffs can also buy special equipment ranging from exhaust cut-out pipes for \$57 to a 271-horse V-8 engine for \$437.80. Those buyers who are looking for appearance can opt for a vinyl hardtop roof, for \$75.80. And next fall, Ford will offer the ultimate Mustang—a racing version with "fastback" styling and horsepower running up to 300. The price: high.

was a series of compromises. Mustang actually started out as a two-seater, but as Ford found with the Thunderbird, four seats are essential for volume sales; a rear bench, however cramped, had to be included. A choice of six- or eight-cylinder engines had to be offered; to accommodate the long six, the hood was stretched out and the trunk compartment shrunk—a trend which delights Iacocca and styling vice president Gene Bordinat. "There's something about a long hood that says, 'There's a lot of engine here,'" Bordinat gloats.

With basic styling settled, product-planning executives started figuring out what had to be put into the car, and production men started figuring costs.

And at this point, Iacocca had to make his knottiest decision, the kind that comes only to a top man.

At first, the planners figured on a first-year volume of 100,000 Mustangs. Once the production level was set, tooling costs and prices could be established. But the goal would also operate as a ceiling, since the cost of tooling for more volume in the midst of a model run tends to be prohibitive. "It does little good to look back on a 100,000-year and say, 'If I'd been smart enough to build 200,000, I could have sold them,'" Iacocca says. "By that time, you're out on your can."

No Bomb: As the Mustang developed, though, Iacocca saw more and more signs that it would be a runaway success. To begin with, the stylists themselves were maintaining an enthusiasm that Bordinat, for one, found almost frightening. "I kept waiting for a bomb to fall," he says. "But the car has 'lived' well with us. If it tires us, the same thing will happen in the marketplace."

Finally, Iacocca decided to raise his sights. Setting the scene for his meeting with Ford's top management, he says: "I haven't sold a car yet, and I walk in and ask [them] to put their big glasses on and think about increments. They say, 'If you feel that strongly about it, go ahead. That's your job.' I don't know how tolerant they'd be if it flopped, but you have to make up your mind. You can't go home and ask your wife."

The initial rise in planned volume was relatively modest—to 180,000 cars. But the target kept rising. By mid-1963, Iacocca planned to produce 240,000 Mustangs at Dearborn. Then it was decided to tool up a San Jose, Calif., plant, raising capacity to 360,000 for the first year. (By next weekend, 20,000 Mustangs will have been produced.)

Bordinat's stylists, who didn't have to spend time worrying about such things, were having a fairly easy job after their initial problems were solved. Inevitably, though, minor crises developed. The biggest was the car's front end. "I wanted a mouthy front end," Iacocca

says. "All the \$25,000 cars I'd seen at Torino [Italy, in an auto show] had that pointed, mouthy appearance." The stylists liked the idea, but as Bordinat says, "It took a lot of noodling."

There were literally dozens of minor problems, with ingenious solutions. Engineers found they could save weight, and shave \$20 off the cost of each car, by cutting its width 1 inch. But to increase usable inside space, they were forced to install curved glass in the side windows, at a premium of \$5. And there were long, anxious huddles over such problems as the angle of the accelerator pedal, which was giving test drivers ankle fatigue. First there were "minor redesigns" of the pedal pad, the accelerator-spring, and the floor mat; then, last January, a report gravely chronicled

names (among them: Colt, Bronco), and Mustang was eventually picked. The main reasons, according to Thompson's Frank Thomas, were that "It had the excitement of the wide open spaces, and it was American as all hell."

This week, the big question was: will Ford's grand strategy work? Can the Mustang carve out a significant chunk of the market for itself, and deepen the Ford Motor Co.'s penetration of national auto sales?

No Hiding Place: As they wait for the crescendo that will introduce the Mustang, Ford's executives can only cross their fingers and chew over the cud of a three-year-old decision. But their automotive rivals, and several Wall Street analysts, have deep-seated doubts that the Mustang will be of much help.



Newsweek—Joe Clark

The Iacoccas at home: Only Friday night is for poker

the final solution: "To improve the driver's relationship with the accelerator pedal... the pedal has been moved forward approximately 0.7 inch, the seat moved rearward 0.5 inch, and the pedal angle and pivot point revised to a more acceptable position."

Name Game: Until last fall, no final name for the car had been picked. The program was code-named T-5, and the car was referred to inside the company as the Torino—a name not universally admired. "I liked T-bird II," Henry Ford recalls with a touch of petulance, "but nobody else seemed to." Iacocca had no strong preferences, and at this point John Conley, account representative in charge of J. Walter Thompson's forward planning group, was sent to the Detroit Public Library. Conley had spent hours there previously, culling names of birds for the cars that became the Falcon and Thunderbird; this time, he was looking for horses. He produced a list of 6,000

To be sure, the other major automakers are taking the Mustang seriously enough. Chrysler Corp. has already announced the Barracuda—essentially a new "fastback" body shell on a Valiant chassis, with a cautious 1964-model production of 11,000. Chevrolet will have a restyled Monza ready next fall, and American Motors is planning on producing a version of a show car called the Tarpon, which resembles the Barracuda.

But by and large, the other companies are betting that Mustang's success will be achieved mainly at the expense of other Ford lines. "Every time Ford has come out with something new recently, they have robbed from their own," said one Chrysler executive. "This car is really going to hurt Falcon, and it might even burn the Thunderbird a little."

Ford concedes that some of its Mustang sales will inevitably be at the expense of its present lines, but Henry

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

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

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

PERSONAL INFORMATION

First Name: _____ Surname: _____

Address: _____
(Street no & name - Optional)

Suburb: _____ State: _____ Post Code: _____

Mobile: _____ Email: _____

VEHICLE INFORMATION

(Please complete 1 (one) form per Boss)

UnRestored Restored

Year: _____ Vin No: _____

Engine Capacity: 302 351 429 - KK: _____ Cougar

Color: _____ Rego: _____

Door Tag Details

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

Additional information/facts: _____

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

Andre Stoffers

Mob: 0411 455 755

Email: Boss.Registry@gmail.com



VICTORIA

Ford himself insisted last week that the Mustang should account for about 3 per cent of all auto sales—and more than half of that should come out of rival companies' hides.

More basically, critics argue that Ford can never improve its industry position or its profit margins until it cracks further into the medium-price auto market. "GM just blankets that area, and it's where most of the profit is," said the auto analyst for a large Wall Street firm. "For one thing, the profit per car is higher. But that's where the options are sold best, too, and some of those options carry a 100 per cent markup." In the retail price range from \$2,600 to \$4,000, excluding options, GM has eighteen separate models, compared with Ford's seven.

Banner Bearer: Such reasoning has a familiar ring at Ford; it was, after all, the chief rationale for turning out the Edsel. And while Henry Ford insists that "You can't worry about what's past," he also maintains that "We're not coming out with another car in the medium-price field." Mustang is carrying the Ford banner, and as far as Ford himself is concerned, "I'm optimistic. I think we're on the right track."

Lee Iacocca couldn't agree more. With the fervor of a pitchman, he insists that "I never think of the car laying an egg. If I did, I think I'd go nuts." He even remains genuinely undisturbed by the specter of the Edsel—a subject which inevitably crops up in any conversation about the Mustang. "I never had anything to do with the Edsel," he shrugs. "It's no specter to me. What if the Edsel had come out in this market? It would have been a smash."

In fact, the real specter to Iacocca is the Falcon—the holder of the modern record, with 417,174 copies sold in its first year. For Iacocca, the problem is following a winning act. "I don't usually admit this," he confided, "but deep down, that number really gets me. I guess what I really want is to sell 417,175 Mustangs."

GAMBLING:

No More Alligator Shoes

Across the street from Bathhouse Row on Hot Springs' magnolia-lined Central Avenue, a bearded and barefoot octogenarian sat dozing on a green-painted bench in the warm April sun. Down the street, two elderly, arthritic ladies in sturdy black shoes and blue-rinse hairdos examined the window display in Bijou's Linen Shop. "That's a pretty good buy," said one, pointing to linen handkerchiefs at 69 cents each.

Hot Springs was so sleepy last week that one native observed: "You don't see nothing on the streets but cats and dogs

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fighting." Most of the Cadillacs, Lincolns, and Thunderbirds had disappeared from town, and there wasn't a well-heeled sportsman from Texas or Oklahoma, Iowa or Illinois to be seen anywhere. And this was the famous Arkansas resort that used to be known as the Sodom of the Bible Belt.

After 90 years of illegal and almost uninterrupted gambling, the cry of the croupier had been silenced, the rolling dice stilled. A visitor could still get an illegal drink at a bar, but there were rumors that Gov. Orval Faubus was about to dry that up, too.

Big Time: Three weeks ago Faubus cracked down on the casinos. He didn't have much choice, with the Justice Department threatening to move in on what it called "the largest illegal gambling operation in the United States." Betting brought an estimated \$50 million annually into Hot Springs and provided jobs for 1,200 of its 30,000 citizens.

The casinos have been closed down a half-dozen times in the past, usually for brief periods beginning a few days before an election. But the shutdown may well be final this time unless local gambling is legalized in November's general election. The odds are against it. And businessmen are worried.

"The community is not built entirely on gambling," Mayor Dan Wolf pointed out, noting that Hot Springs boasts three lakes for water sports, golf courses, and stately spas where folks bathe in 47 steaming springs. "But I don't believe people will come here just for health and recreation, or at least nowhere near as many as if we had some high-class entertainment for them to enjoy at night."

Most of the high-class entertainment is provided at The Vapors, a multi-million-dollar casino and nightclub which has featured such \$7,500-a-week-and-up talent as Liberace, Mickey Rooney, Jane Morgan, and Patti Page. But the real

stars at The Vapors, before the gaming room was padlocked, were 80 slot machines, six dice tables, four roulette wheels, and four blackjack tables. "We're going ahead with one show a night and see if we can make ends meet for a while," said H. Dane Harris, the smooth-talking, hard-eyed boss of the biggest of the five casinos in Hot Springs. "But I don't see how we can do it."

Next to the casino operators, the town's most pessimistic businessmen are the hotel owners who report advance reservations off by 10 to 15 per cent. Plans for a million-dollar expansion of The Avanelle, a \$1.2 million motel, were canceled. "We feel we've got enough room for the time being," was the laconic explanation from Gerald Vander-slice, secretary-treasurer of the local corporation that owns The Avanelle.

Young Dave Mooney, who owns an appliance store and a gasoline station down the street from the old Southern Club, reports business way off.

"Let's face it," Mooney said. "People can eat, listen to the birds, and have this kind of water in Excelsior Springs, Missouri. The tourists have to have something to do when they come here."

There are quite a few avowed optimists in town, however. As banker Cecil Cupp says: "The Indians used to come here to bathe, and since then millions of other people have come to bathe and see the scenery. We are going to do everything we can to promote industry and to further develop Hot Springs as a retirement and recreation area."

But even if the town's medicinal waters and mountain beauties continue to attract nearly 2 million visitors annually, things won't be the same without the casinos. As Maurice Kallsnick, operator of Demar's Shoe Store, explains: "We will have to cater to a more conservative class. We won't sell as many of those \$75 and \$80 alligator shoes."



Empty tables in Hot Springs: Gambling evaporates at The Vapors

Newsweek—Rael Fleming

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Vale - Geoff Grace

Ian Collins - MOCA VIC President



Dear members

It is with great sadness that I have to inform you of the passing of MOCA VIC Member Geoff Grace.

Geoff was a 23 year member of the club. Geoff was a very active member before his life was turned around after a back operation that left him with a bruised spine and limited mobility making driving a car impossible.

I have never known a more determined man, Geoff did everything humanly possible to get his body right. He did every therapy that was known to man but without the improvement he was after.

Geoff was often seen at meetings, car shows and car events in his lovely 84 fox body, a car he loved so much and spent hours working on. This was the 20th Anniversary Model with 5 speed manual.

Geoff would hold a breakfast every year at his house when we held our annual Bundoora Claytons Concours.

This was followed by the legendary nip of port. Geoff and his lovely lady Elaine would keep the guests happy with tea,

coffee or port prior to the short journey to Bundoora Park.

Now the pre-Claytons Concours breakfast became legendary for many members.

Geoff was a very colourful guy who could hold fort on many subjects especially health and safety. Geoff ran a company that was very successful in this field. Geoff had a wealth of knowledge in those earlier fox bodies.

It was a sad day when the news from Elaine came that Geoff had passed. We as a club will remember a guy that loved the

Mustang Owners Club and all its members.

Geoff will be remembered as a beautiful man, kind and much loved by all.

The club wishes the family to know how much we will miss him. Regards from all at the Mustang Owners Club.

Sadly missed and loved by all. Condolences to Elaine and Geoff's family.



Editor: Here's a few snippets from emails I received from Geoff Grace over the past years, that I thought I would share. I think he would've been OK with doing this....As Ian has mentioned, a great kind man that despite all he went through always managed to be positive and care so much about his Mustang, his fellow Club Members and the Club.



"...Just blown away by the club awarding me the member draw when I was drawn this month. (I was there in spirit. ha.). It was very generous and I have attached an article in thanks. My unfortunate surgery was just a few weeks after we returned from that cruise, so time sure flies. Hope you can use it mate. kind regards to all. Geoff Grace..."

"...I miss the club meetings, the runs and all the display events etc. very much. The last thing I did was a OH&S/Quality Safety Plan for the event that was held at Ford before they closed up, and I really enjoyed doing it..."

"...I had some articles with photos, as well as some photos, so please feel free to use whatever parts you wish. I LOVE the Fox Body style, handling, suspension and power. Technically they are supposed to be called "Fox Chassis Mustangs" (not Fox Body)..."

"...If I run out of attachment memory, I will send a few parcels mate. Give my best to Collo and Tony Fable, Terry Smith, Barry Bolton, Udo, Ron M and all the blokes that I haven't seen in yonks..."



Hi Colin,
 "...It's great to hear from you and anytime you want to put my Mustang photos in the club mag, is fine by me. I had a particularly good shot at Bundoora Park several years ago that I will attach if I can find it because it highlights the long, rangy look of the car with its "turbine" wheels.

The "targa top" was not added by me. It is a option for the 1984 1/2 model which was the very limited exact 20th Anniversary Special that was produced in mid 1984 to celebrate 20 years since conception mid 1964. It's a great top with tinted glass panels that store under the hatch in padded pouches. The car is like new. I replaced all the suspension rubbers with nolathane, and also renewed shocks, put in a brush finished stainless steel instrument fascia, and even added a new Pioneer sound system. I thought I would drive the car forever!

kind regards,
 Geoff Grace..."



JUNE 2024 CLUB MEETING

Wednesday 19th June 2024
Moonee Valley Complex, Moonee Ponds



Meeting opened 8.19pm by the President, Mr Ian Collins

APOLOGIES per sign on book

Nick & Kaye Duyvestyn, Barry Bolton, Ron Minogue, Geoff Grace, Frank Thomson, Dave Geddes, Warwick Dowsley, Debbie/Alan Dowel, Bruce/Kerry Roscrow, Tony Borg, Lisa/Frank Borgwardt, John Pipen, Tony Masters, Shaun Proctor, Ange Cardamone.

MINUTES OF PREVIOUS MEETING: Ian Collins

The Minutes of the previous meeting held on the 15th May 2024 were read and confirmed. Mov: Udo Schaak, Sec: Neil Butler

Ian announced the intention to raise Membership fee by \$10/yr, to \$75

There has been no change to this fee for 25 years.

Everything has increased in life and MOCA is no exception. Many expenses have increased. Magazine postage, BBQ's and dinner subsidies are some. \$7k was paid to Charities.

Our raffles are lucky to break even. We don't aim for large profits, however, we need to stay ahead with our expenses and be able to continue providing these services to our Members.

TREASURER'S REPORT: Adam Richmond

TOTAL FUNDS AVAILABLE - MAY 2024 **\$310,109.36**

Mov: Sue Brodrick, Sec: Joe Borg *Figures subject to audit

MEMBER WELFARE: Ian Collins

Frank Thomson's '69 Convertible will be coming up for sale.

BULLETIN: Colin Falso

Colin was congratulated by the Members on the spectacular Commemorative 60th Anniversary Edition of the Roundup.

Colin advised the deadline for articles for the next Roundup is the first week in August.

SECRETARY'S REPORT: Brian James

As Tony Borg was away for the majority of the month and access to Secretary's email was not available only emails sent to the committee by Tony before he left on leave are included below.

Correspondence Inwards:

EBadges	Quote for grill badges
Colin Falso	Collectors edition poster for inclusion in magazine
Bruce Roscrow	Request to supply umbrellas
MOCA Qld	Request to promote Qld 60th anniversary merch
DMND Apparel	Offering a merchandise and apparel service thank you to MOCA
Do It For Cancer	Request to send out Bike Ride flyers to members
Variety Bike Ride	enquiring about potential scammer of bought parts
NZ Mustang owner	Co-ordinator requesting MOCA details for contact
Euroa Show n Shine	offering GDEUP-6 number plates \$1550
Seller	thank you to MOCA Vic-Tasmania
Cancer Council Tasmania	

Total number of members to 21/05/2024 - 1005



SOCIAL: Sue Brodrick & De Colledge

EVENTS REPORT FOR FEBRUARY 2024

PAST EVENTS

SUNDAY 18TH MAY. Dog and Pony Day at Mentone Grammar Playing fields. Nice day but only two members turned up.

SUNDAY 19TH MAY. Had a fabulous turn out for our 1st winter Meet and Greet, held at The Cosmopolitan Hotel Trentham. Weather was nice to start with, but rain appeared around noon, didn't stop around 50 members from attending.

SUNDAY 25TH -26TH MAY. Historic Winton.

THURSDAY 13TH JUNE. We had 36 members turn up for our Meet and Greet, held at The Naked Racer, Cheltenham. With rain prior to this event our grass area parking spot was not to be, so thank you all for driving around to find a spot as it is a busy place to park.

SUNDAY 16TH JUNE. Who would have thought a trip to Ballarat in winter was a good idea. On Sunday, we had 41 members attend lunch at the 1862 built, Craig Royal Hotel. The grand Bentley room served magnificent lunches. We also warmly welcomed 5 new and about to be new members.

UPCOMING EVENTS

THURSDAY 11TH JULY Meet and Greet at Warren Glen Nursery and Gift Shop, 373-383 Ringwood-Warrandyte rd., Warrandyte. 11.30am. Meeting point is at BP Eastlink, northbound Scoresby, 10.45am, or meet at the venue. Contact is Sue brodrick

SUNDAY 21ST JULY. Winter run and luncheon held at Grand Central Hotel, 64 High St, Yea 11-3pm. We'll take the scenic route up the Maroondah Highway, so gathering point is the service road outside the Olinda Creek Hotel, 161 Main Street Lilydale. Departure is 11.15am bound for Yea where lunch commences from 12.30pm. RSVPs are essential. Contact is De Colledge

SUNDAY 3rd and 4TH AUGUST Winton Festival of Speed.

This event has just been listed on our EventApp.

Winton Raceway is planning a celebration of 60 years of Mustang.

They are planning a parade of up to 50 Mustangs around the long circuit of Winton on Saturday 3rd August. This parade will only include Mustangs.

The early listing is to give as much prior notice as possible in order for members to set aside this date and hopefully arrange to stay over into Sunday. There will be a parade of cars on Sunday as well, but, unlike Saturday, will not be limited to Mustangs. Other makes will be included.

This is probably the last opportunity for us to celebrate this Mustang milestone, and to support Winton in this acknowledgement we want to get as many Mustangs up there for this Saturday parade as possible.

Winton is also offering an award on Saturday and Sunday for Best Mustang. It is anticipated the award will include \$200 and a Plaque.

Brian will have tickets as the event gets closer, but please mark this one down in your diary and arrange accommodation if required.

MOCA has acquired some accommodation for Friday Night 2nd and Saturday Night 3rd Aug. (a two night minimum stay).

Please contact Brian if you require accommodation, and depending on your needs and number of people, we can hopefully assist.

Contact is Brian James



SUNDAY 18TH AUGUST. MOCA's belated 50th Birthday Lunch. 12 noon till 3pm. Following the success of the Mustangs 60th Birthday celebrations, it's time to celebrate the half century of MOCA Vic.

Please join us at our 50th Birthday party at the Inglewood Estate, 130 Eltham-Yarra Glen Road, Kangaroo Ground, where we'll be enjoying a sumptuous 3-course meal including drinks.

We encourage everyone to dress up in the themes, of either dress in the colour of your mustangs or wear your best club gear. MOCA Vic is partly subsidising this event and the cost will be \$80 per person.

Please either pay via direct debit deposit into the Clubs bank account (please include your membership number and 50th in the title) or else contact Davina Collins to make a credit card payment. Please also advise of any dietary requirements at the time of booking. The final date for RSVPs and payment is 7th August. Regrettably no late bookings will be accepted. Looking forward to seeing you all at this special occasion.

A reminder to pay in advance before the cut off date and RSVPing on Team App does not guarantee you seats in this instance.

SUNDAY 1ST SEPTEMBER. Is the Acland Street Father's Day Event. The Team App is showing 13 people have RSVP'd. It is important you register for this event and RSVP. Registration details are on the App, Website and FB. Elvis from show cars Melbourne (who runs this event) has kindly reserved 40 prime spots for MOCA on the grassy knoll beside Luna Park.

If you have registered for this event, but haven't RSVP'D, please do both ASAP so we don't lose our allocated area and can monitor the number going.

Elvis noted that over 100 entries were received for the grass area in the first 24hrs of entries opening. He cannot hold these places for us until the last minute. Leaving it till the last few days, or weeks will result in disappointment. Understandingly, the prime spots cannot be held for us indefinitely. If you intend to be part of this outstanding event, please register now and RSVP.

We intend taking out the Best Club display this year. We need your help. Contact is Brian James

Can I stress the importance of RSVPing using Team App or calling the nominated person to all social events. This makes our job easier when booking members to the events.

Echuca weekend 8th-10th November. Finalised and will be advertising this soon.

ROUND UP 2024: Peter Mason

Peter reported that arrangements are on track for the Roundup.

Vendors and Poster are progressing.

Advertising will begin shortly.

TASSIE 2024: De Colledge/Ian Collins

Arrangements are on track, expressions of interest will be invited from late August

BUY, SWAP or SELL

Auto Technica Car Cover - Mustang \$150

Carby 850 Double Pumper, 4 barrel \$500

Please contact committee for details on contacting sellers

RAFFLE

Sue Brodrick has asked Members for Raffle prize ideas.

We need to know what you, the Members, would like to see on the Raffle table each month.

Mug of the Month - Mark Massavelli #3390

Member Draw of \$400 was drawn with Member number 3752 Craig Whalley coming up, but Craig was not in attendance.

Next month jackpot will be \$500.

SPECIAL PRESENTATION

Peter Alderson presented a magnificent Panoramic Print of ALL the Mustangs on display on the Sunday of the 60th Anniversary celebrations at Phillip Island

Peter has done a fantastic job to capture all the cars from front on in the one print.

The size of the print is approx. 2 metres x 0.5 metre

The print is being offered to Members for \$50

Orders must be placed in advance.

Email to Tony Borg to order. Order Early.

MEETING CLOSED:

9.14pm. Minutes recorded by Brian James

NEXT MEETING

Wednesday the Wednesday 17th July at the Legends Club Moonee Valley.

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



JULY 2024 CLUB MEETING

Wednesday 17th July 2024
Moonee Valley Complex, Moonee Ponds



Meeting opened 8:12pm by the President, Mr Ian Collins.

APOLOGIES per sign on book

Charlie Barravachio, Graeme Bell, Nick and Kaye Duyvestyn, Garry Anderson, Colin Falso, Terry Smith, Graeme Hutchins, Dave Geddes, Ron and Dorothy Cremona, Peter and Christine Schang, Pam and Graeme Dillon, Debbie and Alan Dowell, Shaun Proctor,

MINUTES OF PREVIOUS MEETING: Ian Collins

The Minutes of the previous meeting held on the 19th of June 2024 were read and confirmed.

Mov: Neil Butler, Sec: Davie Krampel

TREASURER'S REPORT: Adam Richmond

TOTAL FUNDS AVAILABLE - JUNE 2024 \$325,176.99

*figures subject to audit

Mov: Udo Schaak, Sec Lino Avellino

MEMBER WELFARE: Ian Collins

Ian Collins advised the meeting of the recent passing of beloved member Geoff Grace, who passed away from breathing complications, he will be sadly missed and contributed greatly to the club.

The club was also advised of the hospitalisation of Terry Smith, on the night of the meeting, he is back home now and resting.

Ian also advised of the bypass operation of Graeme Bell, who after advising medical personnel of breathing difficulties, and insisting he was having difficulty and wanted further investigation was immediately admitted to hospital and operated on for bypass surgery.

BULLETIN: Ian Collins

In Colin's absence, his assistant editors advised the club to continue submitting articles for the mag.

SECRETARY'S REPORT: Tony Borg

JUNE 2024 TO JULY 2024 (GENERAL)

Correspondence Inwards:

George Mariotti	Change of address member 1999
Phil Emelhain	Confirm Membership Paid
Heather Petrie	Winton accommodation funds transfer confirmation
David Livian	membership interstate request
Alan Costello	Query on Clothing Sizes
Michael Wells	Parklane Wonthaggi is club interested in event
Steve Sheridan	Need a Mustang for Joy Ride -
22/06-9/07	56 x Grill Badge requests
Diane Ryan	Car For Sale - non-member 1995 Mustang
	Description of the car is as per below:
	This Mustang convertible is the last of the 302 V8 pushrod motors. Currently on club registration and is in very good condition given its age. Pick up will be Beechworth. Cost is negotiable for a reasonable offer. Contact Denis on 0409793577 for more information.
Vicki Brennan	I am interested in joining the club and wanted to understand 2 things:
	1. what does being a member involve
	2. How can I get more information on mustang motorsports - the links in that section are all broken
Mandurang Vally Events	Invite to Festival 13 October
Chris Mayberry	Help with 1970 Hardtop price estimate

Paul Collins
Andrew Saliba
Grant Semmler

Heather Petrie
Bruce Roscrow

Lynne Cassidy

Kim Parry
Noel Camilleri

Correspondence Outwards:

Membership

Monthly Secretaries Update

NEW MEMBERS ACCEPTED

KNIGHT PAUL & ROSE	17	RUBY RED
DEANE ROBERT & MARIA	23 GT	ATLAS BLUE
GEORGIEVSKI BORIS & MAGGIE	75 GEN2	SILVER
MORRIS MICHELLE & CRAIG BROWN	17 GT 5.0	RUBY RED
HEATH STEVE & CAROLYN	21 FM CONVERT	BLUE
BACIC ROBERT & JULIE HANOS	16 GT	RACE RED
COULSON PETER & MELISSA	17 GT	BLACK
MORRISON DAVE & LEANNE	16 F/B	BLUE
STELLMAKER DAVID & MAUREEN	66 COUPE	BLACK
DOREY TONY & JANIC	66 COUPE	ANTIQUÉ BRONZE
SEMMLER GRANT & LUCY SCHULZ	66 COUPE	RED
POLITES STEVEN & MARY	19 BULLITT	GREEN
DOIG MEREDITH & JIM	12 GT PREMIUM	CANDY RED
COSTELLO ALAN & DIANE	16	MAGNETIC GREY
SPARKES BRETT & LYNETTE	66 COUPE	RED
CALLEJA MARK & SARAH	21 MACH 1	TWISTER ORANGE
BARTON MARK & TIFFANY	18 BULLITT	GREEN
JONES REXFORD & PAMELA	22CAL SPECIAL	BLUE
KITOS JOSH & NAOMI KRAMPPEL		
CUTAJAR JOHN	67 F/B	WHITE
BENSON GLORIA & IAN	16 GT F/B	SILVER
KAISER DIETER	96 SALEEN	BLACK
HEATH SIMON	21 MACH1	JFG
SCHLEMMER KARL & JUDY TRAN	17 S550	SILVER
MATERN DIANE & TONY	17 GT	BLACK
HUTCHINGS WAYNE	18 GT	ROYAL CRIMSON

Total number of members to 17/07 = 1014



Lynda & Macka receiving their appreciation gifts from Ian Collins for running the Merchandise over the years which is now going to be taken over by Bruce & Kerry.

Car for sale in Tasmania
Wants to see a Dark Horse in person
Check if he has to renew membership if joined in May

Thank you Tony - lots of things happening.
New Agenda Item for MOCA meetings format

Need a retiree to assist with 66 restore (parkinsons)
membership status
1967/68 Rear Windscreen for sale

SOCIAL: Sue Brodrick & De Colledge

EVENTS REPORT FOR JULY 2024

PAST EVENTS

THURSDAY 11 JULY. Meet and Greet held at Warren Glen Nursery and Gift Shop, Warrandyte. So far 33 members attending

UPCOMING EVENTS

Sunday 21st JULY. Winter run and luncheon held at Grand Central Hotel ,64 High St, Yea. 11-3pm. We'll take the scenic route up the Maroondah Highway, so gathering point is the service road outside the Olinda Creek Hotel,161 Main Street Lilydale. Departure is 11.15am bound for Yea where lunch commences from 12.30pm. contact is De

SUNDAY 3RD AND 4TH AUGUST. Winton Festival of Speed. Winton Raceway is planning a celebration of 60 years of Mustang. They are planning a parade of up to 50 Mustangs around the circuit of Winton on Saturday 3rd August. This parade will only include Mustangs. Winton is also offering an award on Saturday and Sunday for best Mustang. It is anticipated the award will include \$200 and a Plaque.

Contact is Brian and all details of this event are on team app and webpage.

SATURDAY 10TH AUGUST. Bendigo Coffee Catch Up. Held at Bendigo Homemaker Centre,9-11am. Contact is Angela

SUNDAY 18TH AUGUST. MOCA'S belated 50th Birthday lunch,12 noon till 3pm. This celebration will be held at the Inglewood Estate, 130 Eltham-Yarra Glen Road, Kangaroo Ground. With just over 5 weeks to go, members interest is gaining. Why don't you come and join us celebrating our clubs 50th Birthday. Come wearing your finest Club gear or in your favourite Mustang colour and enjoy a sumptuous 3- course subsidised meal in the Inglewood Estate, Kangaroo Ground. Please pay either via direct deposit into the clubs newly created events bank account or else, contact Davina Collins on 0405410253, to make a credit card payment. Please also advise of any dietary requirements at the time of booking. The final date for payment is 7th August

Due to MOCA's 50th birthday next month, there will be no Meet and Greet and Winter Run for the month of August.

SUNDAY 1ST SEPTEMBER. Is the Acland Street Father's Day Event. It is important to register for this event and RSVP. Registration details are on the Team App and Web page and Fb. We are taking out the Best Club display this year, so we need your help. Contact is Brian James

Echuca weekend 8th -10th November will be advertised soon.

MUSTANG RACING

Nil

ROUND UP 2024: Peter Mason

Peter Mason advised the club that the poster for the round up 2024 is being finalised and sponsorship has been squared away.

BOSS REGISTRY: Andre Stoffers

Andre advised the club of the recent sale of a club members 429CJ.

He also requested fellow Boss owners to display at the upcoming round up event, hoping to make it the largest display of Boss's in Australia. The Queensland State concourse recently displayed 6 Boss's.

CODE OF CONDUCT

Ian advised the club of the recently completed MOCA Vic Code of Conduct, noting it is in place to provide members and club committee members with a guide with respect to acceptable behaviour at club events, meetings and activities.

COMMITTEE NOMINATIONS

Ian advised the club of the upcoming club Annual General Meeting (AGM) to be held at the next club meeting on the 21st of August 2024, requesting nominations for the committee, and stating the current MOCA Vic committee, have requested renomination. Further nominations from the membership were not provided, and therefore the current committee have been retained for 2024/25.

GENERAL BUSINESS

Peter Sheehan was presented with a 25 year membership badge, and thanked for his time at the club, including his previous and current MOCA Vic Committee representation and his position as the National Secretary.

John Chapman was presented with a 35 year membership badge, and thanked for his involvement in the club as a representative of the central mustang group and his previous involvement in many other club activities.



Peter Sheehan 25 years

John Chapman 35 years

Ian provided a special thankyou to Lynda Sparrow and Craig McKenzie for their efforts and time in managing the club merchandise for the past 4 years, they were thanked by the membership present and received a gift in appreciation of their efforts from the club.

Ian introduced Kerry and Bruce Roscrow, who have taken up the reigns of the club merchandise, they were thanked for taking up the role, and then advised the club of their wish to introduce new items, including a club umbrella, scarfs.

BUY SWAP & SELL

Andre advised the membership of a BOSS 302 Laguna Seca for sale in Queensland, contact Andre for details.

Adam Richmond advised of the closing of mustang parts retailer, Duval Motorsport closing its doors, contact details are in the club mag, look for the Duval Motorsport add.

Tony Borg, advised of a rear windscreen for a 67/68 Fastback for sale, see Tony for details

Ian Collins, requested volunteers from the club to drive recent raffle wine tour winners, from the Kids with Cancer event, to drive winner's to selected wineries. The volunteers will receive lunch on the day.

Ian also reminded the membership of the photo taken by Peter Alderson at the 60th anniversary event held at Philip Island Raceway earlier this year, and it sale to member's for \$50.

RAFFLE

Door Prize: Phyllis Edwards

Mug of the Month

Members Draw, \$500, Paul Knight, not in attendance, next meeting \$600.

MEETING CLOSED:

9:04 Minutes recorded by Tony BORG

NEXT MEETING

Wednesday the 21st of August 2024 at the Legends Club Moonee Valley.

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

AUGUST 2024 CLUB MEETING

Wednesday 21st August 2024
Moonee Valley Complex, Moonee Ponds



Meeting opened 8:25pm by the President, Mr Ian Collins.

APOLOGIES per sign on book

Rowdie McIntosh, Rod Madden, Barry Bolton, Peter Sheehan, Daniel Stoffers, Ben Stoffers, Nick Duyvestyn, Kaye Duyvestyn, Charles Barrivechio, Neil Butler, Lorraine Hughes, Ken Seelenmeyer, John Pipan, Russell Traynor, Nick Maditianos, Chris Barker

MINUTES OF PREVIOUS MEETING: Ian Collins

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

Mov: Udo Schaak, Sec: Terry Smith

TREASURER'S REPORT: Adam Richmond

TOTAL FUNDS AVAILABLE - JULY 2024 **\$329,105.97**

*figures subject to audit

Mov: Ron Minogue, Sec Robert Landolfo

MEMBER WELFARE: Ian Collins

Merrill Bolton is having a tough time of late, the club and committee wishes all the best.

BULLETIN: Colin Falso

The current mag is pretty well finished and should be out mid to late September. Additionally Colin asked for more articles and info for the next issue.

SECRETARY'S REPORT: Tony Borg

JUNE 2024 thru to JULY 2024.

Correspondence Inwards:

Phil Oyster	Agree with CoC File
Brady Heanly	Memb Enq Memb
Michelle Morris	Change to membership Memb
Teertraj Maulloo	Memb Enq Memb
David Abas	Moca form not working Lino
Lino	Forum Link reinstated File
Tony Kilvington	Vic Club Membership Numbers Resp
Tim Pepperkamp	Grill Badges Order File
Stephen Harrington	Request for club mag Resp
Adam Richmond	Grill Badges List File
Mark Fathers	Bought 70 orig, wanting to join Resp
Mark Massivelli	Geoff Grace condolences Resp
Diane Matern	Pls spell name with 1 N Resp
Craig Dean	Passing of Patricia Dean Comm
Heather Petrie	EOI Tassie 2025 Tas25
Michael Tesla	Email address update Memb
Liz Mills	EOI Tassie 2025 Tas25
Shane Benedict	Rego Enq Macka
Diamond Valley	RW Kids Xmas Treat Booking Enq, Resp
Aaron Lofts	Grays on Line classic cars auc/spons Resp
Robert Abas	Forum test question Hertz Resp
Robert Webster	Terry Dowell Museum Resp
Ron Minogue	Race Suit Auction Resp
Mark Callega	Attending 50th birthday Resp
Robert Johns	Membership and Club Permit Query Resp
MOCA Tas	Elections File
David Barlow	Possible Event, Wounded Heroes Aust Resp
Paul Doherty	Selling 2017 Mustang Resp
Venkat Ramakrishnan	Selling 66GT Resp
Paul Doherty	Add for car Resp
Peter Wood	Query re Tassie 2025 Tas25
Glenn Furness	Name badge order Memb

Correspondence Outwards:

Membership	Code of Conduct
Tony Kilvington	MOCA Vic Membership No's
Membership	MOCA Vic Secretaries Update August
Membership	Tassie 2025 EOI's
Diamond Valley MR	Dec 2024 Xmas Treat

NEW MEMBERS ACCEPTED

SEMLER GRANT & LUCY SCHULZ	66 COUPE	RED
POLITES STEVEN MARY	19 BULLITT	GREEN
DOIG MEREDITH JIM	12 GT	CANDY RED
COSTELLO ALAN DIANE	16 SBNX9A	MAGNETIC GREY
SPARKES BRETT LYNETTE	66 COUPE	RED
CALLEJA MARK SARAH	21 MACH 1	ORANGE
BARTON MARK TIFFANY	18 BULLITT	GREEN
JONES REXFORD PAMELA	22 CAL SPECIAL	BLUE
KITOS JOSH & NAOMI KRAMPPEL		
CUTAJAR JOHN	67 F/B	WHITE
BENSON GLORIA IAN	16 GT F/B	SILVER
KAISER DIETER	96 SALEEN	BLACK
HEATH SIMON	21 MACH 1	
SCHLEMMER KARL & JUDY TRAN	17 S550	SILVER
MATERN DIANE TONY	17 GT	BLACK
HUTCHINGS WAYNE	18 GT	ROYAL CRIMSON
HOLMES ALLAN	18 CONVERT	SILVER
KALMAR LES	20 COUPE	VELOCITY BLUE
JOHNS ROBERT & FRANCES POLINIANK	67 COUPE	DIAMOND BLUE

Total number of members to 21/08 = 1011

SOCIAL: Sue Brodrick & De Colledge

EVENTS REPORT FOR AUGUST 2024

PAST EVENTS

SUNDAY 21ST JULY.

We had 58 members join us for our Winter Run, held at Grand Central Hotel, Yea. We all enjoyed a tasty lunch and was terrific to see some new faces.

SATURDAY 3RD AND 4TH AUGUST.

Was the Winton Festival of Speed. A group of us travelled up on the Friday to stay in Benalla, around 17 members had tea at the Benalla Bowls club. Saturday was the main day for the mustangs with around 30+ cars attending two laps around the Winton Raceway track. What a buzz that was. Three awards were awarded on the day. 1st & 2nd went to De and Neil Butler, 3rd went to Alex Karan. Well done. Celebrated the day with tea at Benalla Hotel with around 25+ members. Awesome weekend and well organised by Brian

SATURDAY 10TH AUGUST.

Bendigo Coffee Catch Up, held at Bendigo Homemaker Centre, 9-11am. We welcome Jan and Glenn Furness who have taken over from Angela are the new contacts for Bendigo.

UPCOMING EVENTS

SUNDAY 18TH AUGUST.

We have 90 members attending our 50th Anniversary lunch held at Inglewood Estate, Kangaroo Grounds, 12-4.30pm De and I are extremely excited about this event.

Due to MOCA's 50th birthday lunch, there is no meet and greet or winter runs for August.

SUNDAY 1ST SEPTEMBER

Is the Acland Street Father's Day Event. Hope all have registered and RSVP for this event. All details are on Team App, Web Page and Fb. We are taking out the Best Club Display this year, so we need your help. Contact is Brian

THURSDAY 12TH SEPTEMBER

Meet and Greet held at Pine Grove Hotel, 45-51 Stoney Creek Road, Upper Beaconsfield.

Meeting at BP east Link, Southbound, Scoresby, for departure at 11.15am, or meet at the venue for noon lunch. Contact is Sue

SATURDAY 14TH SEPTEMBER.

Bendigo Coffee Catch Up, held at Bendigo Homemaker Centre, 9-11am. Contact is Jan and Glenn

WEDNESDAY 18TH SEPTEMBER.

MOCA's meeting at Legends Club, Moonee Ponds. Footy season is coming to an end so come dress wearing your Footy Colours. We also have a guest speaker Dale Sudholz, who assisted in building the 2 XC falcon Coupes that came 1st and 2nd at Bathurst in 1977 under the guidance of Legendary American race car builder Carroll Smith. Dale also built the black XC Coupe run by Rusty French and Leo Leonard for the same race. Dale now follows every Supercar event around Australia and features in several Podcasts including Inside Supercars. All relating to the Australian Motor Racing scene. If Dale doesn't know the answer to a supercar question, it probably isn't worth noting.

SUNDAY 22ND SEPTEMBER

SPRING Run TBC

Echuca Weekend 8-10th November will be advertised soon so enter these dates in your diary.

MUSTANG RACING

Bob Lorich advised the meeting of the possible availability of laps of the Bathurst race track during the 2025 NSW Nationals.

MUSTANG MOTORSPORT

Craig Dean spoke about an RTR Drift Car Mustang Motorsport built for a client, and that Craig had the opportunity to drive/drift. Additionally, Craig advised of the 23 Shelby for sale at \$130k, which was parked in front of the venue for anyone to view.

50TH ANNIVERSARY LUNCHEON

Ian spoke about the recently held 50th Anniversary of MOCA Vic, held at Inglewood Estate, Kangaroo Ground. Ian said it was an amazing day and it was great to see so many 1st generation cars on display. A huge thankyou to both Sue and De for organising such an amazing event.

ROUND UP 2024

Peter Mason, 2024 Round Up Coord, advised it was only just over 2 months till the holding of the MOCA Vic 2024 Round Up at Dandenong Showgrounds. Peter advised some of the details including, the cost for a show'n'shine pre entry of \$30 and on the day entry of \$40. Concours entry will be \$70 and must be entered by 27 Sept 2024. The event poster is finalised and in for printing.

Peter also advised the appointment of Tony Fable as head judge for the 2024 Round Up event.

Additionally, Peter advised he would be taking names for event volunteers at the next club meeting to be held 18th of September 2024.

In addition, Adam Richmond advised of the arrangements for the concourse dinner, being held following the round up event on the 27th of October 2024. Again, the dinner will be held at the Amora hotel, at a cost of \$80 a head, (inc 3 drinks). Adam also advised of.

BOSS REGISTRY

Nil

SHELBY REGISTRY

Craig advised the registry had one more new member from WA.

MEMBERSHIP AWARDS

A 10 year membership award was presented to Robert Wiatrowski, and 25 Year membership presentation were made to Udo Schaak, Tony Fable and Ken Harrison. All were thanked for their continuing long membership and support of MOCA Vic.

THE GENERAL MEETING WAS ADJOURNED AT 21:00 FOR THE HOLDING OF THE 2024 ANNUAL GENERAL MEETING.

ANNUAL GENERAL MEETING 2023/24

WEDNESDAY 21st of August 2024

MOONEE VALLEY RACECOURSE, MOONEE PONDS

Meeting opened 9:00PM By the President, Mr Ian Collins

MINUTES OF THE PREVIOUS ANNUAL GENERAL MEETING, Held January 2023

The minutes were read as a true record of the July 2023 Annual General Meeting.

TREASURERS REPORT: Adam Richmond

Treasurers reports for the 2023/24 Financial Year were read by club treasurer Mr. Adam Richmond.

MOCA (Vic) Inc. Treasurers AGM Report as at 30th June 2024

CONSOLIDATION OF ACCOUNTS

JULY 2023	JUNE 2024	
\$295,902.87	\$269,565.80	Total Income
\$266,098.30	\$251,420.87	Total Expenses
\$10,407.81	\$11,503.54	Total Other Expenses
\$19,396.76	\$6,641.39	BALANCE

The treasurers report is an interim document only and is subject to audit by the club appointed Auditor.

Moved: Robert Opperman Seconded: Joe Borg

COMMITTEE: Ian Collins

Ian advised as a result of committee elections held at the MOCA Vic General Meeting of the 17th of July 2024, the MOCA Vic Committee will continue without amendment.

GENERAL BUSINESS

Nil

MEETING CLOSED

9:06pm Minutes recorded by Tony BORG

NEXT AGM - The next AGM is scheduled for July 2025.

THE GENERAL MEETING WAS REOPENED AT 21:07 FOLLOWING THE COMPLETION OF THE 2024 ANNUAL GENERAL MEETING.

GENERAL BUSINESS

Peter Alderson provided an update on his production of the panoramic shot taken during the 60th Anniversary celebrations at Philip Island. To date sales of the shot have raised in excess of \$600, Peter also advised the picture was still available and orders were still being taken.

Tony Borg advised the meeting that orders for name badges were being taken on the night and to see him following the meeting for details

Tony also advised the production of the 50th/60th Anniversary Grill Badges was nearing completion and should be available at the next club meeting in September. Additionally, those who wished to purchase a badge could see Kerry and Bruce tonight to make payment.

Tony also advised of a non member 2027 Mustang for sale and to see him following the meeting for details.

RAFFLE

The \$600 members draw was won on the night by Andrew Rowan member number 2736.

MEETING CLOSED:

2120 Minutes recorded by Tony BORG

NEXT MEETING

Wednesday the 18th of September 2024 at the Legends Club Moonee Valley. Members must be in attendance and sign the MOCA attendance book to be eligible for prizes.



VICTORIA CLUB SOCIAL CALENDAR

EVENTS QUARTERLY ROUNDUP



Attendances at all social events this year continues to surpass our expectations. Many thanks for your ongoing support.

The monthly meet and greet gatherings have grown from strength to strength. We are now averaging about 35 participants.

This year we've held gatherings at the Veneto Club, Bulleen; Werribee Cache, Werribee South; Dark Horse Café, Kangaroo Ground; Killara Estate Winery, Seville; Steeples Club Hotel, Mornington; The Naked Racer Bar Café, Cheltenham and our 22nd monthly event was held at the Warren Glen Nursery in Kangaroo Ground.



What is incredible is that we have been able to attract Members from all suburbs, who are more than prepared to attend regardless of the distance travelled. We are also averaging one new Couple sign up/meeting.

The success of the above events has resulted in Member's cries, "but we work weekdays, what about us"? The Sub-Committee has acknowledged the feedback and so we introduced the Winter Run and Lunch concept.

The first held on a dreary day at the Cosmopolitan Hotel in Trentham, saw 48 Members attend. In June, we enjoyed a lunch exclusively in the Bentley Room at Craig's Royal Hotel in Ballarat and 41 Members attended.

In July, the Grand Central Hotel in Yea made their entire dining room exclusive to us. Despite the afternoon weather forecast being just dreadful, 58 Members attended. The last Winter Lunch Run will occur on Sunday 22nd September. Also like the mid-week lunches, many recently joined Members are also participating and new Member sign-ups continue.

With all the hype surrounding the 60th Anniversary of the Mustang, the Club's 50th Birthday celebrations were temporarily held over. The actual belated Birthday

lunch was held on August 18th at the beautiful Inglewood Estate in Kangaroo Ground. The outfits, being a mix of Club Merchandise or your favourite Mustang colour, resulted in the room being an explosion of colour. This only added to the fun of the celebrations. Oh, and that birthday cake was just scrummy-licious!

Note given the 50th celebratory lunch, there won't be any meet and greets or winter lunch and runs held in August.

We all can't wait for the warmer weather where the summer events program starts to happen. There's been plenty of planning so please continue to refer to the Stacks Team App, Club website or the Official Mustang Owners Club Australia, Victoria, Facebook page.

The usual events of the Acland Street Father's Day Car & Bike Show, to the premier MOCV event the Round Up on Sunday 27th October, or the Kid's Christmas Run on 1st December (don't tell the kiddies we've pre-booked Father Christmas again), are just some of the motoring and social events planned.

Mark in your diaries, the 2nd annual Echuca long weekend to be held over Friday - Sunday, 8th - 10th November. Accommodation has been reserved at the Mercure Port of Echuca, where Members need to book their own rooms. Please mention MOCV to qualify for the discounted price. The trip includes several lunches, dinners, a trip into NSW to view an extensive and impressive automobile collection, as well as a car display on the Sunday morning. Members can then either make their way back to Melbourne or else, enjoy another night as many Members are proposing. This year we've packaged up the tour cost, which will hopefully prove popular.



The itinerary for the 12th annual Tasmanian Trip has been released. Can we crack 55 Victorian Mustangs venturing south from 13th-19th February 2025? For further information please see the advert in this Magazine or else, contact the Trip Coordinators by email on tassie@mustangclubvictoria.org.au.

SEPTEMBER 2024

WEDNESDAY 18TH

MONTHLY CLUB MEETING

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

SUNDAY 22ND

SPRING RUN & LUNCH - FYANSFORD HOTEL

Lunch will be held at the Fyansford Hotel, less than 10 minutes' drive west of Geelong.
The Melbourne contingent will meet and depart from Lorbek Luxury Cars, Prohasky Street, Port Melbourne at 11.00 am. We will swing past the BP Service Station at Lovely Banks around Noon, for those locals wanting to convoy to the Hotel for a 12.30 pm lunch.
Contact is De Colledge on 0409 413 463

OCTOBER 2024

WEDNESDAY 16TH

MONTHLY CLUB MEETING

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



SUNDAY 27TH OCTOBER
MOCA VIC ANNUAL MUSTANG ROUNDUP
10am - 3pm DANDENONG SHOWGROUNDS
Bennett Street Dandenong
SEE PAGES 6-13 IN THIS ISSUE FOR ALL THE DETAILS

NOVEMBER 2024

FRIDAY 11TH
SATURDAY 12TH
SUNDAY 13TH
MONDAY 14TH

ANNUAL ECHUCA TRIP

This year we head off to the Port of Echuca from Friday - Monday to gather, discover the area and display our fabulous cars in and around Echuca. There's plenty for Members to do for all 4 days or any shorter time is perfectly okay. The itinerary is basically:

We have been advised the cost is \$160 per room, so please when you call, mention the MOCV booking to obtain the discounted rate. Accommodation is on a first come first served basis so please don't miss out. The rate may increase from 20th October so please book now to avoid disappointment.

WEDNESDAY 18TH

MONTHLY CLUB MEETING

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

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



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





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 minimum stay of 3 nights for the period Friday 21 st March to Sunday 23 rd 2025 inclusive								
Accommodation Rydges Bathurst	\$/night	(Please tick your 3 nights required) Friday Saturday & Sunday						Total \$
		Brekky Yes/No Tick for Yes	Thurs 20 th March	Fri 21 st March	Sat 22 nd March	Sun 23 rd March	Mon 24 th March	
Rydges 1 Bedroom SOLD OUT (Try Mantra)		S	O	L	D	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. SOLD OUT	\$834							
Single Pit Garage for the 3-days 21 st 22 nd and 23 rd Parking for 4 cars only.	\$800							\$
Functions and Cruises				Adult / Child	# Adult	# Child	Total \$	
Friday 21 st March	Meet & Greet at Motor Museum & Rydges State MOCA Club Shirt Theme			\$60 / \$40				
Friday 21 st March	Beverage Package per person (Wine Beer Juice & Soft Drinks) 3hrs			\$35				
Saturday 22 nd Mar	Cruise to Lunch at Mayfield Gardens. Wrap, cake, water, tea/coffee. (Discounted \$28 entry into Gardens paid directly on the day)			\$32				
Saturday 22 nd Mar	Dinner & Auction: Classic Buffet at Bathurst Pits Complex Windradyne Room. Mustang or Racing Shirt Theme			\$95 / \$40				
Saturday 22 nd Mar	Beverage Package per person (Wine Beer Juice & Soft Drinks) 4hrs			\$45				
Sunday 23 rd March	High Tea for the Ladies at Abercrombie House by Bus (max 70)			\$60				
Sunday 23 rd March	Presentation Dinner: Semi-formal theme at Gold Fields Function Centre (3-course meal – alternate serve, Full bar service-no beverage pack)			\$95 / \$40				
Dietary Requirements <input type="checkbox"/> Tick Box I								
Car Details	*Class	Year	Body Style	Colour	Rego	\$		
Car 1								
Car 2								
Car 3								
<p>*Classes: Thoroughbred \$60, Original \$50, Modified \$50, Resto Mod \$50, Display Judged \$35, Show n Shine \$20 Entry to all classes is ONLY open to financial members of the Mustang Owners Club of Australia (MOCA). See website www.mustang.org.au for details on how to join. Further details on your entry will be requested once registration form is received</p>								

Contact Kim Broadbent on 0419 442 754 for any enquiries.

Please return your completed registration form with your **\$200 deposit with full payment required by 31/10/2024.**

Email completed forms to nats25@mustang.org.au

Payment EFT: Mustang Owner Club Australia BSB **082-155** / Account **51-191-9385**

Details description: Surname, Initials, Membership Number and Reference 'Nats25'

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

FUNCTIONS

Friday & Saturday Registration at PIT COMPLEX (9am - 4pm)

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

Saturday Lunch at Mayfield Gardens 530 Mayfield Road Oberon 12noon. Discounted entry into the Gardens \$28

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

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

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 6.00am to 9.00am

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

MERCHANDISE

We are building a diverse range of merchandise that will be available to order. Details pending for pre-order.

CONCOURS JUDGING – SATURDAY

The venue for judging in the Concours Thoroughbred, Original, Modified and Resto Mod Classes will be conducted at **Clancy Ford, 202 Sydney Road KELSO NSW 2795.**

- 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 – 18th February 2025.

DISPLAY DAY / SHOW 'N SHINE – SUNDAY

Mount Panorama Bathurst Pit Complex, is the venue for the Sunday Nationals Display Judged Classes/Show 'n Shine Day. Food and merchandise vendors will be available.

- 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 - 18th February 2025.

COURTESY BUS

There will be a free shuttle bus from host hotels only (Rydges & Mantra) available over the weekend for evening functions and Abercrombie House.

CONTACTS

Nationals Registrar

Kim Broadbent

Mob: 0419 442 754

E: nats25@mustang.org.au

Concours Head Judge

Colin Broadbent

Mob: 0418 975 971

E: ckbroadbent@bigpond.com





MOCA Nationals 2025 Update

Hi fellow MOCA members.

This is an update of information with regards to the MOCA Nationals to be held at Mt Panorama, Bathurst, NSW over the weekend of March 21-24 (note: this is NOT Easter)

As you would be aware organising an event of this size months out with little idea of who would be coming is challenging and as the organising committee proceeds with confirming venues, meals and activities we find that some conditions have changed.

Now that we know that many members across Australia will be coming to Bathurst some venues have had to be altered.

The Rydges Hotel on Conrod Straight is booked out, but we have other accommodation available at The Mantra in town. <https://mantrabathurst.com.au/>

Book direct with the Mantra at 02 6332 1800 but please let us know you have done so.

We will have a free shuttle bus from host hotels only (Rydges & Mantra) available over the weekend for evening functions and Abercrombie House.

Friday

The Meet & Greet at the National Motor Museum is booked out.

Cost has been reduced to \$60 pp for meal and entry with an **optional** 3-hour drinks package at \$35 per head (that's 2 hours at the Museum then an extra 1 hour of drinks back at the Chicane Bar and Grille at the Rydges Hotel).

We will still have a full bar available at the museum if you want to pay for drinks as you go.

Saturday Cruise

The cruise to Mayfield Gardens includes a lunch pack consisting of a wrap (chicken/vegetarian/salmon), a bottle of water and a piece of cake for only \$32

If you have specific food requirements Mayfield Gardens will be able to cater for you so please don't bring your own food.

Entry to the gardens is optional at a special rate of \$28 instead of \$38 paid directly to Mayfield Garden on the day.

We will have a separate parking area for MOCA members' cars and there is about 650m of unsealed road leading into the gardens.

Saturday Evening

The gourmet buffet and auction function in the Windradyne Room above the pit facilities still has a few spots available but be quick.

A 4-hour drinks package is optional and available for \$45.

We will still have a bar available if you want to pay for drinks as you go.

Sunday

The High Tea at Abercrombie House on Sunday is booked out

We had such a great response to the Sunday night function that we had to move from the Rydges Hotel (capacity 300) to the Goldfields function centre (capacity 600), a few hundred metres away up Conrod Straight, to accommodate everyone.

Unfortunately, The Goldfields does not offer a drinks package but has a full bar so you pay as you go.

Nats25 Merchandise

A list of Nats25 merchandise will be available shortly and we're working on a very limited run of 1964 ½ and 2024 model Mustangs in Nats25 livery.

Pit Garages

There are some pit garages still available which can accommodate 4 cars comfortably. This is a great way to have somewhere to prepare and store your car safely within the Mt Panorama precinct ready for Sundays big show or any of the other events.

They're a bargain at \$800 for the 3 days split between who you share with.

Possible on-track event

We are still negotiating with the Bathurst Light Car Club to organise a SuperSprint starting just down from Forrest Elbow on Conrod Straight, through the chase and ending at the finish line under the bridge.

2 cars at a time, not racing, no pressure but basic equipment and preparation will be required such as lap/sash belts minimum, a fire extinguisher (usually easy to bolt in using seat mounting bolts) and a helmet are needed so let us know at Nats25@mustang.org.au if you are interested as we need numbers to make this work.

Mt Panorama in-field RV access

If we get a minimum of 10 Caravan/camper trailers or tents we can open the facilities near the supporter's paddock within Mt Panorama.

At this stage we have 4 so let us know if you want to use this feature.

If we don't get to 10 there are still RV facilities in Bathurst city.

Financial Support

All this takes money to organise so if you own/work at/know of a company that would like to be involved contact us at nats25@mustang.org.au for partner packages to expose your business to automotive enthusiasts across Australia.

Logo

We have replaced the original round Nat's 25 logo to the new one at top of page to better reflect the location

Finally, we will be emailing everyone who has already registered, a new entry form with these new details on it and we ask you to fill it out and return to nats25@mustang.org.au

Thank you on behalf of the organising committee of Nats25 in New South Wales, and we look forward to seeing you in Bathurst.

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OFFICIAL CLUB CLOTHING & MERCHANDISE



A Nitro Shirt - Navy & Red (Available In Both Mens & Ladies Cuts)	\$55	G Hoodie - Navy / Red Piping Or Screenprint	\$60
B Polo Shirt - White, Navy & Red	\$50	H Cambrey Shirts Long And Short Sleeve	\$60
C Polo Shirt - Red, Navy & White (New Style)	\$55	I Baseball Jacket W/Suede Sleeve (Large Logo On Back, Small Logo On Front)	\$170
Children's T-Shirts	From \$20	J Navy Winter Jacket / Fully Lined With Red Piping (Large Logo On Back, Name On Front Optional)	\$105 \$150
Children's Polo Shirts	\$25	K Lightweight Microfibre Club Jacket Red, White & Blue (Large Logo On Back, Name On Front Optional) Limited Stock)	\$80 \$125
D Ladies 3/4 Length Sleeved Tops In Black / White	\$40	Club Caps Navy / Suede Peak	\$20
Ladies V-Neck Short Sleeve	\$35	Ladies Peak Hats	\$15
Ladies Cardigan - Navy	\$75	Beanies	\$15
V-Neck Jumper - Dark Navy	\$75	ASSORTED BADGES & STICKERS ALSO AVAILABLE	
E Fleece Long Sleeved Tops - Navy Only	\$55		
F Reversible Vests - Navy With Red Lining	\$50		



HOW TO ORDER

- Contact Kerry by Phone on 0431 321 907 to order all your gear.
- Allow \$10 - \$15 extra for any items that need to be posted.
- Please make all Cheques payable to: 'MUSTANG OWNERS CLUB AUST. (VIC) INC.'



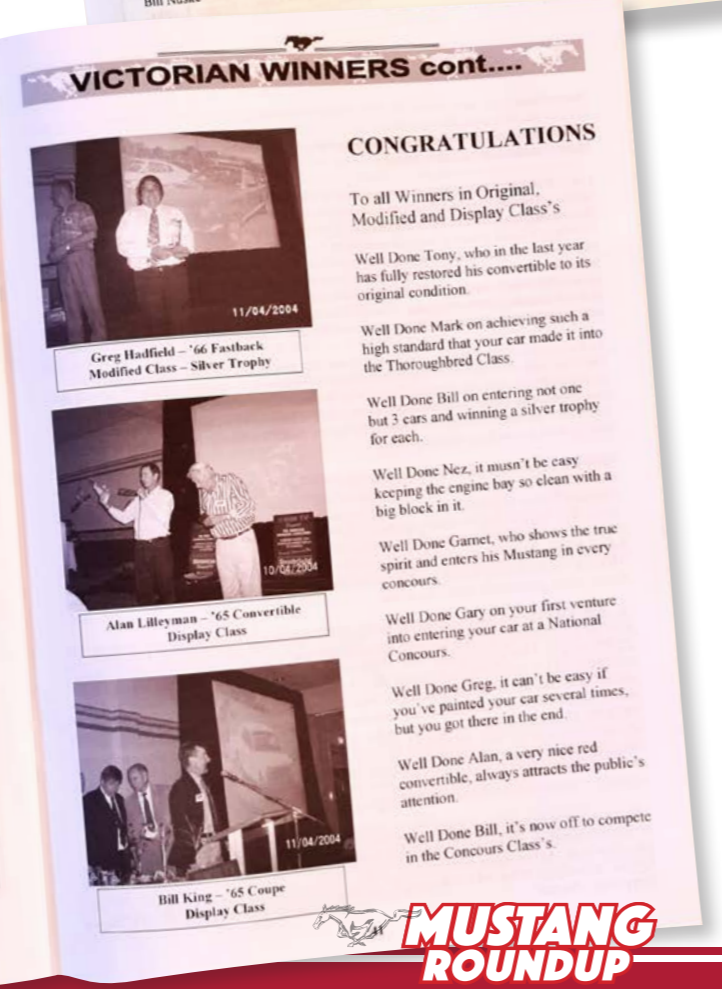


Circa: @MAY 2004..excerpt from 2004 MOCA VIC Club Magazine - Bendigo Nationals Concours Results.



NATIONAL CONCOURS WINNERS
Bendigo, Victoria - 9th - 11th April 2004

Original Class Gold	1967 Convertible	Blue	NSW
Ken Buckland	1967 Shelby GT500 F/B	Lime Gold	NSW
Paul Carthew	1965 Convertible	Silver Smoke Grey	VIC
Tony Fable	1967 GT Hardtop	Dark Moss Green	SA
Rob Whitford	1966 Fastback	Wimbledon White	VIC
Mark Franklin			
Original Class Silver	1966 Convertible	Springtime Yellow	VIC
Bill Cant	1965 Convertible	Blue	VIC
Bill Cant	1966 Fastback	Turquoise	VIC
Original Class Bronze	1967 Fastback	Apia	VIC
Nez Demaj	1964 1/2 Convertible	Rangoon Red	VIC
Gary Hickingbotham	1970 Boss 302	Medium Metallic Blue	SA
Tony Kilvington	1973 Mach1	Red	VIC
Garnet Judd			
Thoroughbred Class	1969 Boss 302	Yellow	NSW
David Livian			
Thoroughbred Achievement Award	1967 Convertible	Blue	NSW
Ken Buckland	1966 Fastback	Wimbledon White	VIC
Mark Franklin			
Modified Class Gold	1969 Fastback	Red	NSW
Phil Woodbury			
Modified Class Silver	1966 GT Fastback	Red	VIC
Greg Hadfield			
Modified Class Bronze	1966 Hardtop	Springtime Yellow	SA
Dave Crispin			
Display Class	1965 Hardtop	White	VIC
(Bill King)	(Highest Scorer Progresses to Concours Class)	Red	VIC
Alan Lilleyman	1965 Convertible	White	NSW
Paul Lucich	1967 Convertible	Red	NSW
Michael Froome	1967 Convertible	Red	NSW
Long Distance Award	1965 Fastback	Honey Gold	WA
Bill Nuske			



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