

MUSTANG OWNERS CLUB OF AUSTRALIA - VICTORIA INC.



MUSTANG ROUNDUP

CLUB NEWS FROM ACROSS VICTORIA & TASMANIA

JANUARY - APRIL 2025



**2025 MOCA VIC/TAS ANNUAL TASMANIA TRIP REPORT • HELPING KIDS WITH CANCER THE BIGGEST PLAYDATE
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MUSTANG
ROUNDUP

APRIL 2025

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.

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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 - 1968 MUSTANG SHELBY GT350
OWNER: RON MINOGUE

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



Dear members

Well, the Nationals have come and gone for another year, a big congratulations to NSW for all the effort in running the Nationals this year. I hope everyone had a great time and this encourages more to attend in the future, The Nations will be held in Perth next year. More about that later.

Bathurst NSW is famous for the great race held once a year towards the end of the V8 racing season. It was an experience to drive around the famous track something I had not done for years. This time in a 2018 GT Mustang made the trip a whole lot better than the last drive in an EH Holden. Note: I do get a great respect for the drivers who go around at breakneck speeds. The whole Bathurst experience was great including the museum.

Saturday was filled with judging underbody with mate and President of the WA Club Rob Bloxham. The Saturday night function was good and Sunday was even better. A group of Victorian winners made our day and night. Congratulations to all who spent the time to bring the best out of your cars, they were amazing.

I do love concours day and judging; as I feel this is where the quality of cars in the club comes from. Please don't get me wrong I love all our cars.. and a daily runner is just as good as a concours winner they just have a different set of rules applied.

Back to WA and next year's Nationals, having been many times, I love what they do in WA. It is a long way but notice how many of the WA members travel across and plenty drove the Nullabour. Victorian had by far the greatest number of Visitors to Bathurst in NSW and we would like to hold that win again next year If you can come across it will be

wonderful journey and the Nationals will be well run and just great fun. Check the clubs website for the full rundown on what is happening in WA.

The weather in Melbourne has been highly conducive to outings in our beautiful cars and it's wonderful to see so many out and about. Enjoy it while you can as winter is approaching fast.

The calendar of events is full and I congratulate the girls Dee and Sue along with Brian for all their hard work in organising the events.

The team running the Nationals for Victoria 2027 led by Peter Sheehan are moving forward and things are coming together, accommodation and event wise, this will be a wonderful event held in Wangaratta.

The club has picked up 10 new members in the last few weeks, so we are excited to meet them check their rides out and allow them to join the Mustang family. Our club prides itself on our openness and welcoming style to all. How many of you have made serious friendships within our group.

In the not-too-distant future we will be having our Roundup so get ready for a great day and new Sunday night at the Element hotel in Richmond.

I look forward catching up with all of you and having a chat, please remember anyone who is alone get them involved and if you cannot; call me and I will, as we must remember all the members that may be lonely and need some company.

Keep on Mustanging

Ian Collins
MOCA VIC President

EDITORIAL



G'day fellow Mustangers.

Welcome to the latest edition of the MOCA Vic/Tas Club Magazine. It's Autumn, we're almost halfway through the year, we've having great weather and as I'm writing this there seems to be another straight run of sunny days set for the week.

Since the last edition, there has been a few club events on the calendar including a few major ones like the Annual Tasmania Trip and the Nationals held in Bathurst NSW. I'm still hoping and waiting that someone will send through a bit of a write up and some pics of the Nationals so I can share them all with you in the mag.

As for the Tassie trip, thanks to De and Neil for their report and pics on this great club event. How they manage to organise so much to see and do in the few travel days allocated is a credit to them and proven by how much the trip seems to be growing each year. Go to page 22 to read all about it.

Another great milestone event was FORD Australia celebrating 100 Years of operation in Australia. It was a special employee and media event held at the Melbourne Showgrounds on April 4th and live streamed across the globe.

MOCA Vic was asked to supply a few cars and having an original Ford Australia Delivered Mustang, I was lucky enough to be invited and attend the day. I was to help form part of the 100 Year logo on the grass behind the main stage.

All the big brass were there including executive chair of Ford Motor Company Bill Ford Jr, Chief Dealer Engagement Officer Elena Ford and President/CEO Ford Australia/New

Zealand Andrew Birkic, to name a few. Pretty much anyone that had a part of Ford Australia's 100 Years history seemed to be there; Motorsports team drivers including legend Dick Johnson, to past and present staff and Ford dealers from around Australia and New Zealand.

Then there were the cars...Ford Australia seemed to have covered every model in some shape or form including many special or historical models. Google search 'Ford Australia 100 Years' to watch the event on YouTube.

Now...back to this issue...as usual there's a few reports from some club trips and events. Ron Minogue makes a few appearances in this issue. 'REMINISCING #1' on page 28 is one of them. Ron plans to write about each of the Mustangs he has owned over the years - 14 so far he says.

Rob Wiatrowski has also 'penned' a great article that many of us have often thought, discussed or debated about

'LOVED OR UNLOVED - The Case For Loving Them All' see page 50 to find out why we love or hate (unlove) some Mustangs.

Keep them stories comin' folks -

Colin Falso
MOCA VIC Editor
colinmustangroundup@gmail.com



MUSTANG
ROUNDUP

2025 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.

Concours Showroom Original & Modified Classes

- Entry form & payment to be received by the M.O.C.A. Vic Secretary no later than 5pm Friday 26th September 2025.
- Owner of the vehicle will be required to attend a minimum of 3 club events prior to the Mustang Round Up.
- 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 26th September 2025.
- Owner and vehicle will be required to attend a minimum of 3 club events prior to the event where vehicles are to be driven and/or displayed.
- Entry Eligibility is based on, and governed by, a rolling 10-year process. A Vehicle with a manufactured date of less than 10 years is not eligible to enter this class at any time.

Show 'n' Shine Class

- No previous club event attendance required.
- Entry is open to any member/vehicle which has not been awarded the Most Outstanding Mustang Show'n'Shine class or either a State or National Concours class trophy within the last 5 years.
- Entry form & payment can be prepaid by 5 pm Wednesday 15th October 2025 or by 10am on the event day.



2025 Victorian Mustang Round Up & State Concours Entry Forms SUNDAY 19th OCTOBER 2025



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 26th September 2025

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

☐ Please debit my ☐ Visa ☐ MasterCard For \$ _____
Card no. _____ Expiry Date _____
Name of Cardholder _____
Signature of Cardholder _____
☐ EFT Bank Details: Westpac BSB: 033 107 ACCOUNT: 183 100
Please put your name, membership number and 2025 Roundup
in the EFT payment description.

Send completed entry forms via email to secretary@mustangclubvictoria.org.au
or post to M.O.C.A. Vic. PO Box 450, Hawthorn VIC 3122

For further details please call Concours Coordinator Peter Mason 0478 042 979
Please see Judging Information for Eligibility rules for all judged classes.



2025 M.O.C.A Vic Annual Presentation Dinner



SUNDAY 19th October 2025
6.30 pm to 11.00 pm

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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 _____

☐ **EFT Payment : Bank Details Westpac BSB: 033 107 ACCOUNT: 183
100 please include your name, membership number & Presentation Dinner within the
payment description.**

Please Complete form and return email secretary@mustangclubvictoria.org.au

or PO Box 450, Hawthorne VIC 3122 by Wednesday 15th October.

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

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



2025 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 trailed 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 Musgrove award for Concours Excellence. These awards are presented at the Annual Presentation dinner on Sunday 19th October.

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

The above 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



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Australia Day BBQ

Phyllis Edwards

The annual Australian Day meeting and BBQ was held at Portarlington on the foreshore.

The weather was perfect with over seventy cars attending. A great display with lots of excellent cars and owners enjoying the breakfast and BBQ lunch.

The setting was fantastic with a farmers market next door so lots of people about checking out the display. Thank you to the committee for all the hard work setting up and cooking for everybody.

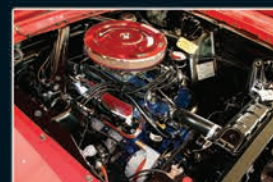


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My Favourite Place with my Mustang

Alan Hawke

Everyone should have a second home. For my Mustang and I, our second home is the RACV Country Club lying just outside the tree change town of Healesville, Victoria at the base of the Great Divide in the Upper Yarra Valley.

We love driving out along the Maroondah Highway past the many vineyards such as Saint Huberts Winery in Coldstream and Levantine Hill where those not challenged by the cost of living fly in by helicopter.

An alternative route is via the Melba Highway to Yarra Glen where we pick up the Old Healesville Road along the ridges looking out over the Yarra Valley and then into some enjoyable twisty bits to Healesville. The Mustang's auto blip down throttle and paddle shifters love this part of the route.



The RACV Country Club is older than most other resorts but it has a tranquil ambiance with lush views of the Great Divide and the nearby Mt Riddell, Mt Juliet, Ben Cairn and Mt Toolbewong. It is so good chilling out in the lounge taking in these panoramic views.

The libraries of the RACV City and Country Clubs are renowned for their relaxing old world ambiance along with the smell of thousands of books and magazines mostly about travel, golf and cars!

I also swim there twice a week. At a secret time I have a lane to myself where I count the laps as I watch the golfers outside in the sunshine or a violent storm on other days. It is invigorating!

Desserts are a specialty at RACV resorts. A recent favourite was an

ANZAC biscuit ice cream sandwich. Home-made ice cream with broad shavings of coconut between two delicious home-made ANZAC biscuits. Excellent with coffee!

Next time you feel like chilling out with your Mustang, head for the RACV Country Club in Healesville!

Selecting sports exhaust mode, we rumble into the underground car park with the sound resonating off the walls and drowning out a guest Lamborghini. This exhaust is pretty good for a modern sound legal car.

Other automotive guests include cars from the private collection of Mr Max Joffe who currently has a D-Type racer on display in the hotel foyer. Mr Joffe certainly has an impressive collection.



THE BIGGEST PLAYDATE 2025 HELPING KIDS WITH CANCER

Lino Avellino



MOCA Vic attend this event each year and this is an opportunity for the club to give back to the community at large and in this case Helping Kids with Cancer Charity.

The event is held at the Aspendale Gardens Community Centre, Kearney Dr, Aspendale Gardens. The club were selling Egg & Bacon Rolls and drinks to families attending the event and members were giving Mustang Rides for a small nominal donation and all monies received for Egg & Bacon Rolls, Drinks and Rides were given to the charity on top of that, we also presented the charity with a \$2000 donation cheque. As always they were very appreciative of our continued generosity.

The day itself weather wise was terrible, those of you that were watching the Grand Prix would know that it rained on

and off for most of the day, this was disappointing especially for the kids as all the outdoor rides and activities were closed for most of the day, even so we managed to sell all the egg and bacon rolls we had brought so this was at least worth our persistence in the pouring rain ! There were plenty of activities with the undercover facilities that kept the crowd coming throughout the day.

I big thank you to Barry and Andrea for bringing the trailer and supplying the food and drinks and to the many members who assisted on the day and took the families on a Mustang drive.

We had 16 Mustangs in attendance which was a great effort on a day that was mostly raining, this shows that our Club will go that extra mile for a good cause.



Member Interview

with Ron Minogue

Phil Browne



Ron Minogue has been a member of our club for 36 years. One day recently I had the pleasure of chatting with him about his Mustang life.

PB When did you join the club?

RM In 1988.

PB Membership #?

RM 194.

PB Positions held within the club?

RM I spent about 10 years in total on the Committee.

PB When I was talking with Chappo up in Bendigo he told me that you were involved in the saving of the club financially.

RM Yes, that is quite a story. In the late Nineties a lot of members were concerned that the Club didn't seem to have any money. We were doing all sorts of things that we do now, raffles and other fund raisers.

Nobody likes to make accusations, but I was talking about this with Steve Lond and Jim Lambie, Steve was a serving police officer at the time and he had the same suspicions as I did so at one particular meeting we joined with a group of other members and called for a Vote of No Confidence in the President and the Treasurer/Secretary and they resigned on the spot.

We were all very shocked at the time, but we needed to move on, so Steve took over as the President and I the Vice President.

My background is in accounting and financing, so I knew what I was looking for. It was the perfect example of how not to set up a financial system for a club as

there were never any proper financial statements or reports. Whenever you asked any questions about the financial state of the club the response was "We're doing okay" and then they would change the subject. The first thing about setting up a financial system is that you have internal controls and internal checks so that it is impossible for anyone to be able to approve payments and sign cheques. It should be a hard and fast rule that more than one authorised person has to approve payments, sign cheques and so-on. When I got into it, I found cases where blank cheques were being signed by someone else on the committee.

When Steve and I took over we asked for any financial records that were available and the only reliable records we found were the bank statements. We were sure we had enough evidence to take some sort of Police action against them and with Steve as a serving Policeman we reported it to the Police. They asked, "How much is missing?" We said "We don't know" because there were no real records. We knew that there were X number of people in the club and paid Y subscriptions every year, which gave us a basic figure.

The Police then said that "If it's not over \$200,000 we're not interested." So we asked, "What can we do?" and they said that if we got someone who was a registered independent Auditor to look at the books, give their report to us and if we think that there is strong enough evidence we can take it from there. Needless to say, there wasn't any evidence. We had \$200 and that's all in the accounts. We could not afford an independent auditor.

So, here we were with 6 or 7 hundred members and only \$200 in the bank. We just couldn't keep going with that, so we decided to run a raffle for a Mustang.

Steve who had a side business importing and restoring cars when he wasn't working as a Policeman found a suitable Mustang in America and brought it into Australia and the Club got together to restore it.

A whole lot of members, many of them in Bendigo coordinated by John Chapman, put in an enormous effort to restore the Mustang mechanically, replace the interior and repaint it till we got it up to an excellent stage. We ran this raffle over many, many months. At any car event members would be there selling raffle tickets. We did that twice and that is what gave us the financial ability to go on to the point where the club is now, financially to the extent of over \$300,000.

Some people will ask, "Why don't we spend it?" well, we do spend it. When we run something like the National Conference, we have to have a financial base to be able to make the many bookings for function facilities etc.

Some people ask why we don't have our own club rooms, well that would be a disaster. You end up with too few people looking after the facility, cleaning and maintenance etc. You have problems with insurance and alcohol and security, so we've decided not to do that. We've made a decision to donate to charities, which we have been able to do. So, if Steve had not acquired cars in America, the boys in Bendigo hadn't done such a fine job of restoring them for free and the members selling raffle tickets the club would not have survived.

The first Mustang raffle draw was at the Bendigo Nationals and as rarely happens it was won by a young guy who was at the show with his girlfriend and bought the winning ticket on the day. The second Mustang raffle was drawn at the Geelong Nationals, and you wouldn't believe it, but it was won by a girl who bought a ticket on the day for her father who was not in the best of health. He was totally excited and in tears said that he dreamed for years of having his own Mustang and now he had one!

PB Your first memory of a Mustang?

RM I was thinking about that, and I think it would have been the mid to late sixties. I noticed that someone else had said they saw one on a TV show. I think it also

might have been on TV when John Laws, the Sydney radio announcer, was driving one. It was very difficult to acquire a car like that in those days.

PB You've already told me that you have owned 14 Mustangs and Shelbys over the years.

RM Over the years I have owned 82 cars, which I can recall of which 14 were Mustangs or Shelbys. There may have been some others, but I've forgotten about them.

PB An impressive collection.

RM I wish that they were a collection. I've only got one of them now.

PB Your favorite Mustang?

RM Well my favorite would have to be the '68 Shelby GT350. I had that one for 20 years.

PB This may cause some conflict, but the most desired Mustang?

RM The '68 Shelby.

PB Currently owned?

RM 2018 Shelby GT. It is an '18 Mustang Gt upgraded to Shelby standards by Craig Dean at Mustang Motorsport and certified by the Shelby American Automobile Club. I've known Craig for a long time, and

he always does great work. He sourced the car for me, it was from the Ford Executive fleet, 2 years old with 13000 kms on the clock and after 4 years it has only 17000 kms on it so I don't drive it very much. Craig has been for many years a major supporter and sponsor of our Club.

I've let my CAMS license lapse now because I'm of a certain age - it is all too much trouble. It's not a problem preparing or driving the car, it's the bureaucracy that goes with it. I had a Level 2 license which allowed me to compete with other old farts in old cars in historic racing, which was a lot of fun, but you still had to comply with all the regulations and some of them were applied as if you were at Bathurst.

There was a time when I had the car trailered up to Ipswich in Queensland for an Historics race and when I rolled up for scrutineering some official said that I could not compete because it 'wasn't a sports car'. I had been warned and I had the CAMS handbook ready and referred him to page 8.23 of the 2002 CAMS handbook which specifically listed the exact make and model car as mine as a sports car. He grumbled but allowed me to go on.

The final straw was an event at Phillip Island. The car was registered for road use, so I drove it down to the island the day before, stayed overnight and drove out to the track



around 7 in the morning. I had been waiting in the pit area and then at 7:40 drove it to the scrutineering area. I was told to 'shut that engine down' because race cars were not permitted to be started at Phillip Island before 8:00 AM. I explained that it was fully registered for road use, I had driven it down from Melbourne and it was not a race car. The answer was 'If it has a f'ing number on the door, it's a race car'. That was enough for me.

PB Best Mustang drive?

RM I had a 1967 GTA convertible which I drove with Carol to Adelaide for a Nationals. We took the opportunity while we were there to drive through the Barossa Valley. It was a sunny morning, a bit chilly, we had the top down and the heater on, cruising with my wife beside me was probably the best drive. While most wives don't enjoy cars as much as their husbands do, she enjoyed that drive.

PB What is the most fun you've had in a Mustang? (I think if we asked some people to answer this, we would not be able to print their response.)

RM I think a drive I did in the Clipsal Rally would have to be one of the best. The Rally was conducted in Victoria and South Australia. There were track times, hill climbs, drags, anything you could think of doing in a car. It wasn't seriously competitive, just a lot of fun.

I was also privileged to participate in the Tattersalls Cars of the Century at the Albert Park Formula 1 some years ago in my '68 Shelby GT350 but that is a whole story in itself and will be included in my "Reminiscing" series.

PB Have you done any modifications to your cars?

RM My '68 Shelby GT350 had a 302 engine, high compression, extractors, heavy duty suspension, 4-wheel disc brakes and a 5-speed manual trans but I just wanted something more, so I bought a Paxton supercharger and had that fitted.



I had bought it from a company in America and when it arrived, I unpacked it excited like a kid opening a Christmas gift and found that as well the supercharger it had a half-eaten sandwich in the box.

Anyway, I had it fitted, and it was great. Plenty of

power but for some unknown reason it would just cut out. It was a particular problem if you were going flat out down the main straight and suddenly you have no power steering or power brakes because the engine had died. Fortunately, I wasn't involved in any accidents though I almost was on Phillip Island. There is a crest followed by a hard right turn (MG Corner?) and just as I went over the crest the engine cut out. I was able to get it to the turn and roll off the track proper without any harm. But I was stuck in the driver's seat, trying to undo the harness and I could see cars coming over the crest and being confronted by my car stopped just off track. The eyes of some of those drivers were like dinner plates. That was a great way to improve the power of the car, but it was becoming too dangerous for me, so I had the Paxton supercharger removed and a Stroker kit fitted and that made all the difference. It was absolutely totally reliable. It never overheated, never cut out on me and had almost the same power as the Paxton unit.

PB Do you do any of your own servicing or repairs?

RM No.

PB Wise man.

RM I sign the cheques.

PB Daily driver?

RM I have two daily drivers. One of them is a 1999 C43 AMG Mercedes. A small C class Mercedes sedan with a 4.3 litre V8 built by AMG. My type of car, Grandma's shopping car with a big motor. The other one is a Holden Calais, a very comfortable vehicle.

PB Most admired club person?

RM Steve Lond. He passed away about 10 years ago. He was a serving Policeman and didn't take any crap from anyone. We went through a lot of tough times as the club was about to fold. He helped by acquiring the cars for the raffles. He didn't charge for his time - the Club had to pay for the car of course when it had the funds.

I spent some time with him acquiring cars in California. There was a lot of work involved in those days. Nobody had mobile phones and there wasn't any internet. You bought the AutoTrader and retired to your room and spent hours and hours going through them then phoning up the sellers. You had to be careful about where they were. Orange County and LA County are huge. I remember one day driving for 5 hours to inspect a car that was advertised as "a classic in excellent condition". Then walking up the driveway to see this rusting old hulk. I said, "That's not the car you advertised, is it?" and he said "Yes, it's a classic".

PB A classic rust bucket.

RM With mobile phones these days it is a lot easier with people being able to take photos, so you know what you are looking at.

PB Do you have a vision of the club going forward?

RM I hope that it continues to be well managed which it appears to be. The committee work very hard, they are all straight forward, hardworking and honest people well lead by President Ian Collins. We are in a sound financial situation. We have good meeting rooms. In earlier years some of the places, mostly pubs, we would meet at were not really suitable for Club meetings. We would arrive at the pub on a Wednesday night and the Publican would say, "We can't do it here tonight" because the room was let to somebody else. Where we are now at Moonee Valley it is a comfortable room, good food at reasonable prices, drinks at bar prices and a good audio system.



PB Do you have a poolroom?

RM I do, but I don't have a pool table in there.

PB Where do your trophies and memorabilia go?

RM Well, the trophies and memorabilia are in there along with a lot of other things. I have a large painting of the '68 Shelby GT350 which I would like to hang on the wall, but it is currently sitting in a corner along with various other items. It is my hope one day to reclaim the room and set it up the way I would like it.

PB A bit of a power struggle going on within the household?

RM Yes.

PB Who taught you to drive?

RM Nobody. I taught myself. I drove my first car when I was 15, an Austin 10 - a shocking car. I would watch my mother and my father drive, watching what they were doing then I would practice what I had seen.

I went to live in America when I was 17 where you can drive when you are 16 and immediately got my California licence. I was already driving, unlicensed in Victoria, but what I didn't realize was how bad Australian drivers really were. In High school there they had Driver Education where you were taught how to drive properly, and you couldn't get your High School Diploma unless you had passed Driver Ed.

PB When you climb into your wheels for a drive, what do you put into the cassette or CD player?

RM Nothing. I love the sound of dual exhaust.

PB I'm surprised at how many people give me that answer. Ron, thank you for your time and thoughts today.

RM You're welcome.

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**MUSTANG
ROUNDUP**

Wings Wildlife Park

Patrick Wing



At short notice in mid December, 6 cars met at Devonport ready to head to Wings Wildlife Park at Gunns Plains.

This involved the usual trip via some (very) back country roads above the NW coast. (while you couldn't hear any banjos you knew they were close by!) On arrival at the park we were given premium parking then headed into the café for

a catch up, coffee & brunch. After brunch we were given a guided tour of the park by the lovely & knowledgeable Nicole (daughter of MOCA members Rob & Christine) who gave up her day off to show us around.

After the visit we headed on another country drive toward the coast for afternoon tea at Penguin.



Shannons/Salvation Army Charity Run

Patrick Wing



Mid December saw a group of us head to Campbelltown for the annual Shannons/Salvation Army Charity Run/Car Show.

This involves each car taking a bag or box of non perishable goods to be donated to the Salvation Army to be then distributed to those in need.

Again, rather than head down the highway, we took some roads less travelled where those who chose to have their tops down tested their brakes & handling abilities by dodging the numerous pivot irrigators spraying the road.

It was also the first outing of our new (to us) 2003 Mach 1. If anyone in Vic has any info on this car then please contact me.



2025 Tasmania Trip Stangs Touring the Wilderness

Neil Butler & De Colledge



In mid-February 2025, 34 Mustangs travelled around the northern half of Tasmania for a week. This intimate group thoroughly enjoyed driving in beautiful countryside, constantly eating exquisite and delicious food and sharing travelling stories with the 65 Victorian members and numerous Tasmanian members who joined us throughout the trip.

A big thanks goes to the Tasmanian Co-ordinators Patrick Wing, Len Van Rossum and Dave O'Brien, very ably assisted by their partners Jodie, Deb and Jane (respectively), who naturally provided extensive support, guidance and advice on where to go (literally) and what to do.

For those members that haven't been on one of our 8 coordinated Tassie trips before, the format of the holiday is to basically eat breakfast together, then take in some/all the

recommendations in/near where we stay, so you can do as little or as much as you like. Then we all reunite for dinner.

This year everyone wholeheartedly agreed that we ate exceptional fine dining food, with the benefit of knowing it was about half the price charged on the mainland for probably larger servings!

Most members gathered on Thursday 13th February at the Gateway Hotel in Corio, for a smorgasbord lunch. For the second year in the row, the temperature was over 35 degrees.

Unlike previous years, all 14 pre-2013 'stangs easily made it onto the Spirit of Tasmania. Last year there were 3 classics let's just say, that developed reactions to the extreme heat and may have limped onto the boat. It was a smooth crossing and no members reported suffering motion sickness.

Friday saw us once again support the Forth Valley Lions Club, who ably cooked bacon and eggs served in fresh bread rolls at an early hour. In addition to the Club being charged a nominal amount, the Lions Club were delighted to receive a \$300 donation. To the many Tassie members that got up super early to ensure we found the location and were fed, we also thank them very much.

A privately owned predominantly European car collection was next on the agenda. MOCV/MOCT were only the second club to have visited this impressive 100+ car collection. It left many wondering, how many other impressive car collections are there on the island?

Next, we were off to the Lost Farm Restaurant situated inside the internationally renowned Barnbougle Golf Course,

for a stunning 3-course lunch. Given it was Valentine's Day, Janz were coincidentally offering members samples of their champagne collection, adding to the fantastic ambience of the venue that has brilliant views out to Bass Strait and the golf courses. Thankfully canape style food was then served for dinner on the Roof Top Bar at the Plough Inn in Launceston, which despite everyone saying they'd already eaten way too much food, was all devoured quickly.

Once again, we stayed at the Launceston Country Club Villas where literally, our beautiful Mustangs are parked outside our front doors. Members drove or walked over to the Launceston Casino, for a buffet breakfast served in the Links Restaurant.





Day 3 saw many members opting to take the 50-minute Tamar River cruise incorporating the Cataract Gorge. James the Captain not only enlightened us to the history of the area, but as with many small boat captains, constantly regurgitated funny antidotes on-route.

Others took either the 4-hour lunch time or 2.5-hour sunset cruise. The last 2 cruises showcased beverages from the famous Tamar Valley Region. During the morning, the clouds darkened and for the first time since we'd started organising the tours, the heavens opened for a short while.

This did not deter members from following Patrick and Jodie through the lovely dairy country in the Mersey Valley region, before we arrived at Mole Creek.

Now we all know the rules against travelling on dirt roads but ... this year given the morning milking had recently finished, one must add avoidance of cow dung on roads too!

Anyway, something to talk about. Counter lunches were served at the Mole Creek Hotel, recommended by the Locals as they usually have 1-2 drives there a year.

It was then off to see Ewan Stephens' private garage where there were about 40 immaculately kept trucks and cars. Whilst the Stephens Family produce about 35% of Tasmania's honey, Ewan and Treena were more than happy to talk about their proud collection. Member's donations are assisting supporting several local causes.

On the Saturday night, the all-important joint dinner occurred back at the where everyone took the "sports theme" very competitively. Many members thought outside the box and outfits included: ball room dancers; a snow bunny; a netballer; motor bike riders, the awesome foursome made another gold winning appearance, in addition to the numerous Supercar and rally drivers.



Naturally the AFL and NRL were heavily represented and let's just say, Mr O'Brien, none of us will ever look at Dipper the same way again! It was worth noting that 500 Harley Owners Group members simultaneously stayed at the Casino as they were participating in the Tasmania State HOG rally. I'm sure we provided them with much amusement.

Despite being late summer, we should note that it in fact snowed in the Central Highlands overnight. After breakfast many attended the impressive Deloraine Street Car Show where over 600 pre-1988 cars were displayed.

Mind you, there was probably an equal number of vehicles scattered throughout the town like the balance of our fleet, given they were ineligible for entry. MOCT had their usual picturesque spot beside the river, and their members generously permitted 4 Victorian 'stangs to join them.

Next it was off to Smithton to stay at the Tall Timbers Resort. Whilst MOCV hadn't ever stayed there before, once again the local members recommend it. Naturally, dinner did not disappoint, with the famous Cape Grim beef served amongst half of us with tender pork served to the others. Desserts were also scrumdelicious and may we say, were all eaten so you're getting the hang of this degustation tour.

On Day 5, as members were walking to the buffet breakfast, smoke from the bushfires further south that had been burning for over 2 weeks, was still quite pungent. These fires did not stop most members from experiencing the famous Tarkine Drive and all the natural beauty spots along the way. It was a brilliant drive.

The Edge of the World at Arthur River was frequented by many. So too, was the Marrawah Inn, another recommendation from Tassie members.





The licensee had prominently displayed a photo of MOCT owned vehicles out the front from a previous visit, so we were also encouraged to do likewise.

Thanks to those members that sent in photos which have since been on-forwarded. Tarkine Fresh Oysters are the largest oyster producers in the north-western region and made an informative presentation whilst simultaneously shucking fresh oysters. Put it this way, the 8-dozen ordered were all hoovered. Another 3-course meal continued to fill our slightly enlarged bellies.

We'd like to congratulate Mark and Lesley Massavelli, 2025 winners of the Russell Barnes Perpetual Trophy. For the uninitiated, we offer a quiz to keep everyone amused whilst driving. We had to find a way to stop Russell from winning so we gave him and Kerry the honours of arranging the trivia quiz and distributing the trophy.

Liz Mills was awarded an honorary mention by answering the quiz question "What in Tasmanian is religious" and the response which blew everyone away when read aloud, was:

"The annual Mustang pilgrimage is considered a religious experience by those who partake. A shared passion for cars, equal portions of fun, friendship, and good wine blend to create a temporary transformation for all who partake."

Now what goes on tour stays on tour, but did you know that MOCV has a choir? Rest assured, we don't expect the Melbourne Symphony Orchestra to come knocking any time soon.

The trip's last full day saw members casually meander along the coast and visit most man-made and natural tourist attractions. Stanley's The Nut, Boat Harbour Beach and Penguin, proved extremely popular.

Symmons Plains saw a handful of local and Victorian members complete about 10 laps each along with a photo shoot on that infamous hairpin bend. Many local members again joined us at Prickly Mo, a vineyard located in a valley, and with the sun setting, was a postcard moment for friendships to continue to be forged.



Valentino's Pizzas from Devonport, served individual pizzas straight from their food truck and many appreciated as a lighter meal to end their eating tour of Tasmania. Most of the members came home with the group where another smooth crossing ensued. Several members stayed on and continued to enjoy more Tasmanian food and hospitality.

In closing, the composition of the Victorian fleet was 12 Gen 1s; 1 Gen 4s; 2 Gen 5s; 18 Gen 6 models and 1, 3-week-old Dark Horse owned by Amy Heinrich.

At the time of writing, the Spirit of Tasmania opens their bookings 11 months out. On the assumption we have ferry access, the Hobart accommodation has been tentatively booked from Friday 20th and return to Melbourne on Wednesday 25th February 2026.



REMINISCING #1

Ron Minogue



My former high school buddy (pretty good amateur mechanic) checking out the car. I am the fully clothed nervous new owner.

With apologies to Glenn Shorrock and the Little River Band I have borrowed one of their titles to act as a compendium of my memories of my 35 odd years with the Mustang Owners Club of Australia, Vic. Inc.

My plan is to write a few lines and include some photographs where possible of Mustangs or Sheldys that I have owned which might be of interest to MOCA members.

At last count I have had 82 cars of which 14 were Mustangs or Sheldys. I will concentrate on the 14 Mustangs or Sheldys.

The articles will not be in any special order just starting in the late '80's to early Naughties.

The first one that came to mind was a 1965 Mustang GT coupe which I purchased from a private vendor living in Lemon Heights, a nice suburb in the hills off the City of

Orange in Orange County, California. I knew the area fairly well having attended High School in Orange and College in Fullerton in the late fifties.

As you will appreciate there were no mobile phones or computers in the late eighties so if you were looking for a particular type of car to buy you had to purchase something like the "Auto Trader" and retire to your motel room and try to find "your" car.

If you found something interesting, you would need to check the local version of the

"Melways" to get an idea of where the car was located. Those members who have experienced this process will recognise that Orange County and its neighbouring Los Angeles County cover mighty big areas.

Back at the motel after purchasing the car. All went well.



Finally at home in Melbourne.

Some vendors would not fully understand my accent and of course would describe the car in the best possible terms emphasizing that these cars are "classics" regardless of their condition. Remember the phrase "horse trading" came from America and they are pretty good at it.

It would not be the first time that I have driven for hours to see a "beautiful classic Mustang" in "great condition" and on arrival at the address, to pass a rotting hulk of a Mustang quietly disintegrating in the driveway.

Needless to say, these adventures often turn out to be duds, but I guess that is part of the fun in buying a Mustang in America then shipping it home to Melbourne. This was long before the prices for classic Mustangs went crazy and the exchange rate was not exorbitant.

The '65 Mustang coupe in this case was in Springtime Yellow and appeared to be in pretty good shape having had some restoration over the many years in the vendor's hands. Often the first impression of the vendor will help determine the next step. In this case the vendor was quite friendly, did not bull shit about the car having owned it for some years.

So, after taking a test drive and checking all that I could check we entered into some cordial negotiation I became the new owner of the Springtime Time Yellow classic. It was in largely unmolested original condition except for a recent paint job. It matched all the numbers with black interior, stock 289 and C4 auto trans. They did not have roadworthy certificates in those days, maybe they still don't.

Driving back to my hotel I could not find anything wrong with the car but got one of my local buddies to have a good look and he could not find anything wrong with it either. Being a GT, it had front power disc brakes so the only work I had to arrange when the car got to Melbourne was to find a reliable and reputable person to do the RHD conversion and prepare a roadworthy certificate.

The next task, which these days can often be a nightmare was to drive the car to the shipping yard at Long Beach and all went well.

Unfortunately, I cannot recall who did the conversion, but it was an excellent job. The Engineer who did the report said that it was one of the best conversions he had seen, so it could have been the late, and great, Frank Lacey.

After a year or so I was itching to get another Mustang in the US so I sold the Springtime Yellow to the first looker, a used car dealer from Maribyrnong (I think).

I have not seen the car since, but some readers may recognise it from the photos. The Victorian number plate was EGD807.



On the way to Long Beach shipping yards.



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Ian 'Pete' Geoghegan's 67 Mustang
@National Motor Racing Museum Bathurst



1966 French Export Mustang@Mustang françaises d'époque

My Mustang Story

"Darling, I want a pony"

Martin & Susan Vaughan



Our journey to owning and driving a 1965 V8 Mustang Coupe.

I should start the journey at the beginning. I am known as a Holden guy. I currently own an original red LC GTR XU1, previously I had a HK 307 GTS Monaro and three other LC GTR Toranas. My first car was a red Torana. That's not to say I don't like other makes, I also have a 1973 350SL Mercedes and a GU Patrol 4wd. I did own a Ford in the 1990s, I had a 302 V8 ZB Fairlane and I loved it. Simple and reliable, not what can be said about my Mercedes.

Now, I am not the restore it and polish it type of guy. I like to drive them, after all they are cars and in the 1980s, these cars were almost unbreakable. We drove them hard. My XU1 has gone around Australia twice in the last five years. You don't see many XU1s on the highway in the Kimberley, we got lots of smiles and "I remember when" discussions.

The first lap of Australia, competing in the 2019 Repco trial, where 40 classic cars recreated the 2019 Repco trial, I broke an old toughened windscreen coming out of Port Headland and had to drive without a windscreen for 800km. It shattered into a million pieces. I had to find a new windscreen in Broome in order to be ready to depart the next day with the group. The local windscreen places



laughed, 'In your dreams'. A Facebook post plus several phone calls and a slab later, I found one in a wreck and had a local windscreen fitter work at night to remove then fit it.

Later in Darwin, I had to find a new engine after my existing engine developed a rod knock. Facebook and phone calls saw us pick up an engine at 10am, fit it to my car then make it to a 5pm static car show event. That lap saw me powering down closed dirt road sections, drifting and sliding through corners, that's what these cars were built for. It was awesome.

The second lap was fantastic, not a single issue. This time it was all XU1s, with the event starting and finishing at Bathurst for the big race. I had Don Holland livery to re-create his 1970 Bathurst 3rd place entry and even had the honour of taking him around for a parade lap. Note to readers, taking stickers off sometimes lifts the paint so don't put stickers on your car. I am now stuck with a fully liveried car, it's a tad lairy. I need to save up for a respray.

Another event, this time 10 days touring around Tasmania with other classic cars, we thought we would try something more comfortable. A convertible, in Tasmania! What could go wrong? So during COVID, I bought a 350SL V8 Mercedes and got it back on the road. Not what you would call a



shrewd investment, but I did end up with a nice reliable tourer. Note to readers, convertibles are great when the weather is good, but aren't so good when it rains. They are tiring with the top down all the time. Hmm, it was time for a rethink.

I have always liked Mustangs. But I didn't know much about them apart from the fact mechanically they were pretty much identical to my old Fairlane. I thought a Mustang V8 coupe would be ideal for my next classic car road trip with friends, later this year to WA. Knowing what I do about cars, my wish list was decided:

- Something original and not messed with, definitely no rust
- Cosmetically nice, I am good mechanically but not with cosmetics
- Ideally a 1965, my birth year, for my 60th birthday
- A coupe
- Not hotted up but a V8, easy to drive so an auto
- RHD, decent brakes and ideally air conditioned

We were camping/4wd touring in WA and one day I was scrolling through online classifieds when I stumbled on what looked like the ideal car. A RHD 289 automatic 1965 coupe. It was top dollar but ticked every box except it didn't have a RWC. I ran it by a friend, a Mustang guru, who agreed it looked like a nice car but was expensive. After a phone call or two with the owner, I agreed to travel to country Victoria on my return from 4wding to have a look. What he described seemed even better than the advert.

At this stage its fair to say I don't know much about Mustangs although I am learning fast. I do know a fair bit about cars in general, and know that if there is any rust underneath you walk away. I was pleasantly surprised when I saw the Mustang, it looked great. I crawled under it and it was perfect - very old probably original paint underneath, lots of new suspension parts, no leaks and no rust. I was less than impressed by the paint job, it was a recent closed

door respray that looked fantastic but if you looked close you could spot imperfections with a couple of blistering spots already.

The chrome work and interior were excellent. Under bonnet was great apart from some ugly chrome rocker covers. Very original and matching numbers as best as I could tell. The engine looked correct but as I was fast learning it was hard to authenticate these engines. It was Wimbledon white, a colour I wasn't sure about until I saw it. I liked it, especially with the blue trim and chrome rally wheels.

The seller, an older bloke, bought it restored but had it painted. I think the previous owner to him had done much of the work. It had been RHD converted many years ago (I was shown where strut tower was bashed in to clear the old steering box) and it carried original era black and white full registration number plates. The conversion looked like it was done well, with everything neat and swapped over except the wipers.

There were lots of new suspension and other parts, a disc brake front conversion using factory parts and a RRS rack and pinion steering upgrade. New tyres, new exhaust, lots of new stuff. But a few things not done right (easily fixed), some maintenance needed such as a cracked exhaust manifold (a new one was in the boot, the owner wasn't sure why) and there was the sloppy overspray from the recent paint job. But everything matched to the build plate including the LSD rear axle. The engine ran great, very smooth, no diff noise, auto shifted nice, it tracked straight and behaved well under brakes and over pot holes.

I rang my wife, "Darling I want a pony".

A deal was done, and a week later we arrived in Gippsland in 35 degree heat to pick it up. And so the reality started. Just as we were leaving, the previous owner mentioned "Oh I just noticed this" and pointed out a chunk

missing from the fan belt. He said he rarely drove it so hadn't looked under the bonnet lately. Between being amazed at how well it was running and how nice it was to drive (as long as you didn't need to do a U turn), I was stressing about the fan belt breaking so was driving carefully. Soon enough we found an auto parts shop in the next town and bought a belt that was close enough to fitting. Phew, Murphy's law. If you have one, you won't need it but if you don't have one you will. With tools I knew if it broke, I would get home.

When I arrived home, after looking over it, the project to get it on the road started. It had no RWC, so VicRoads give you 2 weeks to get one and finalise

registration transfer. I didn't want to lose the original number plates or run into dramas with the RHD conversion. Thanks to "old mate" lodging his papers straight away, the clock had already started. And it was the week before Christmas. How hard could it be. Very, as it turns out.

I did a few basic repairs, greased it and looked for problems. I added a windscreen washer system that was

missing and replaced the exhaust manifold. It was pretty good I thought. I found a Mechanic that knows Mustangs and booked in the RWC inspection. Nervous I picked it up to review his list. There is

always a list. It wasn't too bad. Lenses faded or cracked, globes not quite right, flasher can slow, steering column top bearing suss, hard/brittle fuel hoses, a brake line too close to the exhaust at the rear, rear brake hard line rusty, power steering lines too close to the exhaust at the front, handbrake handle faulty, one uni joint suss, both lower spring mounts needed replacing, corroded mirror glass and top seat belt mounts he didn't like.

OK, I thought. I can do this. "By the way", he added. "I am off on leave for three weeks". Hmmm that could be tricky. I

called Vicroads, but they wouldn't budge. "14 days". "But it's Christmas" I pleaded. "Bad luck" was their implied response.

It is about now I should highlight how good the parts availability is for Mustangs. Apart from the Falcon connection, parts are cheapish and readily available here in Australia. Compare that to my Mercedes where after two months I am still trying to track down a wiper motor that doesn't cost more than my first car. I found a Mustang

parts place in Carrum Downs that were helpful and had everything, well almost everything.

So I worked through the list in about five days, re-routing hoses, making up brake lines

(who would have thought that dual exhaust brake lines are different to single exhaust ?), sweet talking my tool maker brother in law to make a new steering column top bearing to suit the rack conversion, fixing all the little stuff. I even upgraded the fuel tank to a larger capacity stainless one, the old tank was dented and weeping and I learnt from the Torana not to trust old tanks.

Head under the dash I ripped out one of those old intrusive alarms which didn't work but was tapped into everything, it even had a kill circuit for the ignition. Old scotch locks, crimp terminals

and spaghetti wiring. What could possibly go wrong. Meanwhile I was Googling things, watching Youtubes and getting a crash course on early Mustangs. I had never made up hard brake lines before, but with everything shut it was time to learn. A new skill, I was loving it. The seat belts had me intrigued, the inertia 3 point belts from the USA had a top mount that the mechanic didn't like, so I reverted to lap sashes until I can get them strengthened in the future.

I waited patiently for the mechanic to re-open, checking Vicroads rego every day hoping they wouldn't cancel it. I proudly presented the car for a second inspection and

awaited his call. Another list !! You're kidding ? Half a dozen more things, mostly minor but his main concern was the back brakes locking up.

Humph. Off to Bayswater again to pick up the car, he added "I have started the paperwork, get it back to me this afternoon if you can." No pressure. I rushed home, Googled and Youtubed the brake system and figured out it was either incorrect rear wheel cylinders (which looked new) or a jammed proportioning valve. After several hours, with



lots of swearing, I had removed the valve, unjammed it and wound it in to provide the least pressure to the rear brakes as possible. More bleeding. Another thing was a Vic Roads supplied engine number that had to be engraved on the block, apparently US engine blocks didn't have an engine number but Australia requires one. I learnt that day that engine blocks are very hard and resist your efforts to engrave them.

I returned exhausted but pleased with my efforts and it finally passed the RWC. "Hooray". But he still suggested I go to larger bore rear wheel cylinders when I can as he still wasn't 100% happy with its tendency to lock the back brakes. I later got some 3/4 bore wheel cylinders from a XW Falcon and its now stopping beautifully.

When I got home I immediately uploaded the RWC numbers and finalised the transfer. Hooray, it was registered in my name and ready to drive. Except for the puddle on the floor. The fuel pump had started to leak. Badly. "Grrr".

More parts, more Youtubes, in the weeks that followed I gave it a birthday, replacing the leaking fuel pump, servicing the transmission, changing the diff oil, coolant and hoses, servicing and tuning the engine, new factory style rocker covers to replace the ugly chrome ones, a carby kit for the temperamental 2 barrel carby and it was good to go. Cars really don't like to sit unused, the carby had gummed up.

I also spent many quality hours under the dash replacing a seized heater valve, control cable and lastly I got the air conditioning gassed. I learnt that a LHD to RHD converted

car has a mixture of Mustang and Falcon parts. Everything under the dash is bespoke, for example the glove box insert is for a LHD and needs major modification for RHD to clear the wiper mechanism. The handbrake is quite different, so I had to rebuild one from the old one and a new LHD one I purchased. My final repair was fixing the fuel pump again ! The new small brass inlet fitting was cracked and leaking. I found a replacement in my garage amongst my spares, a Holden part no less. A fitting end to the journey.

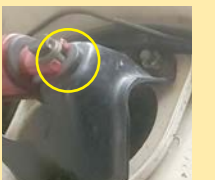
So now it is done, its ready to drive and its great. I now understand my Mustang and am confident I could fix it on the road. More importantly, I am confident it will be ready for our road trip in March when we will head up to Bathurst for the Mustang Nationals and catch up with a good friend who is coming from Sydney and who owns a nice Wimbledon White 1967 fastback. And then there is the trip to Perth in September.

If you see us say hello. We don't know anyone in the club yet, having just joined but are keen to make new friends and chat about all things Mustang.

ps my pony is called Sally.

EDITOR: On closer inspection of the photos that Martin sent me for this story it seems he has scored himself a bonus and purchased an original 1965 FORD Australia Delivered Mustang. One of 48 in 1965. Some of the tell tale signs when there is no Ford Australia ID Tag present are visible in the way that minimal work was done on the firewall during conversion and simple cover plates were pop riveted to cover the holes where the original steering column, brake master cylinder on LHS and heater on the RHS were.

Also the one piece Export Brace with evenly spaced mounting holes and reinforcing washers were welded to the shock tower mounts as part of the Ford USA 'Export Pack'. Go check your own 65/66 and see if you have these unique features.





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Annual Drysdale Car Show

Phyllis Edwards

The annual Drysdale car show was held on Sunday 5th January. It was an extremely hot day 35 degrees but that did not deter over 40 Mustangs from making the journey.

The club was lucky to have one of the only shady sites at the venue.

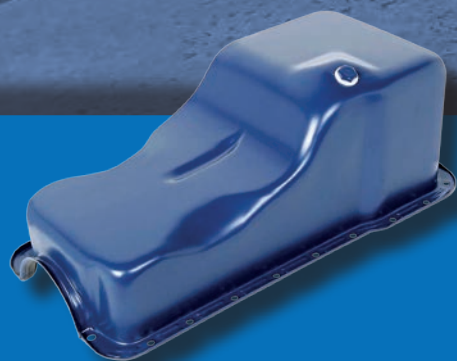
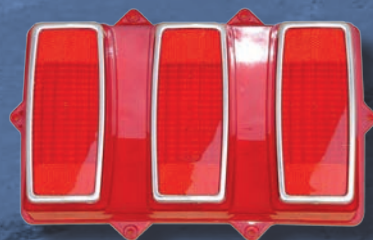
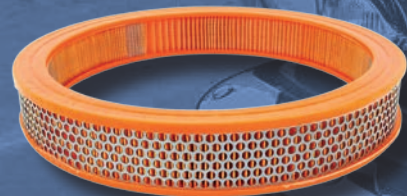
We had one winner on the day Bruce and Kerry Roscrow got a top ten award with their 70 Boss.





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CAR CARE Tools, Techniques & Tips

Episode 25 – Ceramic Maintenance

Peter Alderson

I hope you completed your full paint correction and ceramic coating. All of this was covered in the previous four episodes in 2024.

Now, let's be straight. Having a ceramic coating does not mean your car is bulletproof. Having a ceramic coating does NOT mean you can stop washing your car. Maintenance still needs to be performed but it will be less onerous.

A ceramic coating will make your regular washing maintenance easier and quicker. Your car will look more glossy; and will stay cleaner for longer; its colour will look richer, and water will fly off its surface more easily and quickly. After washing and rinsing, very few drops will be left on the surface, making drying quicker, and thereby helping you avoid drying marks or streaks. All you need to do is blow the paint dry with a leaf blower with no need for drying towels at all. This greatly reduces the chance of scratches as you rarely have to touch the surface.

In this episode, I will break down the different steps in the regular maintenance of the ceramic coating on your bodywork. Follow these ideas to ensure your coating lasts as long as possible, and hopefully, for the full 7 years, a 2-layer GTECHNIQ coating offers.

The idea is to keep the coating working. It must remain hydrophobic so water spotting does not get a chance to occur. It must remain scratch-resistant thereby minimizing scratches or swirls caused by hand washing and drying. The EXOV5 top layer, which gives a 2-year protection, must remain dense, unclogged, smooth, and topped up. This will then protect the underlying 5-year protective layer of CSL. This gives you the shine, depth of colour and smoothness. So for maintenance, we will learn about:

1. **How NOT to wash your ceramic coating**
2. **A light wash**
3. **Weekly washes**
4. **A 3-month maintenance wash**
5. **A 6-month maintenance wash**
6. **Yearly maintenance wash**

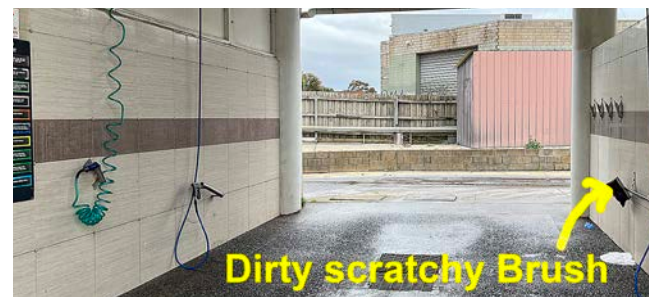
Let's tackle each of these and discover the tools, steps and tips to follow in maintaining your coating.

1. How NOT to wash a ceramic coating

Never use an automated car wash. These use harsh chemicals - they have to! People go there with filthy cars, like 4x4s. They are covered in mud and contaminants that people want to be removed as quickly, and easily, as possible.

WARNING			
Use of this Auto Touch Free Carwash at owners risk			
Remain in vehicle at all times			
IN THE EVENT OF A POWER FAILURE, ENSURE SOAP IS WASHED OFF VEHICLE.			
All care taken			
No Responsibility accepted.			
Undercarriage & Wheel Blast	✓	✓	✓
Foaming Pre-Soak	✓	✓	✓
2nd Pass Pre-Soak	✓	✓	✓
Bug Pass	✓	✓	✓
High Pressure Wash	✓	✓	✓
High Pressure Rinse	✓	✓	✓
Triple Foam Conditioner	✓	✓	✓
Low Pressure Wax	✓	✓	✓
Clear Coat Protectant	✓	✓	✓
Spot Free Rinse	✓	✓	✓

The harsh chemicals, and scratch-inducing brooms to wash away the dirt, are some of the most dangerous solutions, and tools, which should never come near a ceramic coating. In particular, avoid the brooms in the individual wash bays.



Your ceramic coating will not protect you from such harsh environments. We also do not want the spinning brushes or draping dirt-filled cloths wandering all over your paintwork.

Likewise, do not use a car wash, often found in car parks of shopping centres. There, an army of workers washes your car for you while you shop. Remember, they wash many different types of cars with each having varying degrees of dirt and grime on their paint and wheels. They use the same buckets and suds, normally quite harsh, wash pads and cloths. All of these have the potential to chemically harm your ceramic coating and introduce swirls in the hand wash or hand drying steps.



You do not know how often each cloth or pad is washed; how it is washed; and, whether it is rinsed between panels. If it is not, then grime from one panel is embedded into the wash pad or cloth and transferred to the next panel bringing scratches and swirls along the way. You can be assured they do not use the 3-bucket method explained in previous episodes. Also, they probably wash using circular motions, creating swirls, rather than straight lines. And, goodness knows how hard they press.



Standalone car wash stations, where you wash your car with rinsing wands and bristle brooms, are not much better. The chemicals in the wands, as selected by customers, mean more harsh chemicals, and dirty brooms, will mar your paintwork. We do not want someone's leftover selection of wash detergent, wax, shine or sealant near our ceramic coating.

Our coating does what it is meant to. If you layer on any wax, shine-enhancing solution or sealant you are replacing the ceramic coating's protective properties, and hydrophobicity, with those of the chemicals coming from their wand. You have lost protection from water spotting; shine; and hydrophobicity offered by your coating and replaced it with inferior solutions.

Sometimes this type of wash bay is your only alternative. Water restrictions may impose this alternative on you. You may be travelling and need to wash your car before a car show. Or, you may just not have space where you are living where you can do your car wash with your water and tools. Apartment dwellers, for instance, face this dilemma.

So, if you must use a wash bay, follow these tips:

1. Bring along your own 3 buckets.
2. Bring your wash solution.
3. Bring your own washpad.
4. Select water ONLY for the wash wand.
5. Grab the pressure-washer wand and operate it for 30 seconds to expel any leftover wash solution, wax, sealants etc.
6. Pressure-wash the tyres, rims, and under the mudguards.
7. Pressure-wash the whole car to get rid of any loose dust etc. and to give what might be stuck time to soak and loosen.
8. Use your 3-bucket system to wash each wheel one at a time.
9. Pressure-wash each wheel to leave it clean.
10. Pressure-wash the entire car again to wash away any loosened contaminants.
11. Use your 3-bucket method to wash one panel at a time. Rinse away any suds.
12. Complete all panels and then rinse the entire car one more time to ensure no dirt has been sprayed onto surfaces from previous panel rinsing or the floor.
13. Drive your car to the outside drying area.
14. Dry your car with your leaf blower or dedicated drying cloth. Job Done!

2. A light wash

Your ceramic coating should have cured for at least a week before you wash it. This ensures it has reached its maximum protective ability. A light wash should be quite simple if your car is stored or dusty only. You will be amazed at how easily the car will be cleaned. Use your pressure washer with water only. Alternatively, use a garden hose with the spray nozzle set to stream. This gives a soft flow of water.



The water flowing over the car will lift and rinse away loose dust leaving the car dust-free and clean.

If you notice dried-on contamination a second rinse will be needed. This time, use the broad spray setting. This will push away any contaminants. Rinse with another soft flow of water and check. If you still see grime, then a 3-bucket hand wash is needed.



Why might there be these stuck on contaminants? Well, it partly depends upon where your car has been driven or stored. If you have done a lot of driving, perhaps in wet weather, or if it is parked outside, there is more likelihood that contaminants will have had a chance to stick to the surface. If it is mainly covered or stored, then a light wash will be enough.

If you choose a 3-bucket wash after the rinsing then you need to use a non-infused neutral pH car wash. A wash that contains no added protection like shine or wax. We do not want to add anything to our ceramic coating at this stage. We don't want its hydrophobicity replaced by inferior waxes, etc.

Products suitable for a non-infused wash include Bowden's Auto Body Gel; ArmorAll Car Wash; Repco Eclipse Car Wash; Gyeon Bathe*; GTECHNIQ GWash*, and other similar products.



Non-infused pH neutral car wash solutions

TIP: The solutions shown here all do a great cleaning job. If you want a professional-grade car wash choose Gyeon Bathe or GTECHNIQ GWash*. These contain superior cleaners giving a better and quicker wash on ceramic-coated cars.*

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After you have washed your car remember to use a leaf blower to dry any remaining water from the windows; around door handles; rearview mirrors; body seams; and the grill. I work from the top down as I push away these few remaining spots of water.

I use a leaf blower to prevent any touching with clothes. This further minimizes any streaking or potential to impart scratches or swirls - the less touching the better.

Similarly, if you can get away with just the rinse washes outlined above, you have not had to touch the car at all – no swirls or scratches!

3. Weekly Washes

A normal weekly wash can be performed as needed. Be advised though that if you can actually do a light or weekly wash, and the surface is only lightly dusty, you can almost certainly never have to touch the car during the wash and dry phases.

I have introduced the use of snow foam to my weekly, or fortnightly wash routine. Why? The main reason is to reduce the need to hand wash. I have found that a one or two-step snow foam greatly reduces the stuck-on contamination. This means that for some weeks, this is enough and I do not need to perform a 3-bucket hand wash. Again, I am protecting the surface from any swirls as much as I can.

The choices you have for snow foam include ArmorAll Car Wash; Eclipse Hyper Foam; Bowden's Snow Job; Gyeon Foam*; GTECHNIQ Citrus Foam* for more dirt-lifting power; or other similar products.



Non-infused pH neutral FOAM wash solutions

All can be used safely on ceramic-coated cars as well as on non-ceramic-coated cars. They will not affect the ceramic coating and will not add or strip away sealants or waxes on non-coated cars.

TIP: These foam solutions give great results especially if used in a 2-step foaming routine. To use a professional-grade foam wash choose Gyeon Foam or GTECHNIQ Citrus Foam* from those shown! Their superior ingredients give a better cleaning on ceramic-coated cars.*

If your car has been covered and stored, rinsing, and maybe foaming, and a final rinse might be enough. Stop, and dry your car. However, after the foam and rinse steps you may decide a 3-bucket wash is needed.

Use the same non-infused car wash of your choice for the light wash, and try to touch the car as little, and as lightly, as possible. This minimizes scratches.

The ceramic coating is equipped to prevent these from occurring, however, the less touching the better. A final soft rinse and blow dry. Job done!

4. A 3-month maintenance wash

At a 3-month wash, it is a good idea to top up the properties of your EXOv5 topcoat ceramic coating. If you have chosen to treat your car with a different coating, then the following advice will still apply.

What you want to do is ensure the ceramic coating remains as hydrophobic as it was when it was first applied. Over time, or if you go for months without washing your car, contaminants can stick and eat away at any coating.

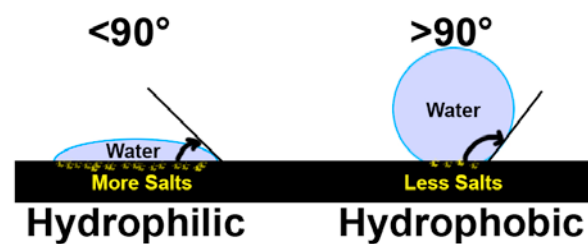
These contaminants can also block or clog the pores of the ceramic coat, or paint on non-coated cars. This contamination reduces the effectiveness of the coating, or clear coat, to repel water and leads to a lower contact angle, meaning water spotting is more likely to occur.

This leads to mineral salts locked in water droplets being deposited on the surface of the coating or clear coat. This leads to these minerals eating into both types of surface.

You should know how a ceramic coating reacts with water. It is this special interaction that enables a coating to increase hydrophobicity; release water more quickly; and minimize water spotting due to a smaller number of water droplets that may sit on top of the coating.

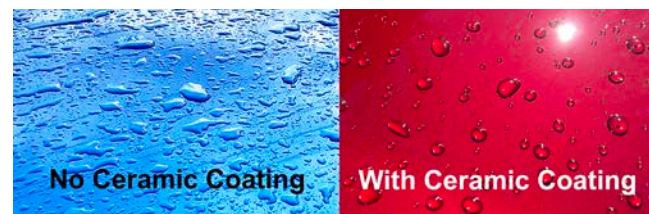
These properties are all due to a difference in the contact angle of a water droplet when it comes into contact with the surface.

A non-coated surface produces a lower contact angle. A coated surface produces a higher contact angle. Our EXOv5 has a large 115° contact angle.



The non-coated car has water droplets with a very low contact angle giving a large contact area of water with the surface. A non-coated surface is hydrophilic – its surface attracts water.

Once the water has evaporated from this larger contact area more minerals remain on the surface. On a ceramic-coated car, fewer droplets and a larger contact angle give a smaller contact area due to the coating's hydrophobic properties. This means fewer minerals remain once the water has evaporated.



Interestingly, the ceramic-coated car, with its increased hydrophobic properties means more water rolls off. This leads to fewer water droplets overall and a decrease in potential water spotting with minerals, or other contaminants, as a consequence.

The result of a higher contact angle (115°) means the water that evaporates from the smaller contact area leaves fewer mineral, or salt deposits, on the surface of a ceramic-coated car.

So, at your 3-month maintenance wash, it becomes important to ensure your coating's properties have not diminished through contamination, or previous hand washing or drying. To this end, we will wash our car with a ceramic-infused wash solution. This type of solution increases the coating and helps restore it to its full operation in terms of smoothness, shine and hydrophobic properties.

For ceramic-coated cars use a neutral pH wash. You should use one that applies SiO2 protection during the wash phase such as Gyeon Bathe+ Ceramic Car Wash* or GTECHNIQ Ceramic GWash* or one of your choosing, but not with polymers!

I have a word of warning when choosing different types of top-up wash coatings. Steer clear of those advertised as “bead makers”. These contain polymers. Polymers clog the surface of any ceramic coating. This will defeat the purpose of applying it. The water-beading properties of the ceramic coat will be overridden by the lesser water-beading qualities of the bead maker product. Bowden's Nanolicious Wash contains polymers. So, it should not be used on ceramic-coated cars. It is however suitable to use on non-coated cars. This would give 1 month of beading.



So, with ceramic-coated cars be sure to use ceramic-based products with a 3-bucket wash. I suggest either of the two shown here. Gyeon Bathe+ or GTECHNIQ Ceramic GWash. Each contains a ceramic topper of SiO2 ceramic particles. These ceramic-infused solutions give great results. You will notice this immediately when you apply your wash pad to the surface. It will feel incredibly smooth and slippery. Even the wash water itself feels incredibly slippery. This is what we want to return to the coated surface. Perform this hand wash after a 2-step foaming routine. Oh, and don't expect to see super suds. These products minimize suds otherwise they would lift and wash away the SiO2.

TIP: There is one important thing to remember when using either of these products. As they contain particles of silicon dioxide (SiO2) be sure to shake the bottle to distribute the particles within the solution before pouring out what you need into your wash bucket. Agitate the water between dunking your wash sponge to ensure the particles remain evenly distributed in the water.

Remember that this is not a permanent ceramic coating, like the one we applied in the last episode, and so lasts only a few months at the most. That will suffice for about 3 months until we perform a more thorough 6-month maintenance wash.

Interestingly you can also use these Nano-infused washes for your non-ceramic coated cars. They do not create a ceramic-coated car but will give a degree of extra hydrophobicity for about a month to these non-coated cars over non-infused products.

5. A 6-month maintenance wash

It's been 6 months now since our ceramic coating was applied. Hopefully, you have followed your weekly and 3-month maintenance washes. Time now for some deeper cleaning to ensure our coating remains working in top form.

We want to clean, as per normal, but this time unclog the pores of the coating ready to reset it with a ceramic booster that will extend its life until our yearly maintenance wash.

Wash your car as you would for your 3-month maintenance wash. Two water rinses; two foam rinses; then, a 3-bucket wash with a ceramic topper followed by a rinse with a soft flow of water.

With the car washed and still wet you are ready to apply a chemical booster to the surface.

There are two chemical boosters for you to choose from. Each offers a professional-grade ceramic booster and will give 3 or 6 months of protection to your existing EXO ceramic topcoat. You can choose either Gyeon Wet Coat or GTECHNIQ Ceramic Sealant c2v3.



Gyeon Wet Coat is a spray-on / rinse-off ceramic booster and sealant. You spray it onto the upper surface of a wet panel, a smaller amount on the middle of the panel and then a squirt or two on the lower areas. Immediately use a strong broad spray of water, or pressure washer, to rinse the product down the surface. Finish with a soft flow of water.

As the rinse water flows down the panel it carries and spreads the chemical booster to all parts of that panel. The booster then reacts with the surface and bonds with the ceramic layer already there. In doing so it boosts the ceramic layer by about 4%. Shake the bottle between sprays to distribute the SiO2.

When completed, rinse off the entire car with a soft, steady flow of water to reveal beautiful beading and a virtually dry surface. Dry it with your leaf blower or a super absorbent drying towel. I prefer a leaf blower to eliminate any swirls. You now have 3 months of added protection. Alternatively, use the spray-on / wipe-off method on a wet surface to ensure coverage. Use a soft flow of water then dry to finish.

If you prefer GTECHNIQ Ceramic Sealant c2v3 then know that it can be used either as a drying aid and sealant on a wet surface or as a sealant alone when applied to the dry surface of your car.

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Having washed and rinsed your car, you use it as a drying aid. With the car still wet, spray the solution onto the wet surface, one panel at a time, being sure to have good coverage of the panel.

Immediately dry the panel by using a high-quality drying towel. This will spread the booster over the panel and seal it in the process. Wipe over the panel with another dry microfibre cloth to ensure all product, and any water droplets, have been wiped away. Once all panels are done, wipe over the entire car one more time to ensure the excess product is removed.

Alternatively, if you have given a final rinse and have dried your car with a leaf blower or drying towel, you can apply GTEHNIQ Ceramic Sealant onto that dry surface as a ceramic booster.

Spray the solution onto a cloth and wipe this over a dry panel. Immediately dry the surface with the low-pile side of a fresh dry cloth. Dry again with the long-pile side of a microfibre cloth.

Both Gyeon Wet Coat and GTECHNIQ Ceramic Sealant are incredibly slippery. When either is applied on a wet surface the water acts as a lubricant helping to minimize micro scratches. Wet Coat however is used mainly as a spray-on wash-off, so no touching is necessary. GTECHNIQ is always applied by hand, either on a wet or dry surface, so there is more opportunity for micro-scratches to occur. For this reason, I prefer Wet Coat.

TIP: Just like any sealant that is sprayed onto a surface, be sure to not let any get onto the glass of your windscreen. Side and rear windows are OK but you do not want your wipers skidding across the glass. Wipe away any sealant from the windscreen, one small section at a time, using Isopropyl alcohol sprayed onto a microfibre cloth, then, with another dry microfibre cloth, buff dry.

How do I choose? Both ceramic boosters give renewed UV protection; extra slickness; added gloss; and, renewed hydrophobicity. GTECHNIQ needs to be added only every 6 months compared to Wet Coat which is ideally added every 3 months. Each can be applied differently so I would also be looking at ease of use. For this reason, Wet Coat wins for me.

On the other hand, its protection does not last as long. With GTECHNIQ I know I get 6 months of protection. This makes it more cost effective. I have used both. For its ease of application I prefer Wet Coat. Which would you prefer?

What is more important to you - the longevity of protection each gives; ease of application; touchless product application; time taken to apply; or cost?

6. Yearly maintenance wash

Ok, it's been a year since you applied your ceramic coating. So, time now to add a few extra steps to our maintenance routine.

Essentially you will perform a 6 monthly wash but, before applying boosters (GTECHNIQ Ceramic Sealant or Gyeon Wet Coat), we need to eliminate any brake dust, iron and other fallout deposits. We will use both a chemical and a mechanical method.

The chemical method uses either Gyeon Iron Remover or GTECHNIQ Iron and Fallout Remover. You could also use Gyeon Restart. This is a ceramic wash and decontamination all in one. It removes iron deposits at the same time as you wash your car.



Either of the first two is sprayed onto a panel at a time. Give the solution some dwell time, and wait for it to turn purple if any iron deposits are present. You would rinse away the residue and continue around the car one panel at a time until the whole car has been treated. Finally, you wash the entire car with the 3-bucket method, and a claying pad for mechanical decontamination, to wash away any remaining iron remover - it is very viscous and must be totally eliminated. A final rinse; add a ceramic booster; dry, and you are done with the yearly maintenance wash.

Restart helps save time as it takes an all-in-one approach with a wash and claying pad. The quickest chemical method then is to use Gyeon Restart Wash with a claying pad followed by a 3-bucket wash.

TIP: The use of a claying pad or cloth is a must at a yearly maintenance wash. This is done at different stages depending on which product you choose - read the differences above carefully.

Which method do you prefer? Traditionally I have used the spray on, wait, rinse off then wash method. Recently I switched to using the Gyeon Restart Wash method. It saves time and I know the product works.

So, the yearly maintenance wash has two water rinses; two foam rinses; iron and fallout removal with a claying pad or cloth; a 3-bucket wash; a rinse; applying a ceramic topcoat; a final rinse with soft flowing water (if applied to a wet surface). Dry with a leaf blower preferably, or a microfibre drying towel.

To make sense of all of the maintenance steps, follow the reminders in the accompanying table.

Homework - Ceramic on Rims?

Should rims be ceramic coated? Hell Yeah! If you want to seriously diminish brake dust and have really easy-to-clean rims, then add a ceramic coating. Shine and hydrophobicity will be boosted big time.

Your homework is to purchase a ceramic coating for your rims. Use this QR code for The Detail Store to order GTECHNIQ Wheel Armour. I got the 30ml bottle to coat my 2016 Mustang 19" rims, both inside and outside the rim.

What's up next?

So, in the next episode, I will explain the tools, products, and procedures you should use to coat your rims. I'll cover decontamination; excess wheel weight glue removal; cutting, polishing and finishing the paint and how to apply the ceramic coating.

Happy Homework and Cleaning!



Ceramic Coating Maintenance Routines – Steps and Products						
Order of Application	Recommended Products	Light Wash	Weekly Wash	3 Month Wash	6 Month Wash	Yearly Wash
First Rinse Soft flow of water		✓	✓	✓	✓	✓
Second Rinse Strong Broad Spray		✓	✓	✓	✓	✓
Water Rinse Soft flow of water		✓	✓			
If happy after these rinses then jump to Dry all surfaces then STOP. Otherwise, proceed to more thorough wash steps below						
First Snow Foam	• ArmorAll Car Wash • Eclipse Hyper Foam • Bowden's Snow Job • Gyeon Foam • GTECHNIQ Citrus Foam		✓	✓	✓	✓
Water Rinse Soft flow of water			✓	✓	✓	✓
If happy with the first snow foam then jump to drying then STOP. Otherwise proceed to more wash steps below				Proceed to the below steps as per time period		
Second Snow Foam	• Use First Snow Foam choices		✓	✓	✓	✓
Water Rinse Soft flow of water			✓	✓	✓	✓
If happy with the second snow foam then jump to drying then STOP. Otherwise proceed to more wash steps below				Proceed to the below steps as per time period		
Eliminate Brake Dust and Fallout from bodywork	• Gyeon Iron Remover • GTECHNIQ Iron and Fallout Remover OR • Gyeon Restart Wash (See Claying Pad below)					✓ Spray on then rinse off Gyeon Iron Remover or GTECHNIQ (For Restart see below)
3-Bucket Wash Use non-infused pH neutral product	• Auto Body Wash • ArmorAll Car Wash • Eclipse Car Wash • Gyeon Bathe • GTECHNIQ GWash	✓	✓			
Restart + Claying Pad 3-bucket wash	• Gyeon Restart Wash • Claying pad or cloth					✓ Restart + Claying Pad
3-Bucket Wash Use ceramic-infused pH neutral product	• Gyeon Bathe+ • GTECHNIQ • Ceramic GWash			✓	✓	✓ Use claying pad if Gyeon Iron Remover or GTECHNIQ were used
Water Rinse Soft flow of water		✓	✓	✓	✓	✓
Add Ceramic Booster	• Gyeon Wet Coat Use on wet surfaces only • GTECHNIQ Ceramic Sealant Use on wet OR dry surfaces				✓	✓
					• Gyeon – Apply to wet surfaces only. Spray on / rinse off with Broad spray of water. Finish with a soft flow OR use the wipe on / wipe off method. • GTECHNIQ – Spray on / wipe off. (No rinse)	
Dry all surfaces Use a Leaf Blower or a quality drying towel		✓	✓	✓	✓	✓
2 and 4 Year Maintenance – Lightly Machine cut, polish and finish paint then reapply EXO to extend top ceramic coating another 2 years.						
6 Year Maintenance – Complete paint correction and reapply Crystal Serum Light and EXO topcoat for another 6 - 7 years of new protection.						
Light, Weekly, 3-month, 6-month and Yearly Maintenance Product Choices						
<div><div></div><div></div><div></div><div></div><div></div></div> <div>Light and Weekly Non-infused pH neutral Car Wash choices</div> <div><div></div><div></div><div></div><div></div><div></div></div> <div>Weekly Non-infused pH neutral Car Wash FOAM choices</div> <div><div></div><div></div></div> <div>3 month Infused Car Wash choices</div> <div><div></div><div></div></div> <div>6 month Infused Booster choices</div> <div><div></div><div></div></div> <div>Yearly Iron & Fallout Remover + Booster choices</div>						
OR						

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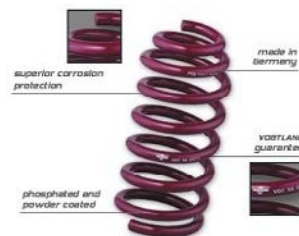
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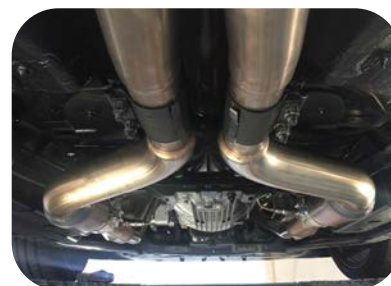
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Shannons Twin City National Show n' Shine

Frank Hayes



I attended Shannons Twin City National Show & Shine & Convoy for Kids supported by Country Hope - at Albury Showgrounds.

There were just over 250 trucks, 350 cars and all supported by lots of local businesses. The local Community event raised \$60,000 for Country Hope.

Among the hundreds of cars, trucks & motor cycles, were some market stalls and various displays. The event was held to support kids & their families living with cancer & other life threatening illnesses.

The Army also had a wonderful display of special show vehicles while the local Twin City Classic Vehicle Club did all the marshalling and gate control.

My local friends in NSW also had their Mustangs on display as pictured. Bryan & son Matt Liersch have attended the Victorian Round up many years ago. Among others, was a really sharp Dark Green 1970 Mach 1 from Victoria which took my eye.

The day started with a 100+ truck convoy at 9am from the BP Logic Centre 20 Km south arriving at the Showgrounds.





BOSS
351

BOSS
429

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

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PERSONAL INFORMATION

First Name: _____ Surname: _____

Address: _____

(Street no & name - Optional)

Suburb: _____ State: _____ Post Code: _____

Mobile: _____ Email: _____

VEHICLE INFORMATION

(Please complete 1 (one) form per Boss)

☐ UnRestored

☐ Restored

Year: _____ Vin No: _____

Engine Capacity: ☐ 302 ☐ 351 ☐ 429 - KK: _____ ☐ Cougar

Color: _____ Rego: _____

Door Tag Details

Body

Color

Trim

Date

DSO

Axle

Trans

Additional information/facts: _____

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

Andre Stoffers

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Email: Boss.Registry@gmail.com



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Patrick Wing



To help celebrate International Mens Health Day, MOCA Tas was once again invited to put on a display of Mustangs. Despite looming bad weather (it proved too much for



everyone by lunchtime) we managed to put together a nice display of 11 cars. Also many thanks to Kev Faulkner for filling us up on possibly the best trifle any of us had ever had!



LOVED OR UNLOVED

THE CASE FOR LOVING THEM ALL

Rob Wiatrowski

LOVED OR UNLOVED....Catchy title and one that grabs your attention no doubt.

Now that I have it, the reason for this contradiction centres around the fact that not all Mustang series were popular at one time or another.

Difficult to understand as our beloved sporty car is as damned sexy as all hell, has performance that allows mere mortals to tap into a rich vein of world class, respected performance and all at a price that doesn't cost the gazillions price of some European badge infused exotic snob-mobiles.

Looking at you for example Latin horse tiffosie purveyors, and sorry, but our running wild horse just looks so much faster and tougher than a prancing, rearing stallion that hasn't made up its mind whether it just wants to stomp around in one spot or actually take off.

But I digress, because as difficult as it is to comprehend, there were Mustangs that were actually not as loved because they didn't fit the frame of reference of what some people thought a Mustang should be, were too different from their perception of what the original concept traditionally was or were quite simply misunderstood.

So let me take a look at some of these much-maligned ponies and present a case for loving them, or otherwise, as the case may be.

But spoiler alert, and with a tinge of non-bias, there really are no Mustangs that can be unloved. Over 60 years of continuous production is an achievement in itself, and over such a long period of time, there may be a series that doesn't gel with certain generations, enthusiasts, genders, pronouns and whatever other groups that have decided to be offended.

Having established that we appear to live in an age with some hyper sensitive petals, I must establish that this tome, or a rather well analysed article of some substance, is the product of a pragmatic approach taken in the matter, and while there may be some aspects of irreverent bias creeping in here and there, no correspondence will be entered into under any circumstances. My word smithing, my rules !!

The first cab off the rank is an obvious one and one which has generated so much angst, concocted rage, hissy fits and furrowed brows.

1974 - 1978 MUSTANG II UNLOVED -

After a genre defining start, the Mustang looked like it stumbled - badly in its second generation.

The redesign rolled off the factory floor at the height of governmental crackdowns on emissions, and an OPEC oil crisis that drove petrol prices through the roof. But that was no excuse for how aesthetically displeasing the infamous Mustang II was to become.

Based on a Pinto chassis with design cues seemingly taken from an AMC Gremlin, the Mustang II hoped to compete with compact imports like Datsun's 240Z.

Ford shortened the wheelbase, revamped the lines, with the only recognisable Mustang features being the pony badge, the trademark rear quarter panel indents, and if you squinted, there were remnants of the tri bar taillights up the back and to top it all off, it had notoriously gutted power.



All were cosmetic cues in the end, and although such sporty accoutrements worked well on most cars, even the Mustang II's styling couldn't hide its awkward, ungainly overall look.

Under the hood, consumers had the option of a 2.3-liter inline four, a Pinto relative no less, 2.8-liter V6, or 4.9-liter V8 — and the V8 was not even an option in 1974; prospective buyers had to wait another year for that extra pair of cylinders. And when it did belatedly arrive, the V8 produced an initial disheartening 139 horsepower and 250 lb-feet of torque.



LOVED -

All right then. There are some pretty dire aspects to digest here that hasn't helped engender people to love the Mustang II.

However, don't forget the second generation sold reasonably well. Every company was taking a hit on power as the concern over petrol prices and high insurance costs hit the wallet hard.

The Mustang II outsold the Camaro two to one, and actually won Motor Trend's 'Car of the Year' award in 1974.

And like it or not, Lee Iacocca, in another one of his inspired ideas, decided to have the Mustang II built on the economy car Pinto platform, which kept the Mustang name going during dark times encouraged by high oil prices and expensive insurance costs.

The Mustang II was affordable, light and similar in dimensions to the original model. Let's not forget the original Mustang also came into the world built on a cheap, affordable economy car based platform in the form of the Falcon, so this was simply a case of history repeating itself.

Although there appears to be limits on just how low an economy car platform one was willing to accept for an affordable Mustang, and although the Mustang II was offered in a such form, even Iacocca and Ford recognised that it shouldn't really be called a 'Mustang' as one traditionally remembers it, but given its own updated name of 'Mustang II' because it wasn't quite that traditional.

Whether it was a back handed compliment or faint praise, it was a compromise that allowed the Mustang to prosper, and the later cars even introduced some models that had a pulse like the 'King Cobra' with a warm 4.9 litre V8 and some nice striping on the hatchback, but please don't call it a fastback.

Heck, even Farah Fawcett Majors lent her sex appeal to the car by driving a white Mustang II in TV's period big hit 'Charlie's Angels', even if her sex appeal was a tad more than what her own car could muster. A lot of red-blooded boys had a poster of her seducing them on the bonnet of her Mustang II in a red tight-fitting swimsuit so what's not to love. A good sized car for drag racing and racing in general too, which a fair few were converted into.

So whether we like it or not, we must love the Mustang II, because it kept the name going during those dark times of genuine upheaval in the automotive world, it sold very well which was a good commercial decision by Ford, and didn't hurt Iacocca's reputation one bit. And finally, it ultimately had some performance infused into it in a good sized package. Did I mention Farrah Fawcett looked good in a swimsuit swanning around on it ?



LOVED OR UNLOVED THE CASE FOR LOVING THEM ALL

Up front spoiler/bias alert, as a former owner and lover of this series of Mustang, there is nothing to unlove about this Mustang – period. Now that we got that out of the way, upwards and onwards.

This is a photo of my former '73 Mach 1' which I imported from the States. All in the name of holding up to academic scrutiny and highlighting that there's no bias for loving these cars upfront (much).



1971-1973 MUSTANG UNLOVED -

There was a period of time when if your classic didn't meet the parameters of the original iteration, then some self-decreed pool of brand snobs were the arbiters of what a classic should be, and more disturbingly, shouldn't be.

These brand judge, jury and executioners decreed the Mustang must be replicated like the first few years, always, follow a simple, smallish brief and have a sophisticated look incorporating the best of both European and American sporty design cues.

The 1971 through to 1973 cars took this philosophy and amped it up on steroids. With Bunkie Knudsen having recently defected from General Motors to Ford in the late 60's, he brought with him a love of 'in your face styling', performance, more luxury and showy cosmetics that took the Mustang on a path that trod the muscle car era with aplomb.



Trouble is, some people lamented at this direction the pony car took and missed the lithe, smaller package that they expected the Mustang to be.

The Mustang had grown in every dimension, was more luxurious which was one of the core briefs Knudsen imposed on his designers, had bigger motors from the base six which was now a standard 250 cubic inch motor up to a tire shredding 429 offered in various performance guises from a Cobra Jet to a Super Cobra Jet, in any body style.

With all this serious hardware came more weight and a school of thought believes more weight is anathema when it comes to performance cars and strays from the purity of that brief.



LOVED -

The very qualities that some people didn't warm to in the 1971-1973 Mustangs were just the exact qualities that have catapulted this series into the realms of high priced, highly desirable classics, particularly with strong prices being asked in the US for many years now and Australia following suit.

The cars styling followed the late Sixties Shelby powerful look with long bonnets, embellished with subtle tasteful NACA bonnet scoops and the fastbacks gaining the distinction of having the flattest rear window rake angle ever put into a production car.

That long bonnet wasn't just for show either, it was designed to accept big blocks like the 429 as a regular production option, unlike the specialty 429's that needed to be shoehorned into modified engine bays of the smaller previous generation 1969 and 1970 models engineered by Kar Kraft.

In fact, these Mustangs may have gained more weight, but they weren't lacking in corresponding bigger engines to address that engineering conundrum. The mighty 250 cid six which is very well known here in Australia was now the base power. It was a stroked 200 engine with 155 horsepower, which was the base engine in 1971 onwards. It replaced the 170 cubic-inch inline six which was the base engine in the first-generation Mustang, which 'Car and Driver' described as 'exciting as a dish of baby food'. And it only got better with a roll call of Ford's best V8 engines being available from there. The respected, all round, versatile 302, the mighty 351 Cleveland and the thunderous 429 were all reporting for duty ex-factory. And if that wasn't enough, the 351HO which had all the best performance parts Ford could engineer into it made an appearance in the legendary Boss 351, reputed to be fastest Mustang of the classic 1964 to 1973 era, together with better handling than the previous Boss cars, well the 429 mainly.

Built into that extra weight was a sturdier frame/chassis to take more powerful engines, together with more features and luxury items. If that wasn't enough, this series of Mustang got desirable modern updates like recessed flush door handles, hidden wipers and wider tracks for better handling and ride.



These cars were noted for sitting on the road well and having improved handling over the earlier shorter wheelbase, lighter cars.

It seems the XA GT Falcon in Australia had a similar reaction and experience to the 71/73 Mustangs. Compared with the XR through to XY GT Falcons, self-confessed critics came out of the woodwork and decried the XA model as being too big, heavy and luxurious to fit the template of what they perceived a previous Falcon GT should be. Sound familiar?

And they made enough noise to convince many GT people that had the XA's in particular sitting on the outer in terms of desirability and price for many unjustified decades afterwards. Again, didn't matter they had more power (if you exclude the GTHO Phases), ride and handled better, had more luxury and actually fitted the Grand Touring GT brief better than any other car that came before it and up to that time. Still sound familiar? And the kicker was that this model was the first car to be designed by Ford Australia as a truly Australian designed Falcon, the first Aussie designed Falcon to be exact after the US Falcon was dropped in the early 1970's.

But like the 1971 - 1973 Mustangs, the XA let itself do all the talking, and all the desirable qualities mentioned previously woke people up about 20 years ago and they too have joined the earlier GTs as highly desirable classics.

This Mustang series gave you more Mustang, more performance (in certain models) and more luxury and drove better than the previous cars. What's not to love? And the 71/73 fastback was the true Eleanor in the original 'Gone in 60 Seconds' movie. And like Bullitt, all the stunts were real done by the producers of the movie. Don't forget Shaun Connery's James Bond appearance in a stunning Bright Red '71 Mach 1 in Diamonds are Forever'.

The 71's to 73's are now rightly desirable models in their own right and prices reflect that with prices following the earlier cars, firstly in the US many years ago, and following suit in Australia. Fastbacks, especially well equipped, desirable models like the Bosses and Mach 1's lead the price table followed by convertibles and then the notchbacks, pretty much like their early brethren.



LOVED OR UNLOVED THE CASE FOR LOVING THEM ALL

FOX BODY GEN 3 MUSTANG (1979-1993) UNLOVED -

The 1980s were a tough time for American muscle. What started out with the Oil Crisis of the 1970s only got worse throughout the 1980s. Emissions and mileage concerns trumped nearly everything else, and companies that made their reputations cramming their biggest motors into the engine bay were at a loss with how to cope.

Needing to get back to basics after the Mustang II, Ford engineers also had to deal with a second gas crisis that would hit in 1979 after Ayatollah Khamenei deposed the Shah of Iran and turned the country's oil taps off. The result was the third-generation Mustang, known popularly as the Fox body.

Amid the second fuel crisis of the 1970s, manufacturers did all they could to stretch a gallon of fuel. Engine options included inline fours and V6s. Worse, the Mustang, got a shrunken V-8. For the 1980 model year, Ford decreased the bore diameter of the 5.0 litre V8 to create the 4.2-litre.

The horsepower output was so bad that Ford wouldn't include it in their press material. The 4.2-litre actually produced 118 horsepower, making it the least powerful V-8 Mustang ever produced.

This author had the opportunity to test one, when I visited the US in 1983. Together with three other burly mates who had recently just completed their HSC (remember that?), we were thrown the keys to a 4.2 litre notchback after we wrote off a US Fairmont (that's another story) after a drunk driver ran a red light in LA.

One of my mates formed a loving bond with that Fairmont as it had a two-tone brown paint job and he was a mad Hawthorn supporter I thought it was more akin to different shades of baby poo which may reflect more unceremoniously on his club's team's colours.

The rental car company sympathetically gave us a Mustang as a replacement vehicle however, and here we were thinking we had a tyre shredding muscle car in the spirit of the Boss 429. Driving off, we thought we had an underperforming, anaemic small six under the bonnet made worse by four burly blokes together with their copious luggage and accoutrements weighing proceedings down even further.

A quick check under the bonnet indeed confirmed we had the dreaded 4.2 litre, and we prayed we didn't encounter any challengers in their frisky VW Beetles or Chevy Chevettes at the lights. We didn't use a stopwatch to time its quarter mile but suspect a sundial would have been more appropriate.

Those who paid though could get the coveted 5.0 badge, meaning the small-block 302 lurked under the hood as compensation. But the 1993 high-performance SVT Cobra also put out a disappointing 235 horsepower.

The Fox-body Mustang underwent a facelift between 1986 and 1987, with the front end ditching the quad-headlight look in favour of the 'Aero' nose with single solid headlights.



The Fox body Mustang hit a real speed bump in the marques history as this model saw its near cancellation in 1986 when it was to be replaced by the cheaper-to-produce front wheel drive Probe.

The cheaper-to-produce Ford Probe was poised to slot into the market space occupied by the Mustang. Front-wheel-drive cars were more fuel-efficient and cheaper to build.

In the waning years of the Fox-body, Ford nearly did the unthinkable by sinking it. An enraged fandom quickly flooded Ford with protests, sent Ford an avalanche of letters to save the Mustang and the car luckily avoided the chopping block. Ford went so far as to build a prototype FWD Mustang in 1987. Fortunately, management reversed their course, and the result was the SN95 Fourth gen Mustang (1994-2004).



LOVED -

The 15-year production run of the third generation might not stack up against the classic pedigree or modern performance series, but it enjoys an enduring fanbase of enthusiastic hobbyists.

The Mercury Capri, Lincoln Mark VII, and also the Ford Thunderbird shared the rear-wheel-drive unibody platform, which is actually the second-longest running platform in Ford's history, so the Fox platform was versatile, and profitable to say the least.

The Fox bodies had a similar history to the Mustang II, being the right car at the right time and thankfully, not being as polarising as the Mustang II when it came out to address the economic and political upheavals at the time (although it has the dubious distinction of being the closest the Mustang came to ending the storied nameplates time with us).

Like the Mustang II, it sold well and was kept fresh enough to maintain interest throughout its long reign. Long enough to allow Ford engineers to come up with a heavy revision in the form of the fourth-generation car.



And also like the Mustang II, it kept the storied nameplate going in a continuous unbroken line, unlike the Camaro and Challenger having fallen by the wayside more than once.

Further, it treaded water until more serious efforts to really get the Mustang's mojo back occurred with the S197 series from 2005 and S550 series from 2014. And although there are parallels to be made with the Mustang II, the Fox bodies are nowhere near as badly remembered as the Mustang II.



Perhaps the Mustang II laid the groundwork for what a Mustang may be, especially if times were tough, but at least the Fox bodies had less offensive styling to begin with.



The Fox bodies were also the ideal platform to go racing. It was fairly small, light enough that promoted a good power to weight ratio whatever powerplant propelled it and was simple enough as well, that helped tuners carry out effective mods to make it go faster which made it extremely popular for circuit, drag and time trial racing events to this day.

This series looked great as Dick Johnson's green Group A touring car in the mid Nineteen Eighties as well. Not bad for what was really another stop gap model to meet the environmental constraints in the times it was birthed into.



LOVED OR UNLOVED THE CASE FOR LOVING THEM ALL



MUSTANG MACH E (2021 ON) UNLOVED -

Here is the bona fide elephant in the room, no, make that plural, a herd of rampaging elephants trampling the house and all its rooms down. The reaction to the Mustang Mach-E has been to put it mildly, polarising in the extreme, ranging from road rage infused anger to wrenching of hands and furrowed brows unless you're an early adopter, which somehow doesn't seem to fit the mould of the traditional Mustang person, much like the vehicle itself.

You don't have to stray far to understand the reason for such polarising opinions. The Mustang has traditionally been a rear-wheel-drive, internal combustion sporty pony car with easily identified cues like the long bonnet/short back, side scallops and tri bar taillights. Even a four cylinder Mustang has been begrudgingly accepted over time as it's an ICE powered, rear wheel drive vehicle to start with.

But not the Mach E, not remotely close to what the traditional Mustang owner expects a Mustang to be. For starters, it doesn't have an internal combustion engine. The sounds, smells and technology of the ICE form of motivation is so far removed from the Mach E, it may as well have landed from a planet well beyond Alpha Centauri, the next closest star to Earth beyond our own sun. For the first time, the Mustang has batteries powering an electric motor or a series of motors providing more power and range depending on how many motors are embedded in the chassis.

Worse, it's not a sexy two door coupe or convertible but has morphed into an SUV. An SUV? Ford surely can't call an SUV a Mustang, but they did. One cannot get past the body let alone try and process what's inside powering it. It's all too much to take in one go such is the seismic shift in direction the Mach E represents.

But the Mach-E tries to live up to the name by aping certain Mustang cues, from the tri-bar taillights, to the long hood, to some similarities in the bodywork. But in case you forget or refuse to accept it, Ford has slapped its galloping pony logo on the grille, the steering wheel, the wheel centre caps, and the rear hatch, that's hatch as in a hatchback (groan).

However, there's something far bigger at play here rather than a smaller ICE car, reduced engine size, and far less power in response to an oil crisis and long petrol queues at petrol stations. We have governments who believe in the new god of green energy by self-interested minority groups that seem to have a lot of say on how much dollars are thrown at the green dream on behalf of the greater masses. Worse, they are planning on further taxing utes and pickups in the near future in the vain feel-good attempt at reducing carbon and killing off the biggest market sellers like the Ranger unless car companies can offset their so-called higher polluting products with BEV's (that's battery electric vehicles).

A significant hurdle facing the EV industry is the lack of accessible charging infrastructure available to drivers. Until that issue is fixed and electric car charging becomes just as easy as filling up a car at a petrol station, many Australians are likely to remain justifiably hesitant to make the switch to electric power.

A closely related problem to the insufficient charging infrastructure is range anxiety. It's one thing governments and EV marketing gurus telling people EV owners rarely come close to running out of charge, but it's another thing entirely trying to stop them from worrying about it in the first place.

Even if EV chargers end up becoming as ubiquitous as petrol stations, there's still the issue of the amount of time it takes to fully charge a car. A range of chargers are available for both home and public charging, with the fastest of those being able to deliver over 100 miles of range in 10-20 minutes, but that's still significantly slower than a petrol station fill. The top-spec quicker Level 3 chargers can't be installed at home either.

Another key factor for buyers to consider when purchasing a car is how long they expect it to last. A study by UK-based 'Autocar' claimed certain models could reach problematic levels of degradation in less than a decade, with batteries degrading more rapidly once they lose 30% capacity. This in turn, could make older EVs effectively unsellable, especially those with lower ranges from the factory to begin with.

Politics and suspect claims aside but it's hard to ignore, the Mach E is not immune to all the issues that electric vehicles face in general.

Now this author is not averse to developing technology providing it's affordable, reliable and does what it says on the contents of the box. Electric vehicles have too many issues to claim it's an answer to our environmental woes, if indeed Australia is a genuine player in creating pollutants at levels far greater than some other countries in the first place. It remains an underdone technology at this stage, and perhaps something like hydrogen may provide a more practical answer.

So the Mach E is caught up in something far bigger than itself and the circumstances that gave rise to the less popular Mustangs mentioned previously in this article. There is a political agenda riding on a wave of what this author believes is unconvincing climate alarmism forcing manufacturers to make vehicles that appear to address that conundrum. Ford, and all manufacturers are generally caught up in that same culture, and whether we, and they like it or not, governments will dictate what we drive.

But I do like to sprinkle in the odd Hollywood reference, and like the great Charlton Heston once said when the US government in the 1970's was proposing gun controls similar to the scheme John Howard introduced in Australia in the 1980's, where he held up one of his own rifles defiantly in the air and he proclaimed 'From my dying hands !!' This author feels much like that with ICE vehicles and challenges the government to take away my reliable, affordable, practical form of enjoyable motorvation, not have them dictate to me a form of technology that is not effectively ready to tackle something that they haven't been able to quantify to annoying sceptics like me as yet.

LOVED -

No, we can't leave this part blank can we. There are actually some redeeming features with the Mach E.

Ford's choice of the Mustang name for an electric SUV is either wrong or inspired. The inspiration side of the coin falls under using a world-famous name that has instant brand recognition and avoids the costly advertising budget to get a new EV player instantly recognised in an overcrowded market.

I suspect that Ford also encouraged the negative feedback as the old advertising maxim says 'Any advertising is good advertising'. And in an ever overcrowded electric vehicle car market that is a smart move.

In fact, the Mustang name is so important to Ford that its recognition is such that it's elevated itself into 'iconic' status and is recognisable as something that's immediately associated as adventurous, powerful, sexy, unique, and inherently as American as apple pie.

Where Ford goes with the name has been a 'dip a toe in the water' exercise with the Mach E as just a taste of where Ford may go with it.

The Mach E is extremely fast, perhaps this vehicle (and I'll whisper it), for all its weight and complexity, is now the fastest Mustang yet, especially in the top of the range GT form (0-100km/h in 3.7 seconds is supercar territory). Is that enough for the Mach E to gain redemption from the traditional Mustang driver?

And that appears to be whole point of the Mustang Mach E. Broadening the name to new markets beyond the traditional Mustang drivers and at the same time, expanding the Mustang owners foot-print worldwide. It's just that the traditional Mustang driver will be kicking and screaming into the future whether we like it or not.

Jim Farley, CEO of Ford has in fact gone on record as saying Ford will keep manufacturing the V8 Mustang as long as there's demand for the car. I suggest we take him up on that offer.





FEBRUARY 2025 CLUB MEETING

Wednesday 19th February 2025
Moonee Valley Complex, Moonee Ponds



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

APOLOGIES per sign on book

Joe Borg, Graeme Bell, Andre and Wendy Stoffers, Frank Thompson, Dave Geddes, Kerry Roscrow, Barry Bolton, Ron Minogue, Ron Campbell, Paul and Yvonne Butler, Jeff and Glenda Symmonds, Ken Seelenmeyer and Lorraine Hughes, Angelo Cardamone, Lynda Sparrow.

MINUTES OF PREVIOUS MEETING: Ian Collins

The Minutes of the previous meeting held on the 15th of January 2025 were read and confirmed. Mov: Warwick Dowsley, Sec: Neil Butler

TREASURER'S REPORT: Adam Richmond

TOTAL FUNDS AVAILABLE - JANUARY 2025 \$306,336.92

*figures subject to audit Mov: Lino Avellino, Sec Mark Massivelli

SECRETARY'S REPORT: Tony Borg

Correspondence Inwards:

Cheryl Nelson	2015 Aircon issue advice
Kirk Scotland	Need wedding car 29 March
Jack Booth	Wedding car required
Sean Little	Looking for car in Victoria
John Skinner	Forum not working
Phil Emelhain	Grill Badges
Heather Petrie	SOT Trip
Ritesh Gupta	New member/Club Rego
Gunther Schmidt	4 Speed top loader for sale
Bradley Henry	Last Club Mag
Danny Popper	Remove car add
Devenport Motorshow	Len V
John Beswick	Car for sale
Linda Cruze	Grill Badges
Dean Heather	Membership Enq
Sandra Driver	Parts for Sale
Envision Autoworks	Excluding discount offer, detailing, etc
Alan Sturman	Wanting to join
Mike Suttie	Change of address
Lisa, Custom Gifts	Possible merch supplier
Daniel LePore	Change of address
John Beswick	Request for 50th Badge

Correspondence Outwards:

Membership MOCA Vic February Update

NEW MEMBERS ACCEPTED

MARKOVSKI MARTIN	66 COUPE	BLACK
MASON TINA	66 CONVERT	RED
ARASU LEE CHITTAL	24 DK HORSE	VAPOR BLUE
ADDAMS EMMA	66 F/B	BLACK
	17 GT	GUN METAL GREY
OLERHEAD BRETT DIANA	66 COUPE	WHITE
SANDERSON JORDAN	23 S550	BLACK
	24 S650	BLACK
COOPER ANDREW	66 COUPE	YELLOW
	70 MACH1	WHITE
VAUGHAN MARTIN SUSAN	65 COUPE	WHITE
EAGLING ANDREW		
BEC CARMICHAEL	16 GT	SHADOW BLACK
PISANI RICKI & MELANIE	18 BULLITT	GREEN
FARRUGIA JOE	17 GT	BLACK
O'KEEFE MARK & GEMMA	23 GT	CYBER ORANGE
STURMAR ALAN	17 S550	RACE RED
	91 PATROL	BLACK

Total number of members to 11/02 = 956

MEMBERS WELFARE: Ian Collins

Ian spoke of the recent hospitalisation of member Nick Maditiatos due to a seizure, after 11 days under an induced coma, Nick has commenced regaining consciousness, a card was sent on behalf of the committee and club, and we all wish Nick the best and a speedy recovery.

BULLETIN: Colin Falso

Colin advised the latest issue of the magazine should have been delivered to all members by now, he has commenced production of the next issue and as always, requested articles from the membership. Ian Collins did mention what a fantastic job Colin does and that the latest issue is a bumper one.



SOCIAL: Sue Brodrick & De Colledge

EVENTS REPORT FOR FEBRUARY 2025

PAST EVENTS

SUNDAY 26TH JANUARY was our Australia day BBQ at Portarlington. Although we started off the morning with drizzle, was blessed with a glorious summer day with a magnificent view of 70+ mustangs. Thank you to all who attended and helped on the day. Well done Brian for organising this event, I'm sure we all had a great day.

SUNDAY 9TH FEBRUARY. Great event by the Rotary Club of Torquay. Well done to Joe Borg and Dorothy and Ron Cremona for their runner up placings in their categories.

UPCOMING EVENTS

THURSDAY 13TH FEBRUARY. FIRST MEET AND GREET FOR 2025 and held at York on Lilydale. Contact is Sue

SUNDAY 16TH FEBRUARY. All American Car Display and Swap meet at Gembrook Recreation Reserve. 8-4pm

SUNDAY 23RD FEBRUARY. Shannon's /AOMC American Motor Show held at Mornington Racecourse.

SATURDAY 8TH MARCH. Bendigo coffee and catch up at Bendigo homemaker centre, 9-11am contact is Glenn

7-9TH MARCH. Phillip Island Classic Festival Of Motorsport. Contact is Brian

THURSDAY 13TH MARCH. Meet and Greet held at Marong Estate, Mickleham

SATURDAY 15TH MARCH. Combined vic/Bendigo Woodend Coffee and Lunch TBA

SUNDAY 16TH MARCH is the Biggest Play Date - helping kids with Cancer. 10-3pm, held at Aspendale Gardens Community Centre. This event is the primary charity assist day of the year. We will be selling Egg and bacon rolls and drinks from 10am, Mustang rides will be available for a small donation to the charity. Please note there is no free food or drinks for members at this event. 100% of monies taken will form part of our donation as a club. Please RSVP if attending to help us with the numbers and contact is Brian

ALL INFO TO THESE EVENTS ARE ON TEAM APP AND WEB PAGE

De Spoke of the recently completed Tasmanian trip and the wonderful time everyone had. De provided a brief of the itinerary of the trip and the many comments her and Neil received regarding the amazing food that was had at the many venues along the way, stating the trip should be renamed De and Neils Foody tour of Tassie.

De mentioned the planned 2026 tour, advising it would centre a round accommodation at Wrest Point Casino.

New Members, De introduced new member Andrew Eagling, who advised he joined as a result of attending the recent Australia Day event.

Ian then related some of the activities and happenings on the Tassie trip, and once again congratulating De and Neil on yet another successfully run event.

Ian provided an update on the members who had car issues during the trip, Russel and Claire, stating they had received the new parts for their car and would be returning to the mainland on Thursday. Ian mentioned the amazing assistance received from a Tassie resident who went above and beyond to assist Russell and Claire, including providing safe storage of the car at their residence, and transporting them to their hotel while they waited for their parts to arrive.

MUSTANG RACING: Craig Dean

Craig Dean mentioned his attendance at a Drift Racing School where he was provided with a Commodore Ute. The event took place at Calder Park and after a couple of warm up activities, he soon took to the track.

Craig also mentioned that Mustang Motorsport were currently building their first of many Shelby Super Snakes, and mentioned this one will be unveiled at an event on the 15th of March in Apollo Bay.

NATIONALS 2027: Peter Sheehan

Peter Sheehan advised the membership of the decision to hold the 2027 Nationals in Wangaratta, stating the committee met in the last week.

Peter also advised of the creation of a Face Book Group where all those attending the 2025 Nationals at Bathurst, would be added to the group once they had received an email from Michael Scott and agreed to join.

This FB Group would be used to assist those attending with various updates and activities during the trip.

BUY, SWAP & SELL

Several cars were offered including a 72 Coupe built by a previous Gold Class Entrant, 2 X 66 Coupes, and the offer of a members brother who could create a painting of them and their car, more details to follow.

RAFFLE

The Mug of the Month for February went to Adam Richmond

The Member draw went to Brett Olerhead, who was not in attendance, the resulting jackpot for the March meeting will be \$900

The door prize went to Tony Howe.

GENERAL BUSINESS

Brian James advised the membership of the planned changes to the Moonee Valley racecourse, including the impending demolition of the old grand stand, and the building of a new stand adjacent to the Legends Club Complex, this new stand will include parking for the membership at club meetings. The Legends club itself will receive a refresh.

MEETING CLOSED:

9:23 Minutes recorded by Tony BORG

NEXT MEETING

Wednesday the 19th of March 2025 at the Legends Club Moonee Valley. Members must be in attendance and sign the MOCA attendance book to be eligible for prizes.



Lou & Maria Scapin - 10 Years



Helen Short & Rob Riggall - 20 Years



Terry Smith - 20 Years



Brian James - 20 Years



Meeting opened 8.18pm by the President, Mr Ian Collins.

APOLOGIES per sign on book

John Chapman, Roger McKeller, Bruce Campbell, Bob Redwood, Peter Alderson, Dave Geddes, Ron Minogue, Pam and Graeme Dillon, Sandra Easton.

MINUTES OF PREVIOUS MEETING: Ian Collins

The Minutes of the previous meeting held on the 19th of March 2025 were read and confirmed.

Mov: Udo Schaak, Sec: Neil Butler

TREASURER’S REPORT: Adam Richmond

TOTAL FUNDS AVAILABLE - MARCH 2025 **\$263,036.11**
*figures subject to audit

Mov: Sean Proctor, Sec Barry Bolton

MEMBER WELFARE: Ian Collins

Founding member, Frank Thompson, is struggling at the moment, the committee and club send their best wishes.

SECRETARY’S REPORT: Tony Borg

MARCH 2025.

Correspondence Inwards:

Toni Hefford	Club permit by club
Jacqui Collette	Attending All Ford Day
Linda Cruse	Grill Badge Order
Ron Burge	Permit Renewal
David Flanagan	Cost of Conversion
Jim Peer	1990 Mustang For Sale
Chris Ross	Not receiving monthly emails
Tracy Purcell	Membership Renewal
Darren Lewis	73 6c For Sale
Tom Vukovic	Club Reg & membership
Peter Richardson	50th Anniv Jackets donated
Carlos Cohen	Membership Renewal Update
	Resp/Memb

(Several),

Neil McDonald, Centenary Project Manager Ford Aust. in relation to MOCA Vic attending the event, including lastly a request to maintain contact in order to provide support at future events.

Correspondence Outwards:

Membership	MOCA Vic March Update
Neil McDonald (Ford)	Thankyou from MOCA Vic for allowing our participation.

New Members

TORKINGTON MARTYN & THERESE	19 FN	MET GREY
FALZON GRAHAM & DIANE	70 MACH1	GRABBER ORANGE
O’NEILL MEGAN & ALLAN	65 COUPE	IVY GREEN
TUIM RAY & JUDE	65	RED

DICKSON MICHAEL

Total number of members to 15/04 = 966



CLUB BULLETIN

NIL to report

SOCIAL: Sue Brodrick & De Colledge

EVENTS REPORT FOR APRIL 2025

PAST EVENTS

MUSTANG NATIONALS 21st-23rd March. Peter or Ian might like to say a few words about this event

SATURDAY 5TH APRIL. We started our Hadfield Museum Tour with a coffee catch up in Malmsbury. After enjoying our coffees and a quick chat with our fellow Mustangers we then headed off to Chewton, to check out the Rod Hadfield Museum. A convoy of 35+ mustangs, one being a Mach E4, took a short scenic drive to Chewton and there we were greeted at the museum by the Hadfield Family, such an amazing place to be privileged to attend and we are sure there was something of interest for everyone to see. We then headed to The Five Flags Hotel in Campbells Creek, where we quenched our thirsts and satisfied our appetites. We would like to thank Greg, Rod and Carol Hadfield for allowing the MOCA members into their historical and unique museum, something many of us wont forget.

SUNDAY 6TH APRIL. All ford day , celebrated 100Yrs Of Ford in Australia .

THURSDAY 10TH APRIL. meet and greet was held at Baxter’s Two Cow Dairy, Baxter. 30 members so far..

NATIONALS

All that went from Victoria had a great time, Bathurst was an awesome venue, more would have attended had it not been for the bad weather on the preceding days, despite this, 320 cars were displayed on the Sunday.

The Bathurst Car Museum was good as were the other two events that were well attended.

All Victorian judges were thanked, especially Tony Fable.

A number of Victorian members entered their cars in various categories, those results were:

Original Class Shelby KR, Ron Cremona, taking Gold in concours.

Original Class 1696 Shelby GT500, Norm Mills.

Best Gen 1, Display Class, Alan Dowel.

Best Gen 4, Display Class, Patrick Wing .

Display Class S550, Robert Stent, Velocity Blue GT.

Ian related a story about the hotel emergency alarm that went off at 2am Sunday morning.

The next Nationals will be held in Perth

ROUND UP 2025: Tony Borg

As provided by Peter Mason and presented by Tony Borg:

The date for the 2025 Victorian Round Up has been set for Sunday the 19th of October 2025

Those members entering concours are reminded of the reinstated eligibility requirements for judging.

Catering providers for the event are also booked.

The feature mark for this round up will be Shelby, celebrating 60 years of Shelby.

BOSS REGISTRY

NIL to report

SHELBY REGISTRY

NIL to report

BUY SWAP & SELL

65 Mustang see Peter Moxey

1967 Fast Back, custom blue, recent resto, 363, street pro billet parts, Custom interior and dash, Auto, asking \$180k open to negotiations.

RUSSEL BARNES PERPETUAL TROPHY

Every year, on the Tasmanian trip, a quiz is held during the trip, as Russell and Keiran had won this quiz several years running, the organisers arranged for Russell and Keiran to conduct the quiz themselves, giving others the opportunity to win.

The 2025 Russel Barnes Perpetual Trophy went to Mark and Lesley Massavelli



GENERAL BUSINESS

Mike Scott introduced the issue of the recent closing of the MOCA Discussion Forum on the webpage, stating that due to various issues, the old forum was not compatible with the new web platform and was therefore grandfathered. The sheer amount of information on the previous forum was invaluable.

Mike asked that the committee to follow this issue up with the national body and offered his assistance if required.

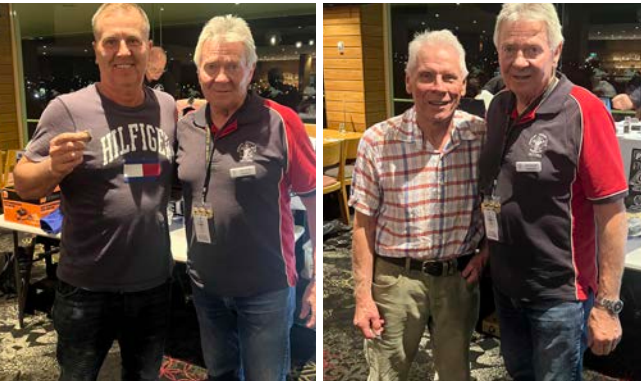
Mike Brodrick, advised the club of a recent issue he had with his insurance provider, stating that due to a recent increase in the value of his car, the requirement to have the car stored in a locked garage was now in place, and as Mike’s car is stored in an open carport, the insurer has now refused to insure the car.

SPECIAL EVENT

Member, Frank Borgwardt was part of the 2025 Worlds Greatest Shave event, with monies donated by members and others, totaling over \$2600. Frank advised on the night, that funds to that point had reached \$2000, and if the figure passed \$2500, he would not only shave his head and beard, but also his chest. An additional \$600 was rasied on the night so Frank honoured his contract.

Frank wishes to thank all those who donated to this worthy charity, advising the final amount donated was \$2900.

Well done Frank.



Claud Colisanto - 10 Years

Russell Trainor - 25 Years



Robert Landolfo & Rita Romano - 10 Years

RAFFLE

Door Prize - Joe Restifo

Mug of the Month - John Iaconvangelo

Members Draw \$1000 - Andrew Argent (3059)

MEETING CLOSED

9:20 Minutes recorded by Tony BORG

NEXT MEETING

Wednesday the 21st of May 2025 at the Legends Club Moonee Valley.

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

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VICTORIA CLUB SOCIAL CALENDAR

JUNE 2025 - AUGUST 2025



JUNE 2025

WEDNESDAY 12TH	MEET & GREET - Templestowe Hotel, 23-29 Parker St, Templestowe Lower - 11.30am Meet at BP Eastlink Northbound at 10.30am for 10.45am departure, Contact is Sue 0418195525
SUNDAY 15TH	WINTER RUN & LUNCH #2 - Ocean View Hotel - 3531-3533 Bass Highway, Kilcunda. Meet at the BP Truckstop at 65 Princes Highway, Officer (eastbound) for an 11.15 am departure. Then we travel to the picturesque Ocean View Hotel, 3531-3533 Bass Highway, Kilcunda for lunch at 12.30pm. Pre-order your food to support the chefs, as the bistro is being exclusively reserved for us! Once the revised menu has been issued, we'll update information to members. Contact is De Colledge on 0409 413 463
THURSDAY 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

JULY 2025

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
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AUGUST 2025

WEDNESDAY 20th	MONTHLY CLUB MEETING Legends Club Corner Wilson Street & Thomas Street Moonee Ponds VIC 3039 Dinner is served from 5.30pm, Meeting starts at 8.00pm Don't forget you have to be in attendance for your chance to win, LUCKY MEMBERS JACKPOT DRAW, MUG OF THE MONTH, DOOR PRIZE, and MOCA RAFFLE. ##Courtesy bus starting 5.30pm from car park Cnr Dean St and Feehan St, Moonee Ponds
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Don't forget, all events are publicised on the Team App, the Club's Face Book page -
Official Mustang Owners Club Australia, Victoria or regularly check the website <https://vic.mustang.org.au/events/>



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



AUSTRALIAN SHELBY REGISTRY



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

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

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

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

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

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

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



Australian Shelby Registry
shelby.org.au

Australian Mustang Club
mustang.org.au

Mustang Motorsport
mustangmotorsport.com.au

Australian Shelby Registrar
Craig Dean

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

MOCA MERCH SHOP VIC

Enquiries: mocamerchshop@gmail.com
or visit Bruce & Kerry at the Merch Shop at Club Meetings



A Hoodie \$69



Geneva Jacket \$115 or vest \$100, avail red or blue



Bathurst Jacket \$ 110



Bomber Jacket \$170



Spray Jacket \$ 50



Camden Shirt \$ 70
black or white, M & L



Razor Polo
M & L \$50



Murray Polo
M & L \$ 50



Arena Shirt
\$ 50



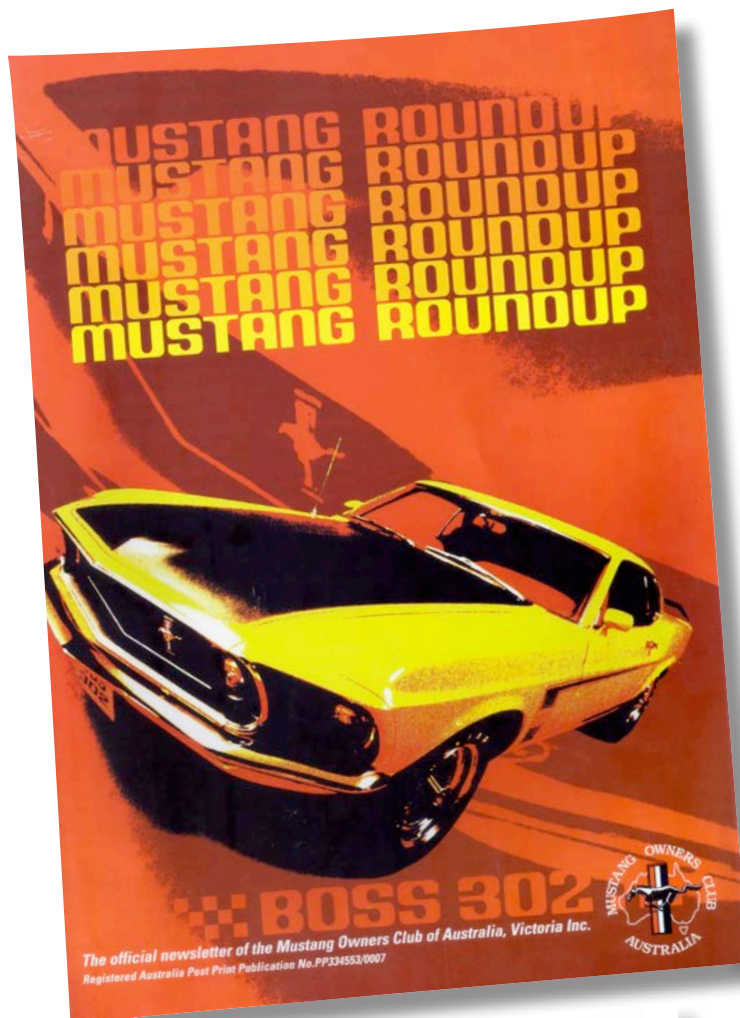
Backpack \$ 47
Cap -Red or Brown peak
\$ 35
Bucket Hat \$ 20
Beanies \$22 Red or
Navy (not pictured)
Ivy Cap - Red white or
blue \$ 40
Scarf- Black , Navy or
Stone \$ 30
Umbrella \$ 60



<https://vic.mustang.org.au>



Circa: @JUNE 2003..excerpts from 2003 MOCA VIC Club Magazine.



FROM THE SECRETARY

What You Didn't Know About Your Club

This information was extracted from the Club's membership records at the end of March 2003. At that time the Club had 430 members which represented 762 members and partners. Members' vehicle details supplied provide some interesting statistics. 476 vehicles are listed and the following tables dissect some of this data:

Year of Vehicle		Year of Vehicle		Year of Vehicle	
Year	Number	Year	Number	Year	Number
1964	20	1973	19	1994	2
1965	87	1978	1	1995	7
1966	138	1979	1	1996	3
1967	67	1985	1	1997	1
1968	42	1987	1	1998	1
1969	40	1988	1	1999	1
1970	21	1989	3	2000	2
1971	5	1990	2	2001	5
1972	4	1991	1		

Color of Vehicle		Color of Vehicle		Color of Vehicle	
Color	Number	Color	Number	Color	Number
Red	142	Yellow	18	Maroon	5
Blue	81	Silver	14	Aqua	5
White	71	Burgundy	13	Other	19
Green	44	Turquoise	9	Unspecified	12
Black	35	Gold	8		

Type of Vehicle		Type of Vehicle		Type of Vehicle	
Type	Number	Type	Number	Type	Number
Coupe	185	GT350	5	Ghia	1
Convertible	127	Shelby	5	Hatch	1
Fastback	74	Cal. Spec.	3	Saleen	1
Mach 1	42	GT	3	Unspecified	9
Cobra	10	Falcon	2		
Grande	7	Boss	1		

Certain vehicle information listed by members did not fit neatly into the above groupings and has been listed as "Unspecified". The vehicles listed as *rocket ship*, *weapon*, *Sally*, *piece of s**t*, etc. are included in this grouping.

WARNING:
If you have a Red 66 Coupe, according to our statistics, your car is very common. Please make sure when you depart from Club functions, you take your car and not someone else's.

YES, THIS IS A RED '66 COUPE.

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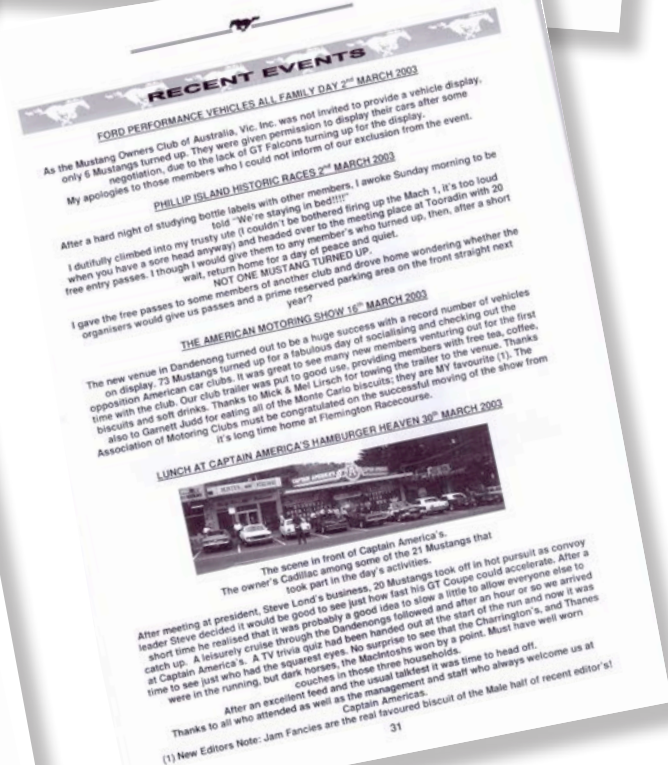
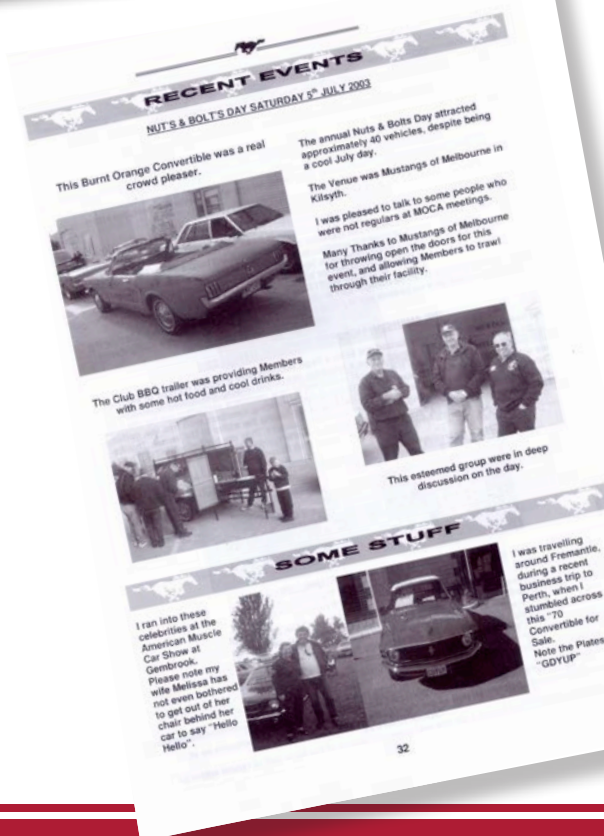
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