

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



# **MUSTANG ROUNDUP**

**CLUB NEWS FROM ACROSS VICTORIA & TASMANIA**

**MAY - AUGUST 2025**



**2025 VIC CONCOURS ENTRY FORMS/INFO • 2025 BATHURST NSW NATIONALS JOURNEY FROM TASMANIA  
2026 NATIONALS ENTRY FORMS/INFO • MEMBER INTERVIEW • CLUB MEETING REPORTS • PLUS MUCH MORE**



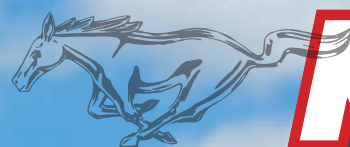
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MUSTANG  
ROUNDUP

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MUSTANG  
ROUNDUP

AUGUST 2025

MUSTANG OWNERS CLUB OF AUSTRALIA VIC. INC.

ABN 33 821 241 698 PO Box 450 Hawthorn VIC 3122

[www.vic.mustang.org.au](http://www.vic.mustang.org.au) email: [info@mustangclubvictoria.org](mailto:info@mustangclubvictoria.org)

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

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	Treasurer	Adam Richmond	0423 449 125
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	Barry Bolton	0407 058 111	
	Ken Harrison	0417 625 593	
	Lino Avellino	0410 442 089	
	Brian James	0417 361 019	
	Sue Brodrick	0418 195 525	
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VICTORIAN STATE SHELBY REPRESENTATIVE	Brian James	0417 361 019	
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LIFE MEMBERS

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

COVER MUSTANGS - Club Members' Mustangs at Winton

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

Winter is over and it's time for the fun with the cars to begin. Firstly, I would like to thank the vote of confidence given to the committee from the members on their election. It should be well noted that every person on the committee works and fits in well with one another. That should never prevent someone who is interested in a committee position from pursuing the challenge. The only thing I would say is be prepared to work over the journey.

We have had several join and think you just turn up have a say and walk. That is not the way we walk, you get asked to do tasks you have to give up two nights each month and inevitably you will be seconded onto another committee such as the Nationals committee or helping with Roundup or any event for that matter, this then means you will have to give up more time.

When work comes and things are needed it's the committee first that get the work. I spend an enormous amount of time on the phone and don't think I sit there ask others to do all the work I expect that I do what they do.

Tony, Adam and Joe work very hard as do all the others on the committee. If you have interest in the committee talk to myself or a committee member.

The Sunday Winter lunches were fantastic and a great success judging by the numbers. I want you too also remember the Bendigo crowd meet for coffee and cars on the second Saturday of each month, you will enjoy the show as many and varied cars turn up, with over a hundred last time.

The Father's Day Acland street St Kilda Car Show will have past by the time you receive this issue but the club will be there in numbers. This is always a wonderful car show and

event and looking to be bigger than ever. Also don't forget to check the club website for upcoming events in the future.

Our weekend away in Hamilton is on in November, check this one out also as rooms are filling fast and I was surprised by all the things the girls have found do whilst there.

Next year of course Tasmania is on again and our wonderful guides De and Neil have again worked magic with tours and a fabulous car show on the parliament lawns along with help from our Tassie crew Dave O'Brien, Patrick Wing and Len Van Rossum. This trip is filling fast too so don't miss out. Currently De is having a knee replacement and will be fit and ready for next year.

I am sure every person possible will come to our Roundup at Dandenong in October and the dinner which is looking great at a new venue still in Richmond. So the time is here to take the horses out of the garage or the covers off and let's get them cleaned up and ready for business.

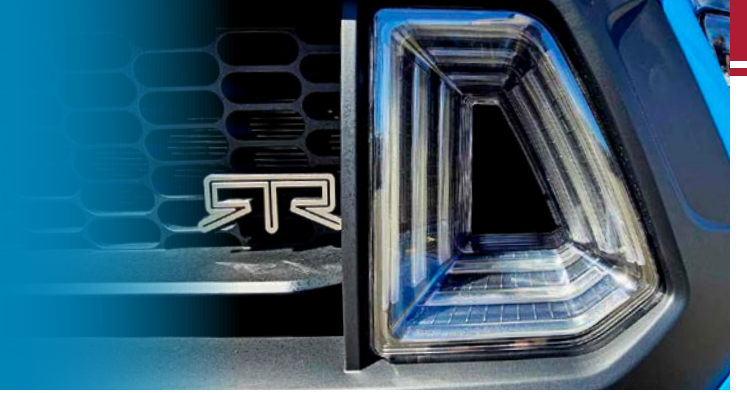
We must remember WA next year as the Nationals will be in fabulous Perth a beautiful waterside river city. I am sure Rob Bloxham and the crew will put on a show to remember. I know of Victorians that are going over, some just for a look and others putting their cars in the National Concours.

I am excited about all the coming shows, runs and just plain catch ups with our fabulous members. I look forward to seeing you all at an event soon.

Keep on mustanging

**Ian Collins**  
**MOCA VIC President**  
[president@mustangclubvictoria.org.au](mailto:president@mustangclubvictoria.org.au)

## EDITORIAL



G'day fellow Mustangers.

As they say "Spring has Sprung"...meaning warmer weather, greener grass and blossoming trees...a great incentive to get your Mustangs out, find some great backdrops to drive to and take some pics to send me to include in the next magazine.

The last few Autumn/Winter months have been slim pickings for articles/pics incoming from you guys and as such has once again delayed the whole process of getting the Club Mag to your letterbox sooner.

I've even had to resort to 'hiring' my family members to send me pics of any Mustangs they find in their travels. All the ones here are from my son when he attended World Time Attack Challenge at Sydney's Motorsport Park. Thanks to Craig Dean and his team as well.

As I've mentioned many times before you don't need to make things complicated for yourself and have to write a gazillion words. I find the best articles have plenty of pics and just a brief outlining of an event or Mustang life story.

To quote another phrase "a picture is worth a thousand words" so...I'll leave it up to you, if you feel you need to write



a novel, go ahead.. or if you just want to send in gigabytes of photos of your stang at the last event or road trip feel free to do so. I'm always here to help if you find it hard to send or transfer large files of pics or files etc. and.. I can guide you through the process.

All I ask is please don't send me any web links to any large library of images that you haven't already sorted/edited through yourself for a particular story, as I won't have the time to sift through 100s of images of the same pic at slightly different angles etc to put 'your' story together for you. But, if you want to send random pics for inclusion in the mag anywhere then "the more the merrier"... sorry... I just slipped in another phrase without even trying.

Anyways...from the feedback I get most of you enjoy reading each issue of the Club Mag when you do eventually get it and look forward

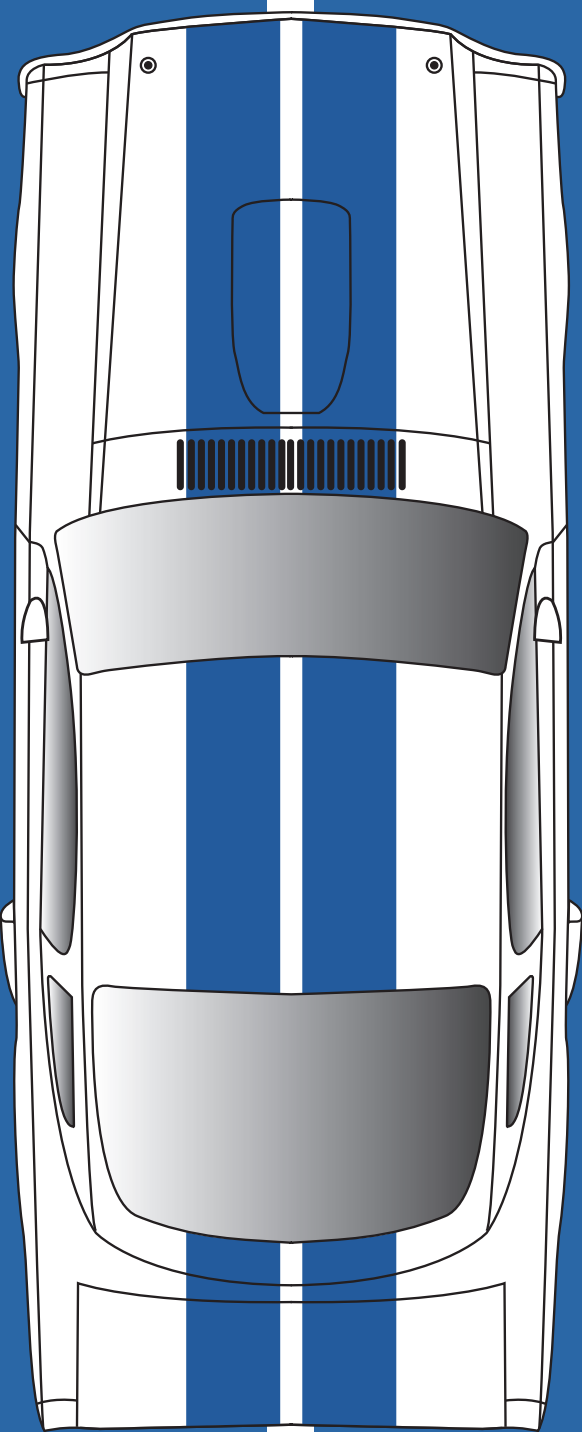
to the next. If I could get them out quicker and more often I would... it's entirely up to you - that's every member - to send in the stuff...the sooner the better... don't wait for tomorrow.

**Colin Falso**  
**MOCA VIC Editor**  
[colinmustangroundup@gmail.com](mailto:colinmustangroundup@gmail.com)



**MUSTANG  
ROUNDUP**





VICTORIA

# mustang roundup 2025

*Celebrating 60 Years  
of Shelby Mustangs*



**Sunday 19th October 2025**

10am-3pm Dandenong Showgrounds  
Bennett St. Dandenong

All Mustangs & New Members Welcome

INCORPORATING THE SHELBY NATIONALS & BOSS MUSTANG DISPLAY

- Adult Spectator \$10 • Mustangs \$5 Per Car
- Kids Under 16 Free • Club Gear For Sale



## 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 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



## 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 26<sup>th</sup> 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](mailto: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 19<sup>th</sup> October 2025**  
**6.30 pm to 11.00 pm**

**\*\*\*\*\* Element Melbourne Richmond Hotel \*\*\*\*\***  
*588 Swan Street Richmond*

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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](mailto:secretary@mustangclubvictoria.org.au)  
or PO Box 450, Hawthorne VIC 3122 by Wednesday 15<sup>th</sup> October.

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

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

## MOCA VIC CLUB PERMIT SCHEME 2025-26 REMINDER



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

- **ALL Members who have Club Permits on their vehicles are reminded to please make sure that you have renewed your 2025-2026 Membership with the Club.**
- **If you have not renewed, as from July 1st 2025, your Club Permit becomes invalid and your Club Permit Vehicle is unregistered.**
- **If you drive your vehicle whilst unregistered and you are involved in an incident, then your insurance involved may also be impacted.**

#### Our Club Permit Officers are:

Craig McKENZIE Co-Ordinator 0417 561 246 (Eastern Suburbs)  
email: macka62@iprimus.com.au

Joe BORG

0478 311 341 (Western Suburbs)

Robert STENT

0435 893 299 (Southern Suburbs)

Bob REDWOOD

0419 348 817 (Bendigo/Central Area)

Ron CAMPBELL

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## Hadfield Rod Museum

Glenn & Jan Furness



We always have many discussions on the bus on the way down to Melbourne for the monthly MOCA meeting. We were talking about the many legends at the club and Rod Hadfield's name kept coming up, so I decided to have a chat with Greg Hadfield about perhaps catching up with his brother Rod.

The Hadfield Rod Museum in Chewton is an Iconic place centred close to Castlemaine also known as the Hot Rod Capital and has seen many various Rod builds over the decades, many of which are known the world over.

For me it seemed a definite must visit for one of our get togethers and so the planning began. We wanted the whole of MOCA Vic to experience the Museum and the Castlemaine region and decided to combine a full day for those that really wanted to enjoy a terrific event.

Starting at the historical town of Malmsbury, we enjoyed a coffee and chat with members from Melbourne and the weather certainly helped set the mood for the day.

The convoy to the Hadfield Museum consisted of over 35 Mustangs of all breeds, including an EV!! We were greeted at the museum by the Hadfield family and then embarked on a tour that we were so privileged to be a part of.

Rod gave us all a perspective of the museum and there was something for everyone to enjoy. The sweet sounds of the legendary vehicles that Rod fired up for us was also matched by the passion the family has for this amazing man and his dreams.

Before we knew it, it was time to head to our lunch venue at the Five Flags Hotel where delicious meals were enjoyed by all, along with some refreshing drinks and more great chat. A massive thanks to Greg, Mark, Rod and Carol Hadfield for sharing such a unique day with MOCA Vic.







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## Woodend Morning Coffee Run

Phil Browne

Saturday March 15th dawned overcast. A prediction of 35C seemed very optimistic. A section of the car park at the IGA store in Woodend had been roped off in anticipation of a gathering. Store management were keen to see a good display. Around a quarter to nine the first of the cars arrived. Some from Bendigo, more from Melbourne and its outer suburbs. One driver arrived from Mount Martha. A few new faces turned up and some locals joined in with their Muzzas as well. As people arrived they stood around for a chat and catch-up before dispersing to inspect the offerings.



Woodend is renowned for the various options of cafes and coffee providers. The most popular seemed to be a nearby establishment with a historic motor cycle and side car combination outside. McQueen's is dedicated to the late actor Steve McQueen and I must admit I have enjoyed a cappuccino from that establishment.

At 11:00 all those in attendance gathered for a briefing about our drive to lunch. A sheet of directions for the route to be taken today was handed out. This was supplied in case drivers became separated from the rest of the cruisers and would know where lunch was to taken.

A headcount of those stopping for lunch enabled a quick call to the venue so that they would know how many would be dining in. (This was arranged as a courtesy to our hosts so that they would be able to cater for other clientele.)

About 15 cars headed off for our drive. Firstly from Woodend we headed back towards Melbourne on the old Calder Hwy - now named Black Forrest Drive - then turned off to drive through Macedon and down their fine Honour Ave with the oak trees starting to colour up for Autumn.

A narrow road past the Macedon Lodge horse training facility then some interesting roads towards Gisborne. A turn to the left took us on another stretch to the village of Riddell's Creek. Here drivers had been warned about mobile traffic hazards that are often a feature of this town. A gaggle of geese regularly patrol the grassy verges of the main road but this day they were not present. Too hot, scared off by the arriving Pony cars or were they at the market that was in full swing?

Past Riddell's Creek and we were able to stretch the Pony legs. At Monegeetta we turned left and waived to the Army Vehicle Proving Ground as we pushed northward through Romsey and finally to Lancefield.

The Lost Wateringhole Brewery is a fairly new establishment with catering for around 100 diners. They have an interesting selection of beers and other refreshments and the food was excellent. 30 of our group stopped for lunch but some only came for the drive with other commitments in the afternoon. Everyone who took part seemed to enjoy the day and some expressed their desire to do it again next year.





# Burgess Garage Car Museum

Guyra NSW

Dale Thornton



The Mustang Club of Victoria through its various activities has really opened my eyes to the broader scene of those afflicted with the curious illness of collecting cars. Particularly older ones. We had been to the usual car shows and always had a keen interest in older cars. Mustangs at the top of course but I also appreciate many other makes and now that local manufacturing is long gone I think I appreciate it more.

MOCA gained access for the club to a local collection in Kyneton where we looked at Valiants. Believe it or not there was a large shed full of them. In a little country town! Couldn't believe it. The first Valiant produced here in Australia and the last and everything in between. Another time also in Kyneton the club arranged to see a classic truck collection and memorabilia back to the early 1900's.



I began thinking that with two major collections in a small country town there a lot more people who have significant collections hidden than I ever realised.

I understand there is yet another large collection in this small town. Some obviously have the car collecting bug pretty bad and some even have the means to do it.

Over a few trips to Tasmania courtesy of the beyond fabulous De and Neil, we have seen so many fantastic car collections. Most featuring Mustangs, some with trucks others with cars of all makes including modern exotics. All extremely interesting and worth a visit. I am sure that I wouldn't have seen many of these without the access that MOCA can organise.

What all this means is that I keep a lookout for accessible car collections when we travel.



We took off northwards in our caravan to escape winter. The Mustang is safely stored on its trickle charger and obligatory blanket. The security camera provides me with a regular Mustang fix and I can sleep better knowing Charlotte is safe. (yes I have named the Mustang, Sally was taken already)

Travelling through a blink and you miss it town called Guyra in Northern NSW, we spotted a Mustang just visible under a partly open roller door. It was the old Holden dealer for the town called Burgess Garage. Better stop and look we thought.

Wow. It's a car collection of many varied makes and it is open for only a gold coin. No one in sight. Drop in a coin and in you go. I later found the owner out the back working on another car. His name is Brian MacDonald and he is very happy to explain much about the collection and spend time with you. All for \$2.

The old garage is fairly intact from what I could see. Plenty of memorabilia and a variety of cars to keep anyone alert. Interestingly, he has some completely original factory workshop manuals for sale that came with the property. After getting excited about that, the reality that this was an old Holden garage hit home. Alas, no original Mustang manuals. If you have an old Holden hidden away, maybe he is worth a call.

The Ford Fairlane Crown Victoria 1955 is an absolute standout and stunner. There are a few Mustangs including one he is working on restoring, that came with the number plate 289 CID. He is very happy about that.

A few Valiants some Holdens and some older cars round out the collection. Not the biggest one you will see but it has a great variety and being able to speak at length with the owner makes it a must if you are in the area. Great place, great owner 10/10.

The pictures will be able to better show the collection than words. Enjoy!





## Member Interview

with Roger & Angela Williams

Phil Browne



I was driving along a boulevard in Epsom where ranch style houses sit on large blocks and have a front yard big enough to park at least 8 Mustangs on the lawn. In one of these houses live Roger and Ange Williams so I stopped for a cup of coffee and a chat.

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

**Ange** 2004.

**PB** What is your membership number?

**Ange** 1441.

**PB** Did you join as a couple or meet at the club?

**Ange** Joined as a couple.

**PB** Positions held within the club?

**Ange** I have held the position of “Events Coordinator” for the Central Victoria.

**PB** First memory of a Mustang?

**Ange** 2003 on Australia Day, we saw all the boys with their cars down by the lake (Weeroona). My daughter had just written off my car and I said to Roger “I want a Pony” and he said “Okay”.

**PB** I’m surprised that you hadn’t noticed them before that. You hadn’t seen them on TV or in films such as “Bullitt” or car races.

**Ange** I’m one of the rare anomalies in this club because I don’t watch car racing at all and very rarely watch movies with cars in them. We’ve watched them since but not before we got involved.

**Roger** We were Fairlane people. I have a ‘67 Fairlane behind the shed and that was going to be the next project. When Ange needed another car we were going to buy a late model Fairlane but the prices of those were too high and then Ange saw the cars at the lake.

**PB** First Mustang that you have owned?

**Ange** That silver/blue ‘66 that is sitting in the carport.

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

**Ange** One and a half, if I can say that. We’ve only ever owned one until Bill Cant left Roger a Fastback which needs to be completed.

**PB** Do you do your own servicing and or repairs?

**Ange** Yes. My car has been rebuilt by Roger. He cut all the rust out, painted it, refitted everything in it. We had the motor rebuilt but all the refit and ancillary parts were installed by him. Most of my car has been built by Roger.

**PB** A man of many talents.

**Ange** Yes. I just tell him when it makes a funny noise and he fixes it.

**PB** You’re a lucky girl.

**PB** Best modification, if you’ve made any?

**Ange** The interior. It was originally white but as a daily driver it would have got too dirty so we redid it in the Pony style in Dark Blue.

**PB** Most desired Mustang?

**Ange** Cally Special.

**PB** Cally Special?

**Ange** California Special.

**PB** Like Rod Rhones?

**Ange** Yes. My ideal would be a ‘68 California Special and Roger’s would be a 69 Fastback.

**PB** A ‘69 Fastback, not a Mach1?

**Ange** Probably be a Mach1.

**PB** My ideal garage would have a ‘69 Mach1 and a ‘65 2+2. If I had those parked in there I wouldn’t need anything else.

**PB** Best Mustang drive you’ve ever done?

**Ange** We’ve been on so many it is hard to pick just one. Probably across the Nullarbor to Perth for the Nationals.

**PB** How long did that take you?

**Ange** We took a week. We could have done it quicker but we like to explore, not just drive through towns and to be off the road by 4 o’clock because of the kangaroos and emus.

**Roger** We don’t drive for more than 6 hours in a day, up to 600 kms. We stop for meals and to look at some of the places along the way. There are not a lot of places to stop but we did it when we could.

**PB** My experience is that if you’re not in a place by 4 o’clock they are full up.

**Ange** Because we took the Stang we had to use motels. We didn’t pre-book anywhere. We just turned up and said “This will do.”

**PB** Daily driver?

**Ange** Mine at the moment is Roger’s Ford ute. Not the Mustang since I’ve been working with children. Roger has a work ute during the week and a F150 for weekends.

**PB** Timeline within the club executive, as the Events Coordinator?

**Ange** I did that for 15 years. I resigned last year (2024) so from 2009. John (Chapman) was doing it up until then but he was messaging people and wasn’t always getting answers back so he and I got together and he asked if I would help. He was contacting people by phone or text and it was hard work so I started sending emails and we got a better response from that and were better able to coordinate events in the Bendigo region. At one of our events I got everyone to give me their email address. Later on, as other people became aware of our group I gave them my email address and that way if they wanted to join us they could contact me, I wasn’t hounding them to join in.

I did it for 15 years. I tried to resign twice, the first time was when I was unwell with Cancer. I explained to the group I couldn’t give it the effort that I had in the past but nobody put up their hand to help out.

**PB** I remember that time. I felt really bad that nobody would stand up. I thought that maybe I could but I felt that it needed someone local and living in Woodend I thought that was too far removed from Bendigo. I’ve always thought of myself as an “associate” of the Central Crew because of that distance.

**Ange** The second time I didn’t give them any options. I just said that I would finish on a certain date and that was it. I explained that I was worn out, that I couldn’t put into it the effort I had in the past, that the group deserved more than I could give.

**PB** Most admired club person?

**Ange** My most admired person with the club would be Billy Cant, even though he is no longer with us.

**Roger** There is a whole bunch of people we could list.

**Ange** There are a lot of people but many of them are no longer active within the club, like Pete Richardson, Kaye and Nick Duyvestyn and all the people who are on the Committee because they all do such a good job and it’s all on a volunteer basis. There are so many people within the club who are just amazing, so I don’t really have a “Most Admired”. There are so many people who get out there and have a go.

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

**Ange** No, I don’t. We don’t get to go down for meetings

anymore so there are a lot of new members we’ve never met. Because of the work I do I can’t get on the bus and go to Melbourne anymore, I have to start early the next day. I guess let the club to continue to grow and put some effort in to the people who support it. We don’t need hundreds of thousands of dollars in the bank.

**PB** I’ve raised that question as to why do we have such a large bank balance and the standard response from those who have control of it is that we need it to be able finance things like the Nationals such as deposits for hotel and function facility bookings etc.

**Roger** A previous committee had a thing about a need for a big bank. South Australia is different in that they don’t have a large financial backing but that they do things to support their members.

**Ange** I know that some time ago there was a suggestion that we buy our own clubrooms so that we didn’t have to move as regularly as we have in recent times.

**PB** That would be problematic in that where do you put it and the cost of real estate these days it would be out of our reach. I had the idea that maybe 8 or 10 clubs could get together and buy a property with each club contributing to costs. A function centre where the catering aspect could be leased to a professional caterer which would provide an income for the group.

**PB** Trophies. Where are your trophies stored?

**Ange** In my trophy cabinet in the corner of the lounge room.

**PB** You don’t have a poolroom?

**Ange** No, our house is not big enough for a poolroom. We actually bought a cabinet when we started winning a few trophies. My car has won a few trophies and also we have on occasion won Country Member of The Year.

**PB** As long as it has a spot where it is loved.

**PB** Do you have a favourite drive? Lets say it is a nice sunny weekend and you decide to go for a drive somewhere. Where would that be and are you going to take the blue car?

**Ange** We don’t really. We just pick a pub somewhere out of town and go there for lunch.

**PB** Now, you’ve just climbed in to the car for a drive, what do you put in the cassette or CD player?

**Ange** Nothing. I take my ipod and Bluetooth it to the car. That has a huge collection and wide range of stuff. There is ABBA, Inxs, ZZ Top and other music we grew up with.

**PB** Thank you for your time and sharing your experiences with us. I hope you both have many more travels in your blue car and the gift from Bill when it is back on the road.

**Ange** You’re welcome.



# Canterbury Mustang Club

Christchurch, New Zealand

Joe & Janis Borg



Late last year, Janis and I needed to decide on a holiday for the new year. We decided on the South Island in New Zealand, because we've heard so many wonderful things about it. So, while Janis was busy booking airline flights, motels, activities, hire car and bank stuff, I was extremely busy searching the net for Mustang clubs on the South Island.

As it happens the Canterbury Mustang Club in Christchurch, New Zealand was holding a social night on the day after we arrived. I made contact with the club captain, Dennis O'Brien and organised a time to meet them at a local hotel. At about this time, Janis reckons I have a real problem with Mustangs and I seem to find them no matter where I am in the world.

We gathered at the hotel and met the committee and quite a few of their members. We had a fantastic night and like our club here in Victoria, they were extremely welcoming and made us feel very comfortable. Naturally the conversations were about Mustangs and Mustang clubs in general, but the women there, took Janis under their wing and told her about some very memorable things to see and do and every conceivable shopping centre mall in the towns that we will be passing through.

After saying our goodbyes, we headed back to our motel where we were ready to start our holiday. I won't bore you with the holiday stuff but I must say that the South Island of New Zealand is absolutely sensational! We did around 3000k's touring the Island and stayed and visited some amazing sights. The hospitality the Kiwi's showed us, was fantastic, and nothing seemed to be too much trouble for them.

On the hire car front, we didn't rent a new Mustang V8, although I wanted to, the cost of fuel was around \$2.69 per litre and the dearest we had to pay was \$3.13 per litre for unleaded (about \$3.39 for Premium).

We had a little Kia wagon and being a true V8 Ford man, I thought the car was going to be a bit of a slug but, that little car was a hell of a lot of fun to drive through the twisty roads. Speaking of roads, the roads there are in extremely good condition, gravel free and when Janis said to me what would I have done any different on our holiday, my response was, I wish I had my motor bike here, it is a true motorcyclists heaven.

As I mentioned that I'm not going to bore you with holiday stuff, there are a few places that anyone interested in the automotive industry whether it's cars, motorbikes, or trucks, you must visit Bill Richardson Transport World in Invercargill, we spent around 4 hours there and Janis didn't get bored, there's

so much to see and do and it's not only trucks in there.

The family's history is fascinating and what they have achieved in the museum has something for everyone.

Another place is the Classic Motorcycle Mecca which has three levels of everything motorcycles. They have some of the very best British, American, European and Japanese motorcycles that I have ever seen. This one Janis decided to listen to the ladies from the Mustang Club and found the Mall across the street, so she enjoyed the mall and I spent quite a few hours in the museum.



The last place was a highlight for me, and that was to have a look at Burt Munro's 1920 Indian. Most of you would have seen the movie "The World's Fastest Indian" which is based on Burt's land speed record breaking feat at Bonneville and what E Hayes has done in their hardware store where the bikes and all of Burts memorabilia is held, is outstanding. It would be hard for me to try and describe it in detail as there is so much there.



Fast forward 15 days of sightseeing the South Island, our time came to make our way back to Christchurch to get ready to head home. About a week before we were ready to leave, I received a phone call from Dennis informing us that they have organised another get together at another local hotel for us to say our goodbyes.

We went there and were met with the committee and had another fantastic night.

We will definitely keep in touch with the Canterbury Mustang Club, Christchurch, New Zealand.



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**MUSTANG ROUNDUP**



## MOCA Tasmania Mustang Display

Patrick Wing



Once again MOCA Tasmania were invited to host a display for all Mustang Owners at the National Auto Museum in Launceston.

After the success of last year with over 65 cars attending we wondered how this year would go, but fear not as the sun was shining so the Mustangs came out to play turning on another fantastic day.



Due to the ongoing success this day will now be an annual event. Many thanks also to Shannons & the National Automobile Museum for hosting us.

While we sought to get all 7 generations on show we still managed to get 6. Surely someone in Tas has a Mustang II.



## How my Canary turned into a Pizza

Phil Browne



For eight years I have owned and enjoyed a triple yellow 2017 Mustang convertible. My “summer” car. Over a period of time I have modified it – no, personalised it. The standard bonnet was replaced with a Cervini Stalker because it looked “more aggressive”. I added a small tail, a strut tower brace and even changed the mufflers to improve the sound of it as it cruised through our town.

Though eight years old it had only driven 56k, mostly on club runs. There were a couple of little niggles that were starting to show but it was still a fun car to tool down the road with my lovely lady by my side.

Then one day I received a promo sheet from Ford about the benefits of owning a new Mustang. Initially I dismissed it but a couple of days later and my head was starting to toss the thought around. The Canary was 8 years old and sure, a couple of things annoyed me, but did it need replacing.

I wondered what it might cost to do a changeover. Then there was the incentive of the first 5 services were complementary. I wouldn't have to pay for a service for 5 years considering the mileage I was currently doing with my girls. (I also have a 2021 Mach 1 and that has only done 16K in 4 years.)

I needed a haircut so I drove to a nearby town for a trim and decided to stop in at the local Ford dealership. I had in mind a changeover of \$X and wondered what they would offer. Eddy and I sat and he explained all the new features (most of which I had read about anyway) and asked what I was trading in.

I told him about the Canary and its modifications (I didn't have the car with me) and he had a chat to their valuer. They seemed happy about my description of the existing car and came back with a changeover of \$Z – about \$12k above my figure. This was conditional on the vehicle matching my description and a test run with the changed mufflers. I thanked Eddy for his time and went home.

The following day, a Saturday, I got a call from Eddy saying that they could do a deal at \$X+5. That was close enough and I said if that was solid we had a deal. He explained he needed final approval from “The Boss” and when he rang back 5 minutes later the offer was \$X+6. My response was a simple ‘No’. Five minutes later he rang again said that the boss had agreed to \$X+5. Done deal, I will see you on Monday so you inspect the Canary.

On the Monday I drove the yellow car to the dealership for the Valuer's inspection. They looked the car over, agreed that it was well maintained and then started it up to listen to the audible modification. The considered opinion of all who heard it was that it wasn't as loud as the new model, so all would be fine.

A week later I drove down to the dealership in the Canary with H.M. to change over the vehicles. The new one is a lovely Race Red – I've never owned a red Mustang before and they supposedly go faster. We did the paper things and then I got

to sit in my new toy. Eddy did the customary walk-around of where to find things and how to change them. Half an hour later we were on the road and headed for home.

When I had agreed to the new car I immediately got on to the VicRoads web site to order some personalised plates. Luckily my first choice was available and although the price had massively increased (from about \$300 to \$680) I ordered them, hoping they would arrive before the car, for registration purposes. We cleared the mail box on the way home and plates had arrived a day too late. Oh well, off to VicRoads tomorrow to change them.

When I did front up to VicRoads with new plates I was asked if they had been assigned to any other vehicle. No, they were brand new. Good, no charge to change them over. And what did I want to do with the old plates? I have a choice? Yes. Well then, I will add them to numerous other plates on the wall in our stable, i.e. Mustang house.

A couple of days later I noticed that the Canary was advertised on CarSales.com. The price seemed about market value and the dealership have to be able to make a profit on trade-ins. Then 3 days later it was gone and I thought ‘That was quick’. Hope the new owner will enjoy it as much as I had.

Then a couple days later still I got a call from Eddy. I sort of expected the post-delivery feel-good call but he asked a strange question. ‘Did I still have the original mufflers?’ Why? The Canary had failed a RWC examination because the fitted mufflers were “too loud”. I'd obviously been driving an unroadworthy vehicle for seven and a half years! I told Eddy that I did have the mufflers but they would be of no use to him. They are hanging off a wall in the Stable as pieces of art and I had drilled holes in them to hang on bolts in the brickwork.

I've seen Eddy a couple of times since then, to get advice on some of the intricacies of the dashboard and he isn't sure how they fixed the problem but I'm sure they could have got some from a wrecker.

Now, how did the Canary turn in to a Pizza? During the process I sent a msg to a niece whose son is a car nut and said that I was buying a new “muzza”. Except that auto-correct changed it to “pizza”. Her response was “What flavour”. Margarita ‘coz it's red!





# American Auto Parts

#7 Show n' Shine

Vince, Marion & Paul Sherington



A great turn out for our Seventh Annual Show N' Shine. The sound of old and new V8s could be heard from afar. An early start for us with anticipation the cars rolled in early model and late model and some in between.

The largest display in a while for Perth of a selection of Mustangs, Shelbys, Mach 1s, GTs, Dark Horse, K Code Coupes, Convertibles and Fastbacks. A great selection of modern standard and modified 5.0 Coyote cars all looked stunning with the colours on the day Grabber Blue a favourite.

Approximately 55 Mustangs on display along with some other American classics F100s, bike and cars. Special thanks to McInerney Ford, Loris and Paul for the kindly donated raffle prizes of some Ford Mustang merchandise.

An introduction to the event from Paul with a few points of interest and spoke in regards to the cars on display and a 'thank you' to all. Then Vince - Mr Mustang spoke about the supply of parts from the USA.

The major prize from McInerney Ford was won by Ed he was very happy. Thanks to many customers, car owners, friends and business associates that took the time to attend.

Find us on Facebook @ American Auto Parts - Mr Mustang Booragoon W.A.





# 2025 Mustang Nationals

## Our Journey to Bathurst

Patrick Wing & Jodie Nalu



Our journey to the 2025 Nationals pretty well started after word was out that they would be held at Mt Panorama. After a few phone calls and messages with Pat Schinella we were in and would then pass all the details on to our MOCA Tas FB site for our Tassie members and the response was quick. 14 cars ended up making the journey but more on that in another story.

The original plan was to take our beloved "Pebble", our 1967 Pebble Beige coupe which many of you would be familiar with but after much preparation I had managed to overlook a dicky rear tyre with 4 days to go.

After looking at the forecast which said we were in for several days at around 35 degrees (though this did not eventuate) it was decided to take our newly purchased 2003 Mach 1 affectionately known as Dark Pony.

After an uneventful journey across Bass Strait on the Spirit we headed of toward Big River Roadhouse to regroup before tackling the Ring Road in peak hour traffic then onto the Hume Highway where Len and Deb Van Rossum expertly guided us through without losing anyone in our convoy.

First stop up the Hume was at Wallan BP where we noticed a large number of familiar looking Mustangs with Victorian number plates already in the car park. A much pleasant surprise. After catching up with the Vics, the Tassie contingent split up and headed off again with another quick stop at Wangaratta Roadhouse then in on and off heavy rain (aquaplaning with low visibility @ 100kmh is not fun!) and a couple of touristy stops along the way we finally headed toward the Wagga Wagga RSL for the night.

I think we can safely say on behalf of the Tassie people that stayed there that the Wagga Wagga RSL is highly recommended as a place to stay.

After a hearty breakfast and various fuel stops, we headed of toward Junee where the girls wanted to stop to look at the famous Junee Licorice and Chocolate Factory for a look around so after obliging and parking up it was noticed that there was also a vintage machinery/car museum right next door. Oh well, while we are here...

On the highway again we headed through Cootamundra, Young then into Cowra for a lunch stop. By this time we realised we had a misbehaving '66 coupe that was starting to overheat. After stopping at Blayney it was agreed that some of us would head straight to Bathurst to let the registration

people know we might have a couple of late arrivals while some stayed with the '66 as it travelled at a gentler pace.

After arriving and registering we had no choice but to finally do some spirited (as spirited as you can get at 60kmh!) laps before booking into to the hotel then getting ready to catch up with new and old friends at the National Motor Racing Museum.

A highlight for me was seeing the Greg Hansford motorcycle display. I had met Greg in Darwin not long before he died, he was running a defensive truck driving course at Hidden Valley raceway for the company I drove for at the time.

Saturday saw us line up in convoy ready for our trip out to Mayfield Gardens for lunch. Is there anything so satisfying as being part of a large Mustang convoy?







After a nice lunch and quick look around, it was back to town to find a car wash ready for Sunday then a few more obligatory laps around the mountain where after a bit of convincing Jodie actually drove around for a couple of laps as well. It was the first time she had driven the Mach 1.

Sunday morning, we parked up in a rapidly filling car park, some stunning cars were rolling in but it was hard to look past the old race cars on show. The Moffat Mustang, Geoghegan Mustang, Dick Johnson Fox Body but the one that caught my eye was the John Bowe/Bud Cobra RA. If the story is correct, there were 20 Cobra R bodies brought to Australia, 2 were turned into race cars and 18 were for homologation and fitted with the 4.6L rather than the 5.4L which the Americans had. Where are these cars now I wonder? Info seems to be scant on these. (Happy to stand corrected if any of this is not correct.)

A highlight on the Sunday was receiving a Sponsor's Choice trophy in the Show 'n Shine for SN95 Mustangs. Most unexpected but a great delight. After leaving the show some more obligatory laps around the track were called for before getting ready for the dinner that night.

Monday morning we met with some MOCA ACT members who had kindly offered to not only escort us to Canberra but



went out of their way to stay with us while said '66 coupe was still having heating issues then took us on a quick tour around Canberra including a trip up top of Mt Ainslie where the '66 had a giant spew and then seemed to run much better for the rest of the trip.

We were then guided back to our hotels then later we were escorted across Canberra to the Vikings Sports club for tea.

Jodie also managed to catch up with her niece at tea who she hadn't seen for a number of years.

To David and your two daughters, David and Jenny, Warwick and Brenda, we cannot thank you enough for your friendship and hospitality, it was above and beyond and shows what being part of MOCA is all about.

Tuesday morning saw us leave Canberra after an all too quick visit and head to our next stop at Lakes Entrance. Coming into Cooma I misread a sign that I could have sworn said Chocolate Factory here but after turning in it was apparently the Cooma Motor Museum. Oops, oh well while we are here...

What a delightful surprise. A little bit of everything including a '50s café. Well worth a visit if you're in the area.

After a couple of blockies in town trying to find parking for



us we found another café for a quick lunch and coffee before heading out again to Victoria then stopping at Cann River for another re group then on the road to find our Motel at Lakes Entrance. Six months previous while trying to find somewhere to stay there, not an easy task by looking at all the accommodation on the internet, we settled on this little Motel run by a lovely Indian couple. It was nothing flash but the hand written welcome notes and homemade biscuits for us on arrival was a genuinely nice touch.

Next morning was our last day of the trip, we left early then stopped at Rosedale for a magnificent late breakfast before heading off once again. On the highway the speed limit was posted as 110kmh, after last few days through NSW where the limit was 100kmh this felt like we were speeding! As such this saw our group spread out across the highway so after some of us met up at Pakenham BP a couple of others were awol but a quick couple of phone calls we all caught up again before heading into Sorrento to catch the ferry. The weather gods were still being kind so had a nice calm trip across the bay to Queenscliff.



After driving into the Geelong Waterfront for a quick stop we then cruised the main road on the way to the Corio Gateway Hotel where De had organised some MOCA members to meet us for tea before catching the Spirit back home.

This was also unexpected and a great surprise and as stated previously makes being a member of MOCA like being a member of a great big family. Much appreciated.

To all our travelling companions who left Tasmania (more on that in another story) and to those who made the whole trip around with us, Len and Deb Van Rossum, Andrew and Leanne Donnelly, Jeff Jackson and Leanne Carroll, Paul Hinds and Karen McDermott, and Brian and Denise who caught up with us on the last 24 hours, Thank you for making the trips an absolute blast.

May we do it again one day.





# Tasmanian Mustangs @ 2025 Nationals

Patrick Wing

13 Mustangs from Tasmania headed towards the North Island spread over a few days either travelling solo or in different groups all with the common goal of heading towards Mt Panorama, Bathurst for the 2025 Mustang Nationals.

While I wasn't clever enough to get pictures of owners with their pride and joys I did manage to get their awesome cars at least.

The 14th car, a 1965 Fastback owned by Carl and Anne Philpot, while now residing in NSW, is not only from Tasmania but they used to live in the same suburb and in the same street as me.

While Jodie and I won't get to the WA Nationals, we do look forward to catching up with old and new friends in Wangaratta.



Andrew & Leanne Donnelly



Rob & Christine Mason



Bommer & Leanne Jetson



Dale & Anita Berry



Brian Robinson & Denise Fitzpatrick



Jeff Jackson & Leanne Carroll



Len & Deb Van Rossum



Patrick Wing & Jodie Nalu



Mike & Sue Tacey



Shirley & Darren Broderick



Paul Hinds & Karen McDermott



Shane & Liz Farquhar



Bev & Harold Burgess



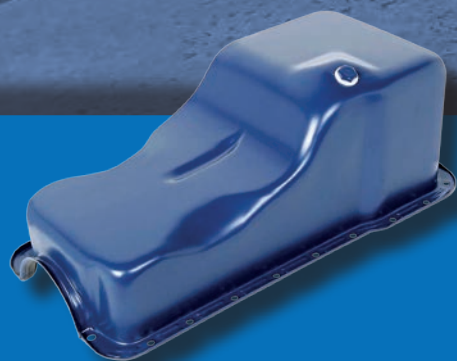
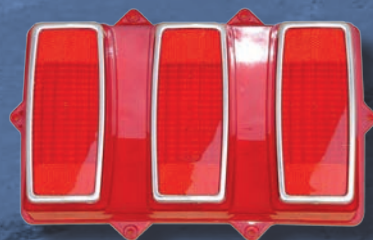
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# CAR CARE Tools, Techniques & Tips

## Episode 26 – Ceramic Coating Rims

Peter Alderson

I hope you have been enjoying the ceramic coating on your paintwork. Has it made your car look shinier? The paint seems richer and deeper, and the water beading and hydrophobicity have been incredible, making washing easier.

You will continue enjoying the benefits of having a ceramic coating for years. If you adhere to the maintenance routine explained in the previous episode, you will properly maintain the surface at each scheduled maintenance stage.

I hope you have visited the Detail Store site to read about and order GTECHNIQ Wheel Armour, the ceramic coating we will apply to your wheel rims.

### The Tools: Ceramic Coat for Rims

To begin, you need the Wheel Armour C5 Ceramic Coating fluid. Here are the details:



All tools and products you will need for cleaning and preparation before coating are:



1. Car Wash Products – auto body gel, Iron Remover, Clay Pad
2. GTECHNIQ Wheel Armour
3. Wheel-weight glue removal fluid
4. Selection of microfiber cloths
5. Gloves
6. Polishing Machine
7. Polishing products to cut, polish and finish paint
8. Flash Prep or similar paint prep spray
9. Jack and wheel removal tools (not shown)
10. Lighting (not shown)
11. Seat for comfort when working (not shown)

Ready to start preparing your rims before the application of a ceramic coating? Follow these steps:

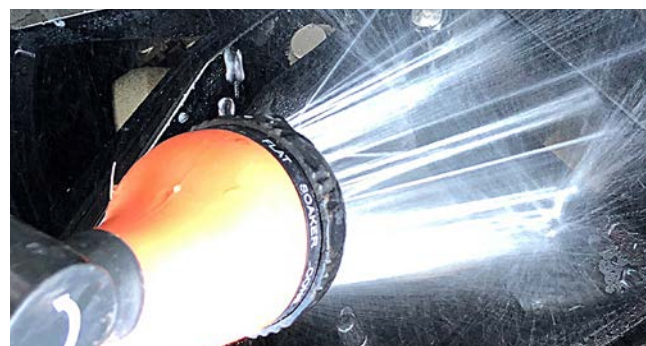
### The Technique: Prepping the rims

The steps we will follow are as follows:

1. Rim washing and decontamination
2. Wheel removal
3. Wheel-weight glue removal
4. Claying the barrel of the rim
5. Cut, polish and finish with a DA polisher
6. Flash Prep the rim

#### 1. Rim washing and decontamination

Grab your washing equipment and use the three-bucket method to wash the rims. Use a car wash product that is a non-infused ph-neutral solution. You could use Bowden's Auto Body Gel or any of those mentioned in episode 25, including Gyeon Bathe or GTECHNIQ GWash. All will provide an effective clean without adding unwanted protection.



Remove any embedded contaminants with Bowden's Three Way, Gyeon Iron Remover, or GTECHNIQ Iron and Fallout Remover. Allow the spray to dwell for one to two minutes. When you see a purple reaction in the solution, rinse it off with a strong stream of water.

Work your ph-neutral wash solution around the outside of the rim using a Claying Cloth, Clay Rubber Pad, or a Clay Rubber Pad. These help lift all embedded iron deposits, creating a smoother finish. Spray the rim off with a strong flow of water. Blow dry and move to the next rim until all have been washed and decontaminated.

#### 2. Wheel removal

Now, move to your garage or an area inside where you can raise each wheel and remove it. You will then be ready to continue cleaning. This procedure should be performed in a clean environment, away from wind, dust, or inclement weather. Do take care when removing each rim. We will work on one rim at a time, so your car will be out of action for about a day.



Remove the rim carefully and lay it on a waterproof, flat surface to protect its finish. We will now carefully hand-clean the rim, both inside and outside, to remove any remaining contamination.

#### 3. Wheel-weight glue removal

If your rim has unwanted wheel-weight glue, it should be removed before any other cleaning.



Removing wheel-weight glue provides a clean, decontaminated surface for the next cleaning stages.



Wheel-weight adhesive is usually covered with leftover foam or rubber. Remove this first before removing the glue. Use a Caramel Wheel attached to a drill. Alternatively, use plastic razor blades to complete the removal. Bunnings stocks both of these.

In the final stage, use a glue remover and a microfiber cloth to work over the area and clean it of glue. You can use Goof Off, available from Bunnings, or Bowden's Ta-Ta Tar.

#### Steps to eliminate wheel-weight glue:

1. Use a Caramel Wheel and/or a plastic razor to remove excess foam or rubber from the glue.
2. Spray Goof Off or Ta-Ta Tar on the area to clean.
3. Let it dwell for 90 seconds.
4. Spray some product on a microfiber cloth.
5. Use a gloved finger to work the cloth over any remaining glue to remove it entirely.



After a few minutes, all the excess foam and rubber will be rubbed away, and the glue will be safely wiped away. Now, rub your hand around the interior rim.

Any gritty areas are likely to be dried tar or embedded contaminants. Use the Caramel Wheel to rub these smooth. Use Goof Off or Bowden's Ta-Ta-Tar with a microfiber cloth to dampen the area and rub to remove any final contamination.

#### 4. Claying the barrel of the rim

To remove iron contamination from the rim's barrel, use a Clay Bar or a claying pad, cloth, or towel. Use it with an Iron Remover such as Bowden's Three Way.



Clay bars are old technology used to remove such contamination. More recent developments include the DIY Detail Claying Towel, which offers an efficient way to remove contamination without scratching.

After every pass with a pad, cloth, or towel, we rinse it to flush away contaminants. However, a clay bar must be folded into itself, locking the contaminants within its structure and potentially causing scratches if contaminants work their way to the surface.

Contaminants include iron particles deposited from airborne brake dust. Carbon and oil particles from exhausts also bond with the paint on your rim. These particles all contribute to making the paint rough and degrading the ability of the final ceramic coating to adhere to the surface.

*TIP: This decontamination process is best performed outside in an area that can get wet. You will spray an Iron Remover product onto the barrel of the rim and the Claying Towel, then wipe the rim until the cloth glides smoothly. This signifies that contamination has been removed.*

Begin by spraying your chosen Iron Remover onto the barrel of the rim and let it sit for about 60 seconds. Spray one squirt of Iron Remover onto the Claying Towel and gently rub over the area being treated. If there is contamination, you will see purple streaks appear. This is caused by iron particles reacting with the Iron Remover. The particles are dissolved and lifted from the rim's paint along with any waxes and protectants.



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Your work here is done when the clay towel glides smoothly over the surface. Let the solution sit for another minute. Rinse off, then check your work by spraying a small section with Iron Remover and letting it dwell for 60 seconds.

If no purple streaks exist, you have successfully decontaminated the paint. If purple streaks appear, repeat the process.

Finish the entire rim with a rinse. After this rinse, wash with Auto Body Gel or another non-infused car wash using the three-bucket method. Finish with a final rinse-off and blow-dry.

You can now take your rim back inside to commence the polishing stage of rim preparation before adding the ceramic coating.

#### 5. Cut, polish and finish with a DA polisher

We are now ready to use the dual-action (DA) polisher to perform a paint correction and enhance the paint on your rims, before protecting them with a ceramic coating.

I have previously suggested you purchase or borrow a mini dual-action polisher. This is now where it will come into its own. Rims have narrow, small areas best polished with the mini polisher, as a 6" polisher is simply too large to treat the outside areas. However, most areas inside the barrel of the rim are fine for the larger polisher. Any edge beading is best polished by hand. The polishing process will likely be accomplished using several tools and hand techniques.



Here is one rim from my Mustang. You can see the fine scratches caused by years of washing.

The spokes look dull. Polish and wax were not enough to protect my rims from wear and tear over the years. These scratches in the clear coat must be polished out to ensure a blemish-free surface ready for ceramic coating.

If not corrected, even the ceramic coating cannot hide the scratches. You would just lock them in for everyone to see for many years.

The first step is to cut. Use a cutting pad. I am using a yellow medium pad with a 400-grit compound, as shown in the following image. Do not worry about the pad colours, as long as it achieves a medium cut. Work on one section at a time. Here, I am cutting the easy-to-get-to surfaces of a set of spokes.



I used a microfibre cloth and the same compound for other areas to cut tricky, tight areas by hand.

After these passes, clean away the cutting compound with a microfibre cloth. Move on to other areas of the rim and continue cutting until all parts of the rim, both inside and outside, have been cut.

Once all cutting is complete, use a medium pad with 2400-grit polish. It is designed to perform a very light cut to eliminate any dullness created by the 400-grit cutting compound. In doing so, the 2400-grit also gives smoothness and gloss to the paint.

The final stage involves using a 3500-grit super-finish compound with a very soft pad. I used red, but each manufacturer will have different colours to differentiate their pads. Please note that this finishing stage is performed using a soft pad.



After this cutting, polishing, and finishing, my rims were incredibly smooth and had an intense shine.

The entire process will take some time, as you must use tools and hand-polishing techniques to address both easy and challenging areas.

For more info on machines, polish, pads, techniques, and tips about cutting, polishing, and finishing, you can find all of these in episode 23.

#### 6. Flash Prep the rim

Your rims have now been washed and decontaminated, and any scratches have been removed by cutting, polishing, and finishing. What we must do now is cleanse them of all remaining compounds after these processes.

Do this with Flash Prep or your chosen surface cleaner, such as Mothers CMX Surface Prep or GTECHNIQ PWv2 Panel Wipe Coating Prep.

Spray a microfibre cloth with your chosen Flash Prep and carefully wipe over all parts of the rim. Do not let this product dry; otherwise, you will not be able to clean away any polishes adequately.

The surface of the rim must be completely free from previous polishes and compounds for the ceramic coating to penetrate the paint and bond correctly.

With the prepping steps completed, your rims are ready to have a ceramic coat applied. Yeah!

### The Technique: Ceramic Coating

The steps involved in applying a ceramic coating are as follows:

1. Preparing the cloths
2. Apply C5 Wheel Armour
3. Remove excess and level the coating
4. Inspect for high spots
5. Coat the next section, overlap, then remove
6. Check for high spots on previous sections
7. One final check to finish

#### 1. Prepare the cloths

Have your coating removal cloths folded and folded again, giving eight sides. Use at least three cloths: one for excess removal, one for levelling, and one for a final removal and buff.

#### 2. Apply C5 Wheel Armour

You must achieve a complete and even application of the ceramic coating to each rim. Work slowly and carefully on one section of the rim at a time. Remove all product. Follow the 3-step removal technique explained below.



When dispensing C5, load the applicator pad according to the product instructions and seal the bottle between uses. Seal the bottle otherwise, you risk knocking it over and spilling the valuable fluid, or it may evaporate.



Here, I'm applying C5 to one section of the rim. I worked evenly around the various sides of my chosen spoke before levelling the area.

I also followed the application procedure, which involved outlining the area to be covered, then working it back and forth across that area, spreading the fluid for even coverage.

Refrain from coating a large area. This can lead to premature drying and the formation of high spots. Sit down to make the application comfortable. Given the small, tight-grooved areas on rims, avoid rushing or sloppy application and removal procedures.

#### 3. Remove excess and level the coating

After 30 to 90 seconds of coating your work area, you should see the carrier fluid starting to evaporate, leaving streaky-looking sections. If you see streaks, it indicates that the curing process has begun.



So, start your three-step removal and levelling process with one of your three cloths. The goal is to ensure that the coating is spread evenly.



Using a fresh, dry cloth, the second pass will remove any coating not removed during the first pass. Work carefully to ensure you have wiped over all tricky areas where the coating might be hiding!



Your third and final pass with another clean cloth is an insurance wipe. Be sure to remove any dried coating completely.

*TIP: Use a different side for each section, wiped with each of your three cloths. If you need more cloths, fold them in half and then half again, giving you a fresh eight new sides.*

#### 4. Inspect for high spots

Immediately after drying each work area, inspect it for dull spots (high spots). Look at it from different angles and under good light. Remove any dull areas straight away using the three-cloth method.

#### 5. Coat the next section, overlap, then remove

Move to the next section. Apply the coating following the application procedure, and this time, overlap the coating slightly onto the previously coated area. Overlapping ensures all areas are coated, and no areas are left uncoated. Use the same procedure to remove excess coating, level it, and gently buff it. Check for high spots and remove them as necessary.

#### 6. Check for high spots on previous sections

I cannot stress this enough, but please check all other sections you have coated. Look again for dull spots (high spots) and remove them immediately with the three-cloth method. Doing this will prevent the need for machine polishing to remove any high spots that have been left to cure for too long.



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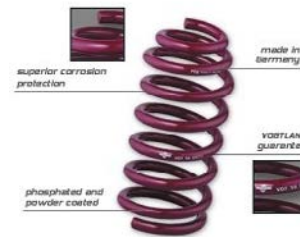
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## CAR CARE Tools, Techniques & Tips

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#### 7. One final check to finish

Once the entire rim is complete, inspect for high spots (dull areas) and remove them immediately. If wiping with a cloth does not remove the dull spot, then you can reapply Wheel Armour to that spot.

Reapplying Wheel Armour will moisten and reactivate the coating. Remove the excess, level, and perform a final buff when you see it beading. Perform each buff with a fresh microfibre cloth.

Removing, decontaminating, and preparing each rim with a Clay Towel and Flash Prep can take some time. Then, you will apply the ceramic coating to both the barrel and the outside spokes, carefully wiping each section to ensure even coverage. It can take approximately 2 hours per rim, taking into account that each rim needs to be reattached and the next one removed, ready for its full decontamination and coating process. So, be prepared to spend the whole day coating your rims!

#### The Tips -Ceramic Coatings

Take your time and follow my advice; your reward will be a stunning shine, unparalleled smoothness, and lasting protection.

Follow all pre-preparation procedures, including washing, decontamination, and prepping the surface to remove waxes, among other things. These steps must be completed. Otherwise, a ceramic coating might not adhere!

1. Apply C5 Wheel Armour to a clean surface on the barrel and outside spokes. This provides two years of protection and shine. Apply the coating at a temperature between 5°C and 25°C and with a humidity level between 40% and 70%. Do not apply coating on a hot surface.
2. An oily-looking finish with a difficult-to-remove excess coating occurs with humidity above 70%.
3. You must remove excess coating completely; otherwise, high spots will develop.
4. Apply the coating and allow it to cure in a dust-free environment, not in sunlight.
5. It can take up to 7 days for your ceramic coating to fully cure and harden. Do not allow any water, condensation, or rain onto the surface. Do NOT wash the car during this period.
6. Similarly, refrain from taking the car out for a drive to show off the rims during the first 24 hours. It is still curing. Any brake dust, water, or being touched could lead to problems.

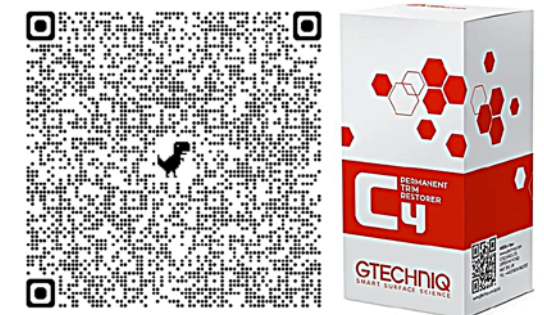


#### Homework - Ceramic Rubber?

Should I apply a ceramic coating to my rubber and plastic? Heck Yeah! Consider adding a ceramic coating if you want to significantly reduce dust and maintain a new-looking, easy-to-clean rubber and plastic.

You can also use this on rubber and plastic inside and in your engine bay.

Your homework is to purchase a dedicated ceramic coating for your rubber and plastics.



Here is the QR code for The Detail Store, where you can order the C4 Permanent Trim Restorer. I got the 30ml bottle to coat all plastics and rubber, including the grill and engine bay. All have remained exceptionally clean ever since, and dust rarely adheres to them.

#### What's up next?

In my next episode, I'll explain the tools, products, and procedures you should use to correctly coat all rubber and plastics inside and around your car, including the engine bay. It's going to be a lot of fun!

Happy Homework and Ceramic Coating!



## REMINISCING #2 1987 Mustang GT

Ron Minogue



Readers may recall that I started this Reminiscing Series with a 1965 Coupe that I bought in California in the late 1980's. In the article I said that the cars in the Reminiscing Series would not be in any particular order, just as they come to mind.

This episode covers a 1987 Mustang GT that I bought at Shannon's Auctions in 1992. It was and still is a rare car in Australia mainly due to the cost of converting to RHD. It was powered by the trusty 5.0 H.O. V8 with a 5-speed manual and was fully optioned with targa tops, air cond, cruise control, central locking, power windows, tilt steering, all factory manuals and books and had only 45,000 miles on the clock. It was in excellent condition, and I could not resist buying it.

As you know, buying at auction does not allow you to test drive the car so the buyer has to rely on the condition report provided by Shannon's. The condition report showed no faults and just looking at the car I had to buy it.

The big day arrived to take delivery when I had made the bank transfer and arranged insurance. It was currently registered unlike today's auctions where all cars are sold unregistered. This saves the auction houses a lot of paperwork. The car looked just as nice as when I bid on it.

When I got in, I found a problem, I could not reach the pedals! I learned then that the previous owner was a Ford engineer which was great news, but he was also a tall

basketball player and during the RHD conversion had built the pedals to suit his long legs.

Being a height that would not get me into a kid's basketball team I pulled the seat as far forward as possible and could just barely reach the three pedals, then I had to put on the seat belts which cleverly cut across my throat.

I was determined to drive the car home so set off up Warrigal Road just being able to see across the dash padding. All went well until I reached the intersection of Warrigal Road and Riversdale Road where I had to stop on a red light facing upwards at an awkward really steep angle until the green light came on and I had to let loose the clutch at high revs and the car went sideways up the hill.

Eventually I got home and grabbed a couple of pieces of 3" x 2", cut to size and gaffer taped to the pedals. No problem, they worked perfectly. I don't remember how I got a RWC on the car with the pedals so different from factory spec, but the inspector must have been a basketball player too.

I was not happy to drive the car around with bits of 3" x 2" wood held by gaffer tape to the pedals so I went looking for somebody who could fix the problem. I was referred to a young mechanic who had just started out in business. His name is Craig Dean. Craig used his experience and initiative

to fabricate a new set of pedals that replicated the factory originals. The cost was reasonable, and I was able to enjoy the car as it was intended.

Craig has since moved on to be the founder of Mustang Motor Sports specialising in Conversion to RHD of Mustangs and other American cars, racing upgrades and the sole licenced Australian business to upgrade Mustangs into Shelby's, of which I have one. Craig has been a long-time member of the Mustang Club, a major sponsor, coordinator of the Shelby cars in our Club and an all-round good bloke.

I entered the car in the 1992 Victorian Concours held at a sports ground in Caulfield. I was not expecting to win anything just to find out what I would have to do to get it to concours condition. The judges' report mainly found instances of lack of detail and fortunately no major faults.

PAGE 3 1992 VICTORIAN CONCOURS

NAME: Ron Minogue

MODEL: 1987 MUSTANG GT

COLOUR: Dark Blue

ENTRY NO: 1

FRONT SEAT: SEAT CONDITION, OPERATION, ORIGINALITY, SIDE MOUNTING, SEAT BELTS

DASH AREA: DASH PAD, INSTRUMENT PANEL, GLOVE BOX, ASH TRAY, CONTROLS, RADIO, STEERING WHEEL/SWITCHES, HEADLINING, INT. LIGHT, LACK OF DETAIL, DUSTY

INTERIOR DASH AREA: PEDALS, LOCATOR, OPERATION (BRAKE, ACCEL, CLUTCH) PARK BRAKE, 5TH SWITCH, WORN - DUSTY

DOORS: DOOR TRIMS, HANDLES, ARM RESTS, HINGES, WEATHERSEALS (SPEAKER GRILLER IF APP)

CARPET: FRONT - SCUFF PLATES, KICK PANELS, CONSOLE (IF APP), SHIFTER, T BAR DIAL & SEAL

REAR: SEATS, 1/4 TRIM, FOLD DOWN PARCEL SHELF, SEAT BELTS

ORIGINALITY: MAX. 200

PAGE 3 TOTAL SCORE: 100

PAGE 4 1992 VICTORIAN CONCOURS

NAME: Ron Minogue

MODEL: 1987 MUSTANG GT

COLOUR: Dark Blue

ENTRY NO: 1

FRONT SUSPENSION/BRAKES - ROADWORTHY - SAFETY CHECK

ROADWORTHINESS, GENERAL CONDITION, SAFETY, CLEANLINESS, WASH JOINTS, TIE ROD ENDS, TORSER & PITMAN ARMS, (MASTER CYL/BOOSTER MUST BE COMPATIBLE WITH TYPE & BRAKES FITTED) 55-70 CHECK SHOCK TOWER SPACING IF EXPORT BRACE NOT FITTED.

65/67 ONLY - 12" DISC BRAKES FITTED

EXHAUST: ENGINE PIPES, MUFFLERS, TAIL PIPES, SECURE MOUNTING, GROUND CLEARANCE

UNDERBODY: FLOOR PAN, SUB FRAME, BAILS, CONDITION, CLEAN

DIFFERENTIAL, REAR SPRINGS, SHOCKERS, FUEL TANK (CORRECT FINISH)

CONDITION & PRESENTATION MAX. 60

CONDITION & PRESENTATION MAX. 20

CONDITION & PRESENTATION MAX. 15

CONDITION & PRESENTATION MAX. 25

ORIGINALITY MAX. 10

PAGE 4 TOTAL SCORE: 100

Carol and I drove up to Sydney for the 1993 National Concours, not as an entrant just to display the car because there were very few in Australia at the time. In fact, I had never seen another one until a few years ago.

I had no immediate plans to sell the car but the wife of one of the MOCA NSW members fell in love with it and offered a fair price, so I decided to sell it to her. We drove the car back to Melbourne, again with no problems at all and averaging 29mpg. The buyers shipped it back to Sydney. That was over 30 years ago but I would not be surprised if they still own it.

Like most cars I have sold over the years I always do so with a touch of seller's remorse. I have since owned some other "late model" Mustangs but that was one of the better examples.

PAGE 5 1992 VICTORIAN CONCOURS

NAME: Ron Minogue

MODEL: 1987 MUSTANG GT

COLOUR: Dark Blue

ENTRY NO: 1

PLATE NUMBER POINTS

ORIGINAL OWNERS HAND BOOK POOL = 1 / Fair = 3 / Good = 5

ORIGINAL MUSTANG HUB CAPS & TRIMS

ORIGINAL MUSTANG WHEELS OR 5/8" WHEELS

WIPERS 1 Converted = 4 pts/both converted = 8 pts

LESS DEDUCTIONS: IF DISC'S FITTED TO 65/67, & NOT KILSET NAYES CALIPERS

NUMBER PLATES & REG-LABEL INCORRECTLY DISPLAYED

IF ANY ID PLATE OR SHIELDING PLATE MISSING OR ILLEGIBLE

IF ID STAMP ON APRON DOES NOT AGREE WITH WINDSCREEN PLATE OR DOOR TAG

TOTAL COLOR CHANGE FROM ORIGINAL COLOR (Purple, etc.)

NON GENUINE FORD MUSTANG STRIPES/DECALS (DECALS OR PAINTED)

INCORRECT FOR MODEL/YEAR (DECALS OR PAINTED)

STRIPES/DECALS CORRECT FOR MODEL YEAR BUT PAINTED ON

ENGINE BAY/FIREWALL PAINTED FULL GLOSS (OVER RESTORATION)

EXCESSIVE NOISY EXHAUST

LEFT HAND DRIVE CAR (REGISTERED OR NOT)

CONDITION & PRESENTATION MAX. 50

CONDITION & PRESENTATION MAX. 10

CONDITION & PRESENTATION MAX. 15

ORIGINALITY MAX. 10

TOTAL PAGE 1

TOTAL PAGE 2

TOTAL PAGE 3

TOTAL PAGE 4

TOTAL PAGE 5 (ADD OR DEDUCT)

TOTAL PAGE 5

ENTRANT: Ron Minogue

YEAR: 1987

MODEL: 1987 MUSTANG GT

SECTION: 1987 MUSTANG GT

I agree to abide by the Judges decision which is final and no correspondence will be entered into.

(Signed) Ron Minogue

GRAND TOTAL

CHECKED

DOUBLE CHECKED

MUSTANG OWNERS CLUB AUSTRALIA

MUSTANG  
ROUNDUP



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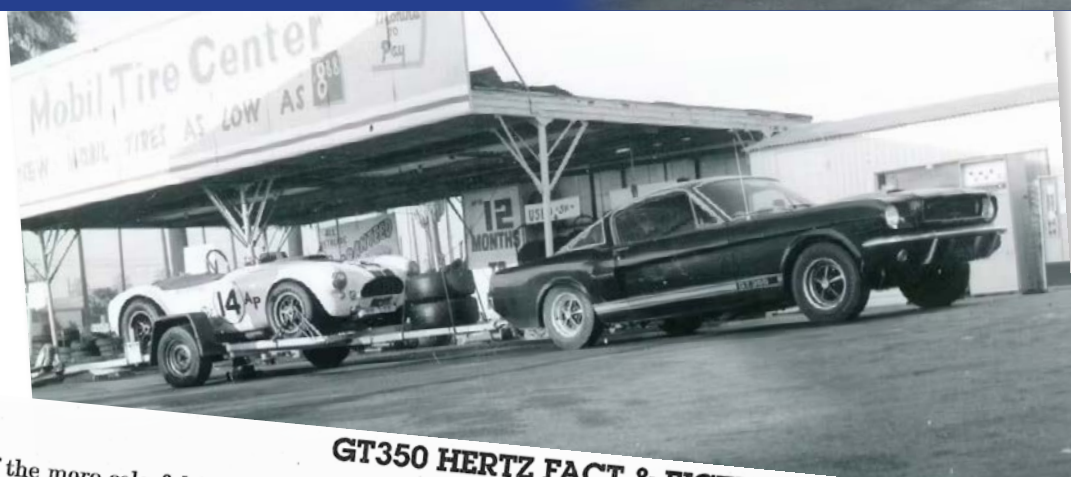
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## GT350H Myth Buster

Peter Bouts



### GT350 HERTZ FACT & FICTION

One of the more colorful parts of the GT350H myth concerns cars which were allegedly rented for weekend-only use. Some were said to have had roll bars welded to their floor pans and were then raced on road circuits. The cars were returned, so the stories went, on Monday morning with their roll bars hacksawed off and the carpets replaced. Other Hertz cars were rented on Sundays and drag raced. Of course, while these may make entertaining bench-racing stories, they are little more than hear-say. Documenting such rental abuses is next to impossible, although, in some instances, they likely did take place.

There is, however, at least one documented account of a GT350H being used as a combination tow vehicle and potential engine parts source for a 289 Cobra race car. It took place on Thanksgiving week of 1966, during the SCCA's annual American Road Race of Champions at Riverside, California. Cobra racer Mel Wentzel from Rye, New York had his Cobra trailed to California for the race by a friend, because he was not able to take the time off to make the cross-country drive himself. He arrived in Los Angeles by air. Prior to coming out, he had succeeded in getting Shelby American Competition Director Lew Spencer to promised him the use of a company GT350 pool car for the week. By the time Wentzel and his mechanic arrived at Shelby American, however, all of the company cars had been taken by Ford executives who were in town for the races. Spencer profusely apologized, but said there was really nothing he could do. The cars were gone and that was that.

Wentzel was relentless. Without telling Spencer exactly why it was so important that he have a GT350 to drive, he was eventually able to obtain Spencer's assistance in renting a GT350H from LAX's Hertz agency.

This was a trick in itself because Wentzel was under 25 and Hertz rules required GT350H renters to be 25 or over. Spencer had some pull there, and the requirement was somehow overlooked. Within an hour or so of picking up the car, Wentzel and his mechanic were in the race shop of Mike Goth (the Cobra's previous owner) in Corona del Mar. Wentzel's mechanic — at that time a little known Shelby enthusiast named Rick Kopec — went to work installing a trailer hitch which Wentzel had brought on the plane in his checked baggage. This was why getting the use of a GT350 had been so important. Wentzel's budget did not include the cost of a tow vehicle for the week of the races. The use of a Shelby company GT350 was the perfect (and no cost) solution. To install the hitch, Kopec drilled holes into the car's floor pan and rear bumper and spliced into the GT350H's rear wiring harness. While he was under the car he fabricated a plug for the hole in the side of the automatic transmission — which resulted from his removing the end of the speedometer cable.

Once they had the GT350H they also had a number of spare engine parts which could be transplanted onto the Cobra should the need arise: heads, push rods, rocker arms, distributor, water pump and, if the worst-case scenario became reality during the week, the entire short block. Luck was on their side (as well as Hertz') because the Cobra did not suffer any engine problems and the GT350H's hood never needed to be opened.

A week later, the car was returned to Hertz with a mere 70 additional miles on its odometer. It's serial number is not known, but there probably aren't too many Hertz cars running around that had a pair of half-inch holes in the floor pan and under the rear bumper which were drilled in 1966, while the car was still owned by Hertz.



**MUSTANG ROUNDUP**





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13 March to 15 March

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PERTH, WESTERN AUSTRALIA

Proudly hosted by Mustang Owners Club of WA (MOCWA)



### ENTRANT DETAILS :

Entrant's Name			
Club & Memb No			
Partner & Children's names			
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	State		Postcode
Email Address		Mobile	

### EVENING EVENTS :

All evening events will be held at the **Pagoda Resort & Spa, Como**. Rooms have been set aside exclusively for MOCA—see accommodation details below. Additional caravan park and nearby accommodation listings are provided in the Registration Supplement.

Day	Date	Function	Per Person	No. Attending	Total \$
Friday	13 March 2026	Welcome Dinner	\$85.00		
Saturday	14 March 2026	Theme Dinner	\$90.00		
Sunday	15 March 2026	Presentation Dinner	\$95.00		
A - TOTAL					\$

(Please advise of any special dietary requirements at the time of registration.)

Will you require accommodation at the Pagoda Resort & Spa?      Yes      No      (If yes, please refer to the Accommodation section of this pack for booking details.)

### VEHICLE CLASS ENTRY\*

Class	Cost	Year	Model	Colour	Rego No.	Total \$
Show & Shine	\$10					
Display Class Judged	\$35					
Concours Original Class	\$50					
Concours Modified Class	\$50					
Concours Thoroughbred Class	\$60					
Resto Mod Class	\$50					
B - TOTAL						\$

For additional class entries, please attach a separate sheet.

Concours enquiries, please email [mocwa26@gmail.com](mailto:mocwa26@gmail.com).

Total (A + B)	\$
Less Deposit Paid	\$
Total Amount Due	\$

EFT Bank details:

Acct Name: Mustang Owners Club of WA Inc

BSB: 633-000 Account No.: 159781129

Electronic transfer ref: \_\_\_\_\_

Entrants Signature: \_\_\_\_\_

Date: \_\_\_\_\_

### PAYMENT DETAILS

**TOTAL MONIES DUE & PAYABLE BY Saturday 31 January 2026 (No refunds will be provided after this date.)**

**Email forms to:** [mocwa26@gmail.com](mailto:mocwa26@gmail.com)

**Post to:** 2026 Mustang Nationals | PO Box 429 | Victoria Park WA 6979

**Electronic Transfer:** Please reference your name in the payment description. Include transfer details on this form.

**MOCWA Treasurer:** \_\_\_\_\_



## MUSTANG NATIONALS 2026

13 March to 15 March

REGISTRATION SUPPLIMENT

PERTH, WESTERN AUSTRALIA

Proudly hosted by Mustang Owners Club of WA (MOCWA)



### EVENING EVENTS – Additional Information

#### Friday 13 March –Pagoda Resort & Spa | Welcome Banquet

Kick off the Nationals in style at the Pagoda Resort & Spa. Join fellow Mustang enthusiasts for pre-dinner drinks and a banquet dinner to officially open the 2026 event. Club shirts and name tags are encouraged to make introductions easier and show your club pride.

#### Saturday 14 March - Pagoda Ballroom | Theme: Beach Party

Relax and unwind after a day of cars, displays, and competition with a fun-filled Beach Party banquet. Dress in your best beach attire—Hawaiian shirts, tropical dresses, leis, sandals, or anything that brings the summer holiday vibe. Expect great food, lively entertainment, and a chance to celebrate Mustang culture in a playful way.

#### Sunday 15 March – Historic Ballroom | Presentation Dinner

The Nationals culminate with the prestigious Presentation Dinner held in the Pagoda's elegant Historic Ballroom. Awards for the weekend's competitions and displays will be presented during this evening. Dress code is formal—Lounge Suit for gents and Cocktail attire for ladies—making this a night to honour achievements and celebrate in style.

### MUSTANG CONCOURS

- Judging will take place on **Saturday 14 March 2025** at McInerney Ford, 239 Walter Road West, Morley WA 6062 Website: [McInerney Ford | Ford Dealer Morley](#)

- Concours vehicles must arrive early for scrutineering and judging. Entrants are reminded that all concours vehicles must also be displayed at the **Sunday 15 March 2025** Show & Shine at Gloucester Park to be eligible for recognition.

### MUSTANG DISPLAY - SHOW & SHINE

The big SHOW n SHINE Event will be held on **Sunday 15 March 2025** at the **Gloucester Park** trotting Complex (3 Nelson Crescent, EAST PERTH WA). We are aiming for this to be one of the biggest static displays of Mustangs ever seen in Western Australia.

We do not care what condition your Mustang is in, we just want it there for everyone to appreciate. This show is about **THE MUSTANG – THE CAR**.

**The Show & Shine** is the largest public display of the Nationals weekend, with hundreds of Mustangs showcased for enthusiasts and the public alike.

- Date:** Sunday 15 March 2026
- Venue:** Gloucester Park Trotting Complex, 3 Nelson Crescent, East Perth (15 mins from Pagoda Resort)
- Early Access (Cars & Trade Bays):** Saturday 14 March 2026, 12:00pm – 3:00pm
- Bump In (Gates Open Sunday):** 7:30am
- Last Entry for Display Cars:** 8:55am (strict – no entry after this time)
- Display Time:** 9:00am – 2:30pm
- Trophy Presentation:** 2:00pm
- Bump Out:** 2:30pm

*Note: For insurance purposes, display vehicles must remain in place for the full event.*

**Trade Bays:** Limited bays are available for vendors and Mustang-related businesses. **Please contact [mocwa26@gmail.com](mailto:mocwa26@gmail.com) to secure a spot.**





**MUSTANG NATIONALS 2026**  
**13 March to 15 March**



**MUSTANG NATIONALS 2026**  
**13 March to 15 March**



**WHAT TO SEE AND DO AT THE SHOW:**

- Food outlets and Bars will open during the show
- Interactive Vehicle Displays
- Ladies' High Tea (Details to follow)
- Family Entertainment – kids' activities to be announced
- Market stalls selling everything from automotive gear to arts & crafts
- Special Guests and meet & greet opportunities (details to follow)

**MERCHANDISE**

- A fantastic range of **official 2026 Mustang Nationals merchandise** will be released, including shirts and event memorabilia. Orders will be available through your local Club, with details provided closer to the event.
- Stay up to date via the [MOCWA website](#) and the official Nationals Facebook page for release dates, pre-order forms, and design previews. Merchandise will also be available for purchase at the event (limited stock), so early ordering is recommended.

**ACCOMMODATION**

The Pagoda Resort & Spa (Como) is the host venue. A special block of rooms has been reserved for MOCA—quote **MOC\_WA** to access discounted rates.

**Room Rates:**

- **Superior Room:** \$185 (Room Only) | \$235 (B&B for 2)
- **Deluxe Room:** \$200 | \$250
- **Pagoda Suite:** \$220 | \$270
- **One Bedroom Apartment:** \$235 | \$285
- **Two Bedroom Apartment:** \$305 | \$355

**Guest check-in:** 2pm | **Departure:** 11am.

**Rooms held until November 2025, after which unreserved rooms may be released.**

**Contact Pagoda to book:**

- **Address:** 112 Melville Parade, Como, Western Australia 6152
- **Tel:** (08) 9367 0300
- **Email:** [admin@pagoda.com.au](mailto:admin@pagoda.com.au)
- **Website:** [www.pagoda.com.au](http://www.pagoda.com.au)
- **Online Code:** **MOC\_WA**

*(Please advise of any accessibility requirements when booking.)*

**Parking Your Mustang:**

Parking is available at the hotel's car park and will be at the guest's own expense.

**Nearest Car Wash Options (near Pagoda Resort & Spa)**

Name	Address	Contact	Service
Shiningstar Car Detailing (South Perth)	59 Mill Point Rd, South Perth	(08) 6261 8771   0430 884 485	Hand wash and full detailing, just over the river. (2km from Pagoda)
James Mobile Car Cleaning	Mobile – comes directly to the hotel or your preferred location.	131 546 (Jim's Mobile Car Cleaning – South Perth/Como franchise)	Ideal if you don't want to move the car.
Specialised Car Detailing Perth (Waterford)	67 Waterford Ave, Waterford WA 6152	0433 376 942	Full detailing services, (3.8 km from Pagoda)
Kwik n' Kleen (South Perth)	244 Mill Point Rd, South Perth WA 6151	(08) 9474 2946	24/7 automated laser wash and self-serve bays, fast and convenient. (2km from Pagoda)

**OTHER ACCOMMODATION OPTIONS**

- [Perth Central Caravan Park](#) – 7 km from CBD, pet friendly.
- [Discovery Parks Swan Valley](#) – 25 min drive from Como.
- [Banksia Tourist Park](#) – Cabins & caravan sites, 20 min drive.
- [Airbnb Perth CBD](#)
- More options via [Wikicamps Australia](#).
- Western Australia Visitor Centre : [Western Australian Visitor Information Centre - Home](#)

**CONTACTS**

**General Enquiries:** - [mocwa26@gmail.com](mailto:mocwa26@gmail.com)





**MUSTANG NATIONALS 2026**  
**SUNDAY 15 MARCH 2026**  
**REGISTRATION SUPPLIMENT**  
PERTH, WESTERN AUSTRALIA  
*Proudly hosted by - Mustang Owners Club of WA (MOCWA)*



**MUSTANG DISPLAY:**

The big SHOW n SHINE Event will be held on **Sunday 15 March 2025** at the **Gloucester Park** trotting Complex (**3 Nelson Crescent, EAST PERTH WA**). We are aiming for this to be one of the biggest static displays of Mustangs ever seen in Western Australia.

We do not care what condition your Mustang is in, we just want it there for everyone to appreciate. This show is about **THE MUSTANG – THE CAR**.

**EVENT DETAILS**

- **Date:** Sunday 15 March 2026
- **Venue:** Gloucester Park Trotting Complex, 3 Nelson Crescent, East Perth
- **Early Access (Cars & Trade Bays):** Saturday 14 March 2026, 12:00pm – 3:00pm
- **Bump In (Gates Open Sunday):** 7:30am
- **Last Entry for Display Cars:** 8:55am (strict – no entry after this time)
- **Display Time:** 9:00am – 2:30pm
- **Trophy Presentation:** 2:00pm
- **Bump Out:** 2:30pm

*Note: For insurance purposes, display vehicles must remain in place for the full event.*

**TRADE BAYS:**

Trade bays are available. Any interested parties should contact via Email at [mocwa26@gmail.com](mailto:mocwa26@gmail.com) for further information.

**WHAT TO SEE AND DO AT THE SHOW:**

- Food outlets and Bars will open during the show
- Interactive Vehicle Displays
- Ladies' High Tea (Details to follow)
- Family Entertainment – kids' activities to be announced
- Market stalls selling everything from automotive gear to arts & crafts
- Special Guests and meet & greet opportunities (details to follow)

**MOCWA CONTACTS:**

**General enquiries**

[mocwa26@gmail.com](mailto:mocwa26@gmail.com)

**For the latest news and event updates, head to our website:** - [Mustang Owners Club Australia – Western Australia Branch](#)



**MUSTANG NATIONALS 2026**  
**SUNDAY 15 MARCH 2026**  
**REGISTRATION FORM**  
**NON-CLUB MEMBERS**  
PERTH, WESTERN AUSTRALIA  
*Proudly hosted by - Mustang Owners Club of WA (MOCWA)*



**ENTRANTS DETAILS:**

Entrant's Name			
Home Address			
	State	Postcode	
Email Address		Mobile	

**VEHICLE DETAILS\*:**

Class	Cost	Year	Model	Colour	Rego	Total \$
Show & Shine	\$20					\$
Show & Shine	\$20					\$
Show & Shine	\$20					\$
TOTAL						\$

\* For additional entries please attach a separate sheet of paper with all additional details. Entry cost covers the vehicle, driver and maximum of 3 passengers.

**PAYMENT DETAILS**

**TOTAL MONIES DUE & PAYABLE BY:**  
**Friday 20 February 2026**

**Please note that refunds will not be provided after this date.**

**Email forms to:** [mocwa26@gmail.com](mailto:mocwa26@gmail.com)

**Post to:** 2026 Mustang Nationals | PO Box 429 | Victoria Park WA 6979

**Electronic Transfer:** Please reference your name in the payment description. Include transfer details on this form.

**EFT Bank details:**

**Acct Name:** Mustang Owners Club of WA Inc

**BSB:** 633-000 | **Account No.:** 159781129

**Electronic transfer ref:** \_\_\_\_\_

**Entrants Signature:** \_\_\_\_\_

**Date:** \_\_\_\_\_

**MOCWA Treasurer:** \_\_\_\_\_





# MAY 2025 CLUB MEETING

Wednesday 21st May 2025  
Moonee Valley Complex, Moonee Ponds



Meeting opened 8.6pm by the President, Mr Ian Collins

### APOLOGIES per sign on book

Barry Bolton, Ron Minogue, Colin Falso, Dave Geddes, Frank Thomson, Warwick Dowsley, Joe Borg, Nick Maditianos, Ken Seelenmeyer, Lorraine Hughes, Kathy Batchelor, Dave Batchelor, Debbie Dowel. Alan Dowel, Sandra Easton, Lee McFarland, Lynda Sparrow.

### MINUTES OF PREVIOUS MEETING: Ian Collins

The Minutes of the previous meeting held on the 16th of April 2025 were read and confirmed.  
Mov: Ron Campbell, Sec: Kerry Thomas-Roscrow

### TREASURER'S REPORT: Tony Borg (Adam Richmond absent)

**TOTAL FUNDS AVAILABLE - APRIL 2025**      **\$288,006.65**  
Mov: Ken Harrison, Sec Sue Brodrick \*Figures subject to audit

### BULLETIN: Tony Borg (Colin Falso absent)

Tony advised the membership that the next issue of the club magazine is currently at the printers and is likely to land in members letter boxes in two or so weeks.

### SECRETARY'S REPORT: Tony Borg

#### Correspondence Inwards:

Albert Glass	membership form
Peter Richardson	Mustang Memorabilia
John and Vicki Ikin	Attending 2026 Nationals
Mick Scott	Website Forum
Tom Bichard	Club Permit
Grace Pardo	Club Permit
Nigel Clutterbuck	Checking Membership
Bulkan Bites	food vendor offer
Peter Mason	Email address for judging entries RU
Greg Norman	Membership Enquiry
Peter Mason	Email for Round Up Judging Entries
Bulkan Bites Ned	Offer of food vendor
Adrian Muscat	Request to distribute survey
Brian James	CC re request for supercar drivers meeting
Peter Sheehan	response from Cromley re forum
Sue Brodrick	response regarding Bulkan Bites vendor
Lino Avellino	email from Willam Dotje requesting key chn
Lakes Ent Gateway	Accommodation Offer
Gippsland Auto Mus	request for donation for repairs
T&M Customs	Resto Contractor offer

#### Correspondence Outwards:

Membership	MOCA Vic May Update
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### NEW MEMBERS

COHEN CARLOS & REGINA	24	BLUE
RUITER ANNETTE & ANDREW	16 GT	GREY
STEDWELL MARK & SAMANTHA	66 GT350H	BLACK
OZOLS MATTHEW	11 SHELBY	WHITE
DUNCAN DAVID & EMMA	67 GT	CANDY APPLE RED
SWIGGS DAVID		
MICHELLE VANZUYDEN	25 GT CONVERT RACE RED	
MORAN GREG & SHARON	16 GT	YELLOW

**Total number of members to 20/05 = 997**

### SOCIAL: Sue Brodrick & De Colledge

#### EVENTS REPORT FOR MAY 2025 PAST EVENTS

- We had Flinders Motoring Heritage, great turn out of cars.
- Anzac Day was Killer cars at Mernda, although not a MOCA event next year hoping to have a display from MOCA as this is a worthwhile event to attend.
- Werribee Collective car club had a show and shine, inviting MOCA and Corvette clubs, misty rain all morning but Moca outdid the corvettes, thanks to all that turned up.
- The Geelong GT Falcon Club invited MOCA to their Blue Oval Day, which is organised as a fundraiser for the Camp Quality Charity at Barwon Cricket Club Oval, home of the Marshall Bears Cricket Club. 11 MOCA Vic members attended the day and were displayed individually amongst the other cars displayed. Over 120 cars were on display. Fundraising was by the \$10 entry fee as well as a multi prize raffle drawn at the end of the day, in conjunction with display judging awards. Those that attended from MOCA had a great time viewing the variety of vehicles on display.
- Huge turn out at Motorex Melbourne Showgrounds, not a MOCA event but Brian James entered his 1931 Ford Model A Tudor Sedan. Brian has spent Twenty years building this beautiful Hot Rod, photos have gone up on MOCA FB page.
- Meet and greet was at The Dark Horse Café, great turn up as usual and thanks to Lesley and Mark for hosting the event
- Bendigo catch ups are going great thanks to Glenn and Jan

#### UPCOMING EVENTS

- Winter runs are starting up, first one is Sunday 18th May, at Fyansford Hotel, Fyansford. Contact is De
  - Meet and greet Thursday 12th June is at Templestowe Hotel, Templestowe. Contact is Sue
  - Bendigo Catch up Saturday 14th June, contact is Glenn and Jan.
  - Winter run and lunch, Sunday 15th June is at Ocen View Hotel, Kilcunda. Contact is De
  - Meet and greet, Thursday 10th July. TBC,as could be a combined Vic and Bendigo day at Gisborne. Contact is Sue
  - Bendigo Coffee Catch up, Saturday 13th July, Contact Glenn and Jan.
  - Winter run, Sunday 20th July, Duck Inn Hotel, Marysville, contact is De.
- More info on these upcoming events are on Team app and Web Page.
- Hamilton Long weekend away 7-9th November, still in progress. Released soon. Keep these dates free
  - De also spoke about the 2026 Tasmanian trip noting there are now 32 members already booked, and advised the Spirit of Tassie is still offering a significant discount for bookings made prior to November 2025.
  - De then introduced a member who was attending his first meeting despite being a member since 2012, Greg Failla.

### ROUND UP 2025: Peter Mason

Peter Mason advised the membership that the 2025 Round up was well underway, with the Council and Netball club bookings already confirmed. Additionally the vendors for the event have already confirmed.

Peter reminded the membership that Round Up 2025 was just on 5 months away on the 19th of October, additionally Peter reminded the membership of the reinstatement of the clubs requirement to attend three events to be eligible to enter a car in concours judging.

Ian then advised there will be a new venue for the 2025 Round Up Concours dinner, being a venue in Richmond, with a similar cost and a room that was much newer. Ian mentioned the committee had already attended the venue and viewed the rooms to be used for the dinner etc, and that it was agreed to utilise this venue for this event.

### MUSTANG RACING

Nil

### BOSS REGISTRY: Andre Stoffers

Andre advised the membership that there had been no new registrations since the last meeting. He advised that although he was not able to attend the recently held 2025 Nationals in Bathurst, that he has access to a number of pictures that were taken of Boss's that attended the event, and that he would provide them to Colin Falso for inclusion in an upcoming issue of the club mag.

Andre also advised he was aware of two boss's that were for sale and would provide details to those who were interested.

He also advised of a Laguna Seca that was for sale in Queensand and that the owner was asking \$125,000.

### SHELBY REGISTER

Nil

### BUY SWAP & SELL

Tony advised the membership of a 1967 Valiant Regal he has for sale  
Greg Failla advised he has a 1969 Coupe Roof Liner for sale (new)

### AUCTIONS

A book on the history of Rod Hadfield and his hotrods, donated by Sue and Mike Brodrick, was auctioned and won by Rowdie McIntosh, \$60

A set of Bathurst Bookends was donated by Garry Anderson, was auctioned and won by David Krampel, \$50

Three club jackets from the 2014 Nationals, donated by Peter and Lorraine Richardson, were auctioned and won by three different members, for a total of \$125.

### RAFFLE

Door Prize - Charlie Barrvecchio

Mug of the Month - Ken Seelenmeyer

Members Draw (\$100) Ian Bailey member 920, not in attendance, a jackpot of \$200 will be drawn at the June Meeting.

### MEETING CLOSED:

9:07 Minutes recorded by Tony BORG

### NEXT MEETING

Wednesday the 18th of June 2025 at the Legends Club Moonee Valley.

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



# ATTENTION ALL VIC CLUB MEMBERS

## DO THIS...

Take some photos at the  
next Mustang Club Event.



## OR THIS...

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



## THEN THIS.

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

## ...WIN THIS!



**MUSTANG  
ROUNDUP**









Meeting opened 8:10pm by the President, Mr Ian Collins.

**APOLOGIES per sign on book**

Dave Geddes, Frank Thompson, Warwick Dowsley, Colin Falso, Nick and Kay Dyvestyn, Kathy and David Batchelor, Sue and Mike Suttley, Chris and Graeme Trembath, Nick and Eva Georgiadis, Tony Masters, John Chapman, Lynda Sparrow, Rowdie McIntosh, Barry Bolton.

**MINUTES OF PREVIOUS MEETING: Ian Collins**

The Minutes of the previous meeting held on the 18th of June 2025 were read and confirmed. Mov: Lino Avellino, Sec: Udo Schaack

**TREASURER’S REPORT: Adam Richmond**

**TOTAL FUNDS AVAILABLE - JUNE 2025      \$273,017.32**

\*figures subject to audit. Mov: Ron Minogue, Sec Neil Butler

**SECRETARY’S REPORT: Tony Borg**

**Correspondence Inwards:**

Rob McDonald	Membership Renewal
Anthony Alenbakis	2 x 67 Coup Projects for sale
Ron Davis	Rejoin Club
Manderang Event	Invitation to attend
Paul Knight	Membership
Peter Polazzon	New Ford Jacket for club raffle/auction
Ben Goodfellow	Membership Form
Tony Kilvington	Request for Membership numbers 24/25
Brady Henley	Membership payment
Brenday Piner	Stallions of the Highway
Andrew Rowan	\$650 For Sale
Joe Polazzon	Membership and details check

**Correspondence Outwards:**

Membership	MOCA Vic June Update
Tony Kilvington	MOCA Vic member numbers as of 30th of 06/2025

**NEW MEMBERS**

STEPHENS BARCLAY	18 S550 GT	BLUE
PERHAM BARRY & PAM	65 CONVERT	SILVER
SACCO RALPH & ANN	66	GOLD
WHELDON RICKY	17	GREY
MOLLOY CHRIS & KAREN	66 CONVERT	TAHOE TURQUOISE
PAPPAS TAS	23 S550 GT	BLACK
RUSSELL MARK	65 COUPE	BLUE
DAVIES RON & MAYA LEE	24 FD	RACE RED
MATHESON IAN & JULIE	25 DARK HORSE	BLUE EMBER
TRIAFYLOS BILL	21 S550 GT	WHITE

**Total number of members to 16/07 = 985**

**MEMBER WELFARE: Ian Collins**

John Chapmans is in the early stages of lung cancer following a biopsy. Anyone who knows John is welcome to contact him for their best wishes, the club and committee wish John all the best and a speedy recovery.

Barry Bolton is coming out of a difficult time medically, but now doing well and on the road to recovery.

**BULLETIN: Ian Coliins (Colin Falso absent)**

In Colin’s absence Ian asked those in attendance to send in your articles for the next issue of the club magazine.

**SOCIAL: Sue Brodrick & De Colledge**

**EVENTS REPORT FOR JULY 2025**

**PAST EVENTS**

- Meet and Greet Thursday 10 th July, held at warren Glen Nursery, Warrandyte. Contact is Sue
- SATURDAY 12 th July, Bendigo Coffee Catch up at the Homemaker Centre in Kangaroo Flat,9am, followed by short run to The Farmers arms Hotel, Junortoun, for lunch at noon. Contact is Glenn and Jan

**UPCOMING EVENTS**

**JULY**

- Winter Run and Lunch, Sunday 20 th July, is at the Duck Inn Hotel, Marysville. Contact is De
- THURSDAY 31 ST JULY, Bendigo Midweek Coffee Catch up,9.30-11.30am is at The Harcourt Produce and General Store, Harcourt. Contact is Glenn and Jan

**AUGUST**

- FRIDAY 1 ST -3 RD AUGUST. Winton Festival of Speed. A group of us will be staying in Wangaratta, which is only 15-20mins from Winton Raceway. Friday and Saturdays dinner have been booked. We would like all MOCA members to join us for dinner, where ever you might be staying overnight. Contact is Brian
- Meet And Greet, THURSDAY 14 th AUGUST, Kuranga Native Nursery and Café, MT Evelyn.11.30. Meals need to pre booked so please let Sue know of your options which are on Team App and Web, Contact is Sue
- SATURDAY 16 TH AUGUST, Bendigo coffee and catch up at Homemaker Centre, Kangaroo Flat. Contact is Glenn and Jan
- Winter Run And Lunch , SUNDAY 17 th AUGUST, is at the Batesford Hotel, Batesford Contact is De

**SEPTEMBER**

- Acland Street, Car and Bike show, Fathers day 7 th September is back on and bigger and better. You do need to Register for this event. Contact is Brian
- Meet and Greet, THURSDAY 11 th SEPTEMBER, Off to The West Warburton Hotel Bar and Bistro, Wesburn for lunch at noon. Meet at BP Eastlink, Northbound, for departure at 10.30am. Contact is Sue
- BENDIGO Coffee Catch, SATURDAY 13 th September at The homemaker Centre, Kangaroo Flat,9-11am.
- WINTER RUN AND LUNCH, SUNDAY 21 st September, at Farmers Arms Hotel, Creswick. This will be our last winter run and lunch for 2025, so why not venture out and join the Bendigo members for lunch at 1pm. Contact is De. Bendigo members contact is Glenn or Jan

ALL EVENT DETAILS ARE ON TEAM APP AND WEB PAGE

- HAMILTON WEEKEND 7 TH -9 TH November will be released soon.

- De advised the membership that there are now 28 cars booked for Tassie 2026 with a few more close to committing. All activities bar 1 dinner has been arranged so details will be provided soon.
- Brian also spoke regarding the 1 August meeting where a guest speaker will provide a presentation on childhood suicide. Mr Wayne Holesworth lost his teenage son to suicide only two years ago, and in an effort to spread to word regarding this terrible issue, and what we can do to help identify those in need, Wayne, despite the pain in relating his story, provides these presentations to interested parties in the hope that those affected might seek and receive help.
- Ian relayed a story of a work colleague, who when at work seemed quite bubbly and friendly and showed no sign that there were underlying issues. The woman regularly did not attend work on Mondays, but one week, she didn’t turn up to work on Tuesday, and there was no contact advising of her absence, a subsequent check was made and she was found to have committed suicide. Her father relayed the events leading up to her discovery stating the last few steps down her driveway seeing where her cars exhaust was connected to the inside of the car via a hose, were the harding he had ever walked.

- Ian also stated that he attended the previous week ends event in Bendigo along with Davina. Ian said the event was well organised and finding yet another gem of a pub for lunch was a testament to the efforts of Glenn and Jan as central events coordinators. 30 members attended the lunch and Ian thanked all those who attended.
- Ian also mentioned the upcoming event at Acland street, where MOCA Vic regularly displays in a fantastic spot. There are still places available, and Ian urged those who had not yet booked to do it quickly.

**MUSTANG RACING: Craig Dean**

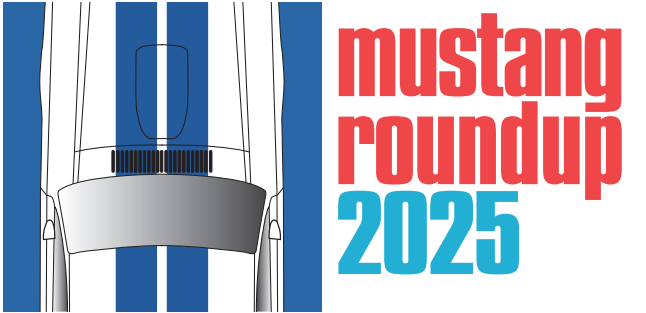
Craig read out a note from Bob Lorch, and also mentioned his building of a Spec 5 Formula Drift car, being completed for Mustang Motorsport from the US.

Craig also mentioned the building of a new race track near New Castle, with 5.25 klm of track and desiged by a former F1 driver, the track is to be named Black Roch Motorsport Resort.

Craig also mentioned he was now an employee of Mustang Motorsport, stating his son James Deane and James Johnson are now the owners. This now provides Craig more time to spend on the Shelby Register and to concentrate on a launch campaign and the Round Up and Shelby Nationals.

Craig also mentioned the 60th anniversary of Shelby, with Ford and Shelby producing a 2025 GT350 with 850hp.

Ian also mentioned the rumour of a new race track near Avalon Airport.



**ROUND UP 2025: Peter Mason**

Peter Mason advised the memership that posters for RU2025 were now available, and asked the membership to take a couple and post them around your local areas.

Peter also advised that all else in relation to the event on the 19th of October was now well on track.

Entry forms for the presentation dinner and judging entry for show n shine and concours were also now available.

**NATIONALS**

Peter mentioned the Nationals committee spent a weekend in Wangaratta and advised all those venues and people visited in relation to the event were very welcoming and were more that happy to assist in making the event as successful as possible.

Peter noted the focus of the committee was to make this event as low cost as possible in order to attract as many attendees as possible.

By April 2026, bookings will be open to those wishing to attend.

Peter also mentioned the 2026 Nationals in Perth, being the 14th, 15th and 16th of March 2026. Advising that the Nationals committee agreed to move the event away from the Easter weekend, for various reasons. Including costs.

Peter advised there were several Victorian members going across to Perth, and if interested the more the merrier.

**BOSS REGISTRY: Andre Stoffers**

Andre advised it was still very quite on the Boss Registry Front, there are still cars out there and hopefully they will attend the 2025 Round Up.

Andre provided the following cars were for sale

Yellow Boss 69 & Blue Boss 69. If anyone is interested to please contact Andre for details.

Andre also mentioned that Ford were looking for Boss 429 owners, stating that Ford were looking to develop a 2025 Boss 429 car.

Andre also asked the membership is anyone had a Bull Nose 4 Speed Top Loader.

**COMMITTEE NOMINATIONS**

Ian then advised the membership that the AGM would be held at the August club meeting and therefore nominations for the committee were now being sought, Ian advised that the current committee all wished to renominate and asked the membership in attendance if there was anyone else interested in nominating. Ian read through each of the committee positions requested nominations from the floor of which there were none.

The committee nominations were as follows:

President	Ian Collins
Vice President	Joseph Borg
Treasurer	Adam Richmond
Secretary	Tony Borg
General Committee	Brian James Rowdie McIntosh Sue Brodrick Ken Harrisson Lino Avellino De Colledge Barry Bolton Peter Sheehan

Ian thanked the membership for their vote of confidence and advised the committee appreciated their support.

**RAFFLE**

Door Prize	Mark Massivelli
Mug of the Month	Tony Crosara
Members Draw	\$400, Geoffrey Sherriff, who was not in attendance and therefore the Jackpot at the August meeting will be \$500.

A Ford Australia Company 100 year Jacket which was donated to the club by Peter Polazzon was auctioned, with the winner being Peter Alderson, with the winning bid of \$170. Noting all proceeds of such auctions is deposited into the club charity account.

The committee thanks Peter for his donation.

**MEETING CLOSED**

9:17pm Minutes recorded by Tony BORG

**NEXT MEETING**

Wednesday the NEXT MEETING DATE at the Legends Club Moonee Valley.

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

**Member Year Badge Presentations for July 2025**



Michael Smith



Tony Howe



Joe and Kathryn Aprile



Hans Van Dyke









BOSS  
351

BOSS  
429

## AUSTRALIA BOSS REGISTRY

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

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

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

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

### PERSONAL INFORMATION

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

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

*(Street no & name - Optional)*

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

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

### VEHICLE INFORMATION

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

☐ UnRestored

☐ Restored

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

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

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

### Door Tag Details

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

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

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

Andre Stoffers

Mob: 0411 455 755

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



## VICTORIA CLUB SOCIAL CALENDAR

Event Sub-Committee's 2025  
Social Report



It's less than 3 months to Christmas, where has the year gone? Don't be fooled, we've already booked Santa for Sunday 7th December, but don't tell the kiddies!

The Events Sub-Committee has been extremely pleased with attendances at the ever-increasing number of events held throughout the year and there's still plenty more in the pipeline.

We really like receiving feedback from members and a regular comment is "can we add more events"? This is in addition to the numerous venue and location ideas provided by you. Our list of venues to eat at/things to see and do is becoming extensive, which is not a bad way to operate we say! Please keep the suggestions coming.



The Meet and Greets held on the second Thursday of every month continue to grow from strength to strength. Rather than cafes, we're now sourcing nurseries and hotels, given the larger carparking spaces required. Note, we're trying to avoid venues offering fixed cost menus and pay in advance, but it is becoming increasingly difficult.

The Winter Run and Lunches were developed for those that couldn't attend the monthly Thursday Meet and Greets. Held on the third Sunday of the month from May-September, keep your eyes peeled on the chosen venues and the routes selected to get there. If the weather is inclement, then your daily drives are perfectly acceptable as it is you that we want to see.

We'd like to acknowledge and thank Angela Williams for the many years of being the Central Victorian Event Coordinator. We'd like to formally welcome Glenn and Jan Furness for taking over the reins. Glenn and Jan continue to promote the monthly Coffee and Cars held at the Bendigo Homemaker Centre on the second Saturday of every month. The quarterly Runs and Lunches post the Coffees and Cars display, are proving extremely popular. These events are also open to metropolitan based members so if you feel like a leisurely drive, remember Bendigo is only 2 hours away.

We'd love to get your thoughts on a six-monthly catch-up between the Bendigo Chapter and Melbourne based members, so please vote with your 'Stangs and let us know.

We are thrilled that many events also enable new members to "try before they buy". Often new members are so impressed with the camaraderie shown by our members at an event, that most almost sign up on the spot. We especially welcome those new members that have joined our great Club, using this approach.

Due to the success of previous long weekends away held in November, at Wodonga and Echuca, the Club will this year travel to Hamilton in the western district. Rest assured, there's plenty of activities to fill our days planned from Friday 9th - Sunday 11th November 2025. There's museums catering for all ages and genders; an art gallery; gardens and nature walks; a famous chocolatier in a nearby town; several wineries as well as being able to view a practice session at the Western Speedway. On route home we're stopping by 3 art silo murals and the interesting Sticks Shed in Murtoa.

Please contact any Events Sub-Committee representative (or email on [mustangclubevents@gmail.com](mailto:mustangclubevents@gmail.com)) so we can email you an itinerary directly, or else, attend a meeting/event and receive a hard copy.

The annual 2026 Tasmanian Trip is well organised with over 60 members (at the time of writing), already booking their Spirit of Tasmania voyages. The trip concentrating in and around Hobart, has us departing from Geelong on Thursday 19th February and returns on Wednesday 25th February, reasonably early in the morning. Please contact the Tour Coordinators via [tassie@mustangclubvictoria.org.au](mailto:tassie@mustangclubvictoria.org.au), for further information on how to join, meet terrific members, eat fantastic food and drive through amazing scenery with like-minded Mustang enthusiasts.

Why not download the Stack's Team App (details on how to download onto your phone are found elsewhere in the Magazine), to keep abreast of all planned events? There's no cost to join the app.

Don't forget we're always advertising the upcoming events on the socials too. We can't wait to see you at the next event!





## 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](mailto: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**

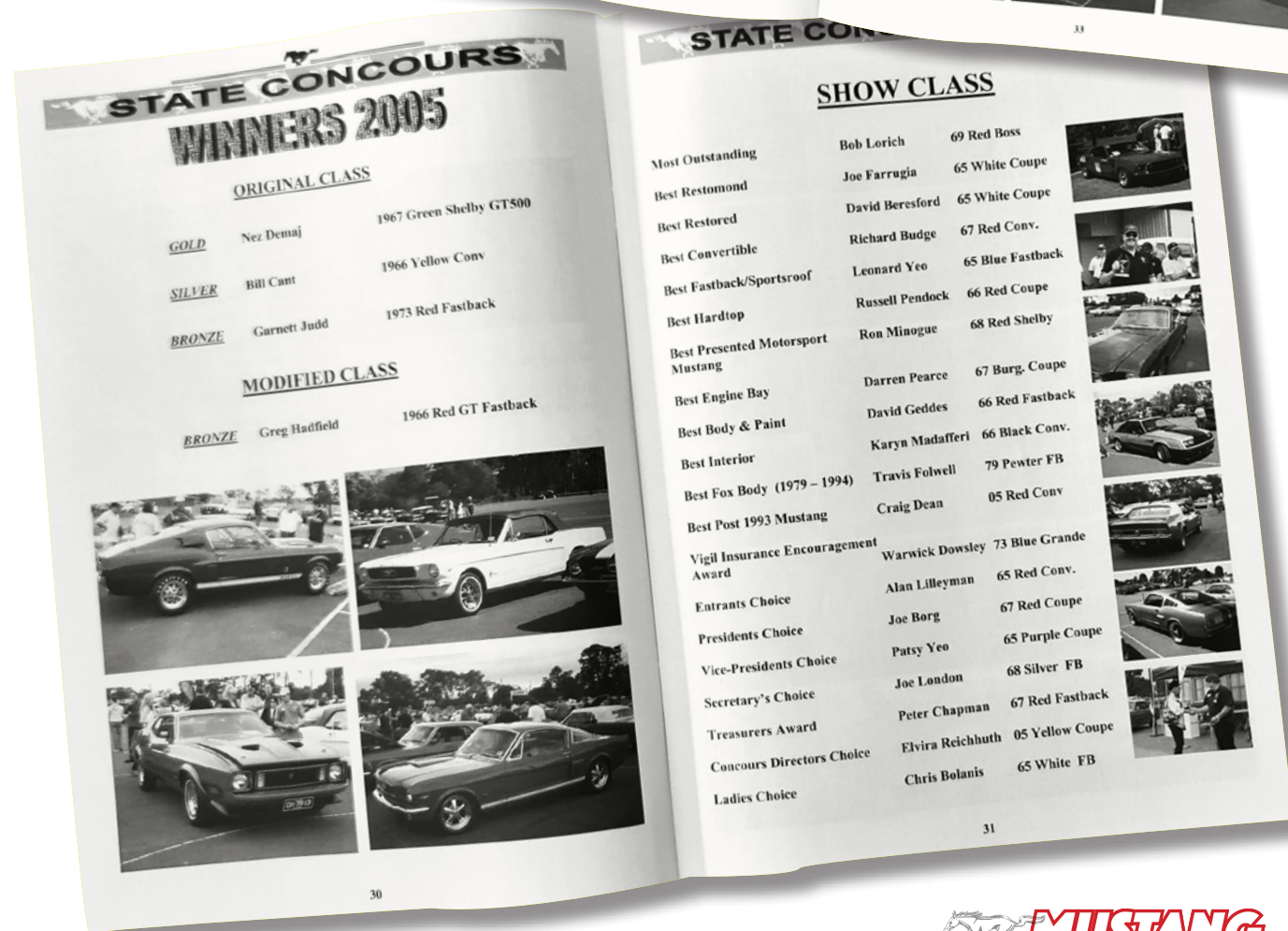
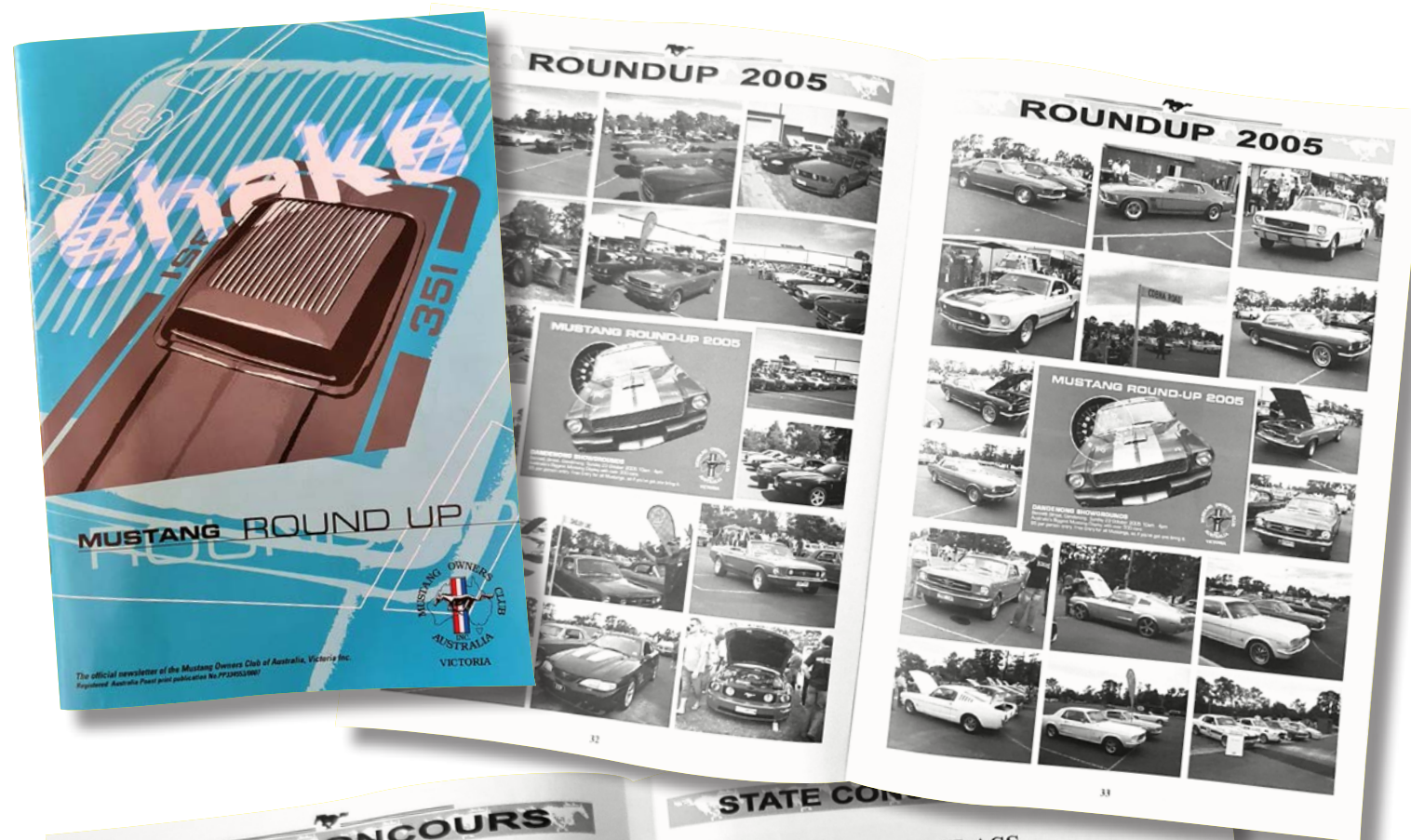


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Circa: @NOVEMBER 2005..excerpts from 2005 MOCA VIC Club Magazine.



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