

MUSTANG OWNERS CLUB OF AUSTRALIA - VICTORIA INC.



MUSTANG ROUNDUP

CLUB NEWS FROM ACROSS VICTORIA & TASMANIA

SEPTEMBER - DECEMBER 2025



**2025 VIC CONCOURS ENTRY FORMS/INFO • 2025 BATHURST NSW NATIONALS JOURNEY FROM TASMANIA
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MUSTANG ROUNDUP

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COVER MUSTANGS - Shelbys @2025 MOCA VIC State Concours & Roundup

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PRESIDENT'S LETTER



EDITORIAL



Dear Members

What a year we have had. Starting with a wonderful Australia Day, then our trip to Tassie to socialise with our mates in Tasmania. We had the Nationals at the iconic Bathurst race track. A fantastic event and who doesn't like a drive around the famous race track to prove to yourself how good the guys that race around there really are.

It's a year closer to our event at Wangaratta and the committee are working at making our event one of the best. It is coming together beautifully by a fantastic group led by Peter Sheehan.

A run to the brilliant Rod Hadfield museum. A fabulous weekend in Hamilton and numerous trips to Bendigo for cars and coffee catch ups as well as our Thursday catch ups for cars and coffee.

A tremendous amount of car racing events, Christmas parties for kids and adults. A fabulous concours to show the quality of the cars in our club.

Try a million more events and you have our club... there is something for all. As I always say you have a thousand friends in our club.

This year we travel to beautiful Perth for the Nationals, noted for putting on beautiful events so the excitement grows and Victoria/Tasmania are bringing the largest contingent of club members across the sand, some by car others by plane but a big crew is coming.

No year is complete without thanking those that make the club run smoothly. To the committee thank you and to those that have positions in the club not on the committee but do important roles we thank you all.

I would also like to thank the Mooney Valley Racing Club for putting up with us every month and looking after us when the renovations were ongoing.

No year goes on without the loss of members and it's sad not having these folk around.

Two people known to many and both life members were lost to the club this year.

The ever smiling Nick Duyvestyn, no matter how that insidious disease gave Nick a hard time he would always smile and came to meetings regardless.

And lately we lost Darryl Lowe, funeral details will follow via Tonys newsletter

May you enjoy 2026. Keep on Mustanging.

Ian Collins
MOCA VIC President
president@mustangclubvictoria.org.au

G'day fellow Mustangers.

Well...here we are again at the start of another year. I hope 2025 was a good one for you all and if you were lucky enough you took a breather and re-charged in readiness for the coming new year ahead.

I'd just like to say a big 'Thank You' to everyone that contributed throughout the past year and sent in their stories and pics. Your input is much appreciated and without your support there wouldn't be a Magazine.

From the feedback I've received, it seems that you all enjoyed reading the past issues as much as I enjoyed producing them all for you. It's great when I hear that our Club Magazine gets rave reviews from fellow Mustangers and Mustang Clubs from around Australia AND the 'other side of the world'.

So...If you do happen to be reading this from the 'other side of the world' don't be shy, feel free to send me your Mustang Stories and pics as well... 'cause we would love to read/hear about what's happening with our fellow Mustangers in your neighborhood.

Also, if anyone has any reasonable suggestions on articles, general content etc or think there needs improvement with something, let me know and I'll try my best to accommodate any requests.

In this issue, amongst the usual trips and club info, we have the full MOCA VIC 2025 Mustang Roundup Report including all the Trophy Winner Awards for the day.

One of the Club runs covered is the recent trip to Hamilton, which looked like a great event considering the weather was a bit average. Ron Minogue is also continuing he's reminiscing stories with #3 in this issue.

And then...VIC Club Members Martin & Susan Vaughan take us on an epic journey across the Nullabor to WA/est coast then detour back to VIC via Outback NSW/Broken Hill driving their 1965 Australian Delivered

Mustang Coupe...what an adventure...Martin & Susan you guys are legends!...Enjoy the read everyone!

Colin Falso
MOCA VIC Editor
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mustang roundup 2025



Celebrating 60 Years
of Shelby Mustangs



2025 MUSTANG ROUNDUP & STATE CONCOURS

Peter Mason



This year's annual MOCA Vic Mustang Round Up & State Concours was held on Sunday 19 October 2025 at the Gloria Pyke netball courts within Dandenong showgrounds district.

The theme for the 2025 Round Up was celebrating the 60th Anniversary of the launch of Shelby Mustang in 1965. As part of this year's event, we had a display lineup on Sunday of many Shelby Mustang vehicles which looked amazing.

On Saturday 18th we had around 14 volunteers help complete the marking out of the display area in Dandenong in less than around 2 hours, which was a great effort and many thanks to those volunteers.

Sunday 19th started as an overcast and somewhat windy day. I arrived at the venue site about 6am to open the building and begin setup. Volunteers soon began arriving to complete setup and begin receiving and lining up the first of many great Mustangs in the display area.

By late morning we had nearly 350 Mustangs on display. Craig Dean and the Mustang Motorsport team had a beautiful line up of Shelby Mustangs including 5 Hertz GT350 cars.

The trade stall vendors started to arrive around 7am and the parking Marshalls continued their great work directing everyone into location. There were also plenty of volunteers willing to help throughout the day doing various tasks.

By about 8am the General display and Judging areas, Club merchandise stand, Food Stands and the various trade stands were in place to support a big day ahead.

Judging of the Show 'n' Shine & Concours vehicles kicked off about 8.30am with head judge Tony Fable again directing the busy judging team.

This year we had 10 vehicles entered into Showroom & Driven Concours judging including 4 in the Shelby Nationals judged classes. The standard of the both the Concours and Show 'n' Shine vehicles presented this year was once again exceptional with a number of Show 'n' Shine vehicles easily ready to take the next step into Concours judging.

After great work by all the judges and the team working the judges tally room, we were ready to hold the presentation for the Show 'n' Shine trophy winners. Congratulations to Angelo Cardamone in his 1965 Honey Gold Fastback being awarded the Garnet Judd Memorial Award for Most Outstanding Mustang. Angelo's vehicle will be elevated to Concours judging next year after taking out the Top Show award.





Once all the Show 'n' Shine Awards were presented, we commenced packing up and clearing the display area with everyone finished from the site by around 3 pm.

We were very lucky with the weather, with the wind calming down by late morning and the day remaining fine.

The Annual Concours Presentation dinner was held at the Element Melbourne Richmond Hotel on the Sunday evening.

Following initial refreshments guests were seated and welcomed by our President Ian Collins. The main part of the evening was the announcement of the Gold, Silver and Bronze Award Winners in judged Concours Original, Modified and Shelby National categories.

This was again deftly handled by Adam Richmond who had arranged for a great photo presentation on the large screen of all the days award winning vehicles plus images from the many club events held in 2025.

Congratulations and well done to everyone who entered their vehicle as we know how much hard work goes into a vehicle that achieves high Concours winning standards.

This event could not be held without all the dedication and hard work of the many volunteer members who support it.

A huge thank you to everyone who helped out on the Saturday with the mark out, and on the Sunday for your invaluable assistance with running the event as it is greatly appreciated.

Looking forward to the 2026 Round Up.

Peter Mason
Mustang Round Up & State Concours Director









2025 Victorian State Concours Trophy Winners

ORIGINAL CLASS - DRIVEN

Gold Award

Michael Smith - 1969 Silver Jade Sportsroof

David & Alex Krampel - 2002 Black Coupe

Bronze Award

Greg Hicks - 1966 Green Coupe

MODIFIED CLASS - DRIVEN

Gold Award

Greg Hadfield - 1966 Orange Coupe

President's Award

Kelvin Bicknell - 1966 Turquoise Fastback

Best Convertible

Kelvin Bicknell - 1966 Silver Blue Convertible

Best Fastback/Sportsroof

Angelo Cardamone - 1965 Honey Gold Fastback

Best Hardtop

Robert Day - 1965 Burgundy Coupe

Best Boss Mustang

Bruce Roscrow - 1970 BOSS 302 Grabber Blue Fastback

Best Post 2015 Mustang

Robert Wiatrowski - 2023 Dark Grey Fastback



Kevin Musgrave Award For Concours Excellence

David & Alex Krampel - 2002 Black Coupe

Garnet Judd Memorial Award Most Outstanding Mustang and elevated to Concours Judging

Angelo Cardamone - 1965 Honey Gold Fastback

Runner - Up Most Outstanding Mustang

Bruce Roscrow - 1970 BOSS 302 Grabber Blue Fastback

Steve Lond Memorial Encouragement Award

Joe Borg - 1965 Silver Blue Fastback

Graham Bell Perpetual Award For Concours Excellence

Fred Pascale - 1968 Acapulco Blue Fastback

Shelby Nationals Concours Trophy Winners

ORIGINAL CLASS - DRIVEN

Gold Award

Fred Pascale - 1968 Acapulco Blue Fastback

Graham Bell - 2006 Blue/Tungsten Fastback

Ron Cremona - 2009 Red Fastback

Silver Award

Mark Stedwell - 1966 Black w/Gold Stripes Fastback

Most Outstanding Shelby Mustang

Troy Fava - 1965 White/Blue Stripes Fastback

Best Late Model Shelby Mustang

Brett & Angie Lonnee - 2017 Magnetic Fastback

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Saturday

- Judging
- Ladies' High Tea
- Club-guided tour of Perth
- Beach-themed Dinner — book now!

Sunday

- Show & Shine — Gloucester Park
- Trophy Presentation & Wind-Up — book now!

Thereafter - day TBC

- Optional Club-guided South West Tour for those wishing to continue the adventure.

Contact us for more details.

mocwa26@gmail.com

Hosted by Mustang Owners Club of WA



Road tripping a classic Mustang

Martin and Susan Vaughan

An account of our road trip from Melbourne to Kalgoorlie and back to watch the Red Dust revival, via the SW coast of Western Australia.

Having just returned from a road trip to WA, and flicking through the Mustang magazine, I noticed an article about next year's WA Nationals. It seemed like a great time to share some of our experiences in road tripping classic cars, to WA in particular.

You may remember our previous article covering the purchase of our early Australian delivered RHD 65 289 auto coupe. In that article we mentioned our experience taking a 1970 Torana XU1 around Australia twice, once in 2019 for the "Repco Retrial" and once in 2022 for the "Around the Block for Brock".

We completed both trips successfully (by success we mean we enjoyed them and made it). Not being able to face another long trip in our small Torana, we bought a Mustang for our upcoming WA trip with friends.

We will focus on trip preparation, tools and spares plus discuss some of the trip highlights.

Fundamentally it comes down to "just do it", life is too short. Yes, things will go wrong. It is not an "if" but a "when".

On my first lap in the XU1, heaps of things went wrong despite lots of preparation. A windscreen in Broome, an engine change in Darwin. The second lap nothing went wrong, I was pleasantly surprised.

On our trip to WA in the Mustang, a few things went wrong, it wasn't too bad. The key learning is that you need a positive mindset. When things go wrong, get on with it, come up with a solution. You do need some "hands on" mechanical skills and experience, as paid mechanics are

few and far between in remote areas, especially those who understand older cars.

Our previous article covered major servicing of the new to us Mustang, it hadn't been driven much in years. It's the first step in preparation, get it right before you head off. Fluids, filters, belts, hoses, repack wheel bearings, check brakes etc etc.

Get it running well and fix all the little things.

Fortunately for us, one rear wheel bearing became noisy three weeks before heading off. They can't be done easily on the road as you need a press, so new bearings and axle seals were fitted to resolve the issue. I attempted twice to get the A/C working, alas the first day out we turned

it on, it didn't work. We would later regret that driving in 40 degrees across the Nullarbor.

As part of the repair/prep I upgraded to a 22 gallon fuel tank (83L) which I am glad I did as the Mustang is thirsty running at 15-20L/100km. It's not a necessity, but my original tank was compromised and needed replacing anyway so I had the opportunity.

My only regret is the diff ratio. The Mustang had a weird mystery 5 stud Borg Warner style LSD diff which is around 3.20. I was mid project getting the correct 8 inch 3.00 LSD built but ran out of time.

That 3.00 gearing would have been great in terms of highway driving.

The other regret I had was not replacing the rear springs. We noticed the car sitting down when loaded but thought we would be okay. After dragging our bum across Australia and putting up with annoying exhaust rattles and bottoming out, I got fed up and changed the rear springs in the driveway of our Freemantle unit.



A hassle but it was worth the effort. The original rear springs were sagged, the new standard height springs (sourced from USA by Mr Mustang) transformed the car.

With the correct stance solving exhaust rattles and other issues, I was blown away by how much better the car handled on the drive home.

For comfort, I stole some sheep skin seat covers from my Mercedes, wired in a twin USB outlet for phone charging, ran a 12V power supply for a small fridge, covered the back seat with a blanket for personal bag storage and added a \$3 Bunnings plastic tray to the centre console for phones and stuff storage. Mustang consoles look great but are useless for holding things.

The vent door thing under the dash is fantastic but when a truck wooshed past, 60 years of dust and debris blew into our face. From then on all good. Don't bother with a stereo, a UE Boom speaker on the dash against the windscreen worked a treat. Besides it was hard to hear the original AM radio when we could find a local station to listen to.

Take a UHF CB, we used a rechargeable handheld which lasted all day. Apart from chatting to our group, negotiating overtaking with road trains on channel 40 was essential.

Tools and spares, see the separate lists. It's Murphy's law, take it and you won't need it, don't take it and you probably will. I focused on essentials and things I could realistically fix on the road.

Weight is a key consideration, take too many spares and you add too much stress on the car. You can buy what you need on the way, for example I bought a soldering iron and extension lead to do electrical repairs on my ignition switch. There are a lot of auto parts places along the way. Do your homework on Mustang specific spare suppliers. Vince at American Auto Parts in Freemantle was great. Parts places can order in overnight, so ring ahead to get

what you need.

Mustang suppliers on the East Coast can delivery to your future motel for example.

Being a mystery car, which hadn't been drive for a while, we decided to do a "shake down" trip, to Bathurst for the Nationals. Great event by the way, really enjoyed it.

The car performed flawlessly, with the exception of a rear brake retaining spring breaking on the way home. Easy jury rig fix on the road side and new springs ordered

and fitted when we got back.

Not surprising considering 60 years of fatigue. Other than that we had an oil leak from the rocker cover, which we put up with. Again easily fixed on our return. The trip gave us confidence. The car drove nicely, it was comfortable and easy to drive.

We travelled to WA with a group of friends, four other cars ranging in age from 1973 to 2005.



Road tripping a classic Mustang

Ours was the oldest and a Ford, much to the other Holden owners disgust. Driving in convoy was difficult, as the older cars tended to drive slower. We loped along at 105kmph, the others 120kmph plus. We met up with our group at Port Hedland, as some were coming from NSW,

others Tasmania and Victoria. We took the opportunity to stay by ourselves in Adelaide at Semaphore and enjoy the warm evening and sunset. Having the next day to kill, we went via the Barossa Valley and had lunch at St Hugo, a nice way to start the

trip. There was no use rushing to Port Augusta, there is not a lot to see or do there and we had stayed there many times in the past.

Being in convoy was nice with many photo opportunities against the painted silos as we made our way to Streaky Bay for lunch and overnight at Ceduna. The waterfront at Ceduna was nice, but there is a large steel fenced compound around the hotel to keep local trouble makers out. Security does come as a concern on these trips.

Typically we went with motels with parking out the front and away from view of the street. That wasn't always possible, so bring a club lock and don't leave anything valuable in the car overnight.

Crossing the Nullarbor no matter where you stay it will be "basic". We stayed Cocklebidy on the way over, Border Village on the way back. We tended to eat out

most nights. At the remote roadhouses you have no choice, but given they cater to truckies their meals are generally pretty good. There is plenty to see on the way over, such as the viewing platforms looking out at the cliffs and ocean. We saw whales at times which was nice. We



also crawled the 10km out to the Koonalda homestead to see the paddock of abandoned cars from the 1960s. It's a rugged road but worth it. Soon enough we turned left at Norseman and arrived into a wet and raining Esperance.

We like Esperance and stayed an extra night, returning to our favorite breakfast place from previous trips. Miso scrambled eggs and great coffee, yum.

We like our coffee so took a small camp stove and Bialetti coffee maker for a decent coffee each day. We also took cereal, cutlery and bowls/plates so we could make breakfast in the motel, even when they didn't supply much. Sometimes they have a toaster, not always.

We went sightseeing, did some washing and maintenance, addressing a growing oil leak from a cracked timing cover. JB Weld to the rescue.

It was during the last hour of driving to Esperance that we started to experience the dreaded ignition gremlin. An intermittent miss, especially after stopping briefly when warm. We gave the car a well-earned bath, finding shining paint and chrome under the dust.

People fear wear and tear or damage from road trips. You may get the odd stone chip but after a good clean the cars end up good as new. Surprisingly, they run better and better as you drive them more. They like being driven.

Take a sponge with you, you can usually find a garden hose at motels to wash your car.

After the long drive over, our real holiday began as we started touring the SW coast of WA. It's a lovely place with lots to see and do. We stayed a couple of nights in Albany, visiting beautiful beaches along the way. Albany has many attractions including lookouts, museums, breweries etc.



We continued on, visiting the Millennial tree (the climb is not for the faint hearted), did the treetop walk in the forest too which is a must.

We spent another couple of nights in Margaret River, a foodie's paradise. There is a wood fired bakery in Margaret River which makes the best bread, it doesn't open until 3pm and you pick up warm sour dough bread just baked. With local olive oil, delicious. Some motels had BBQ facilities so the group gathered for a BBQ dinner whenever we could.

After a night in Bunbury, we continued on to Fremantle where we stayed three nights. On the way, the intermittent ignition issue got worse, with the car cutting out at random times. I initially thought the problem was due to a suspect wire from the coil to the distributor so sourced and replaced that along with cleaning and checking the points. No joy. After much discussion and diagnosis, we traced the issue to a faulty connector to the ignition switch. Someone had hacked into it in the past for a power feed, as a result the connection was compromised and caused it to intermittently disconnect the ignition power.

A new switch and plug were sourced, an hour with the soldering iron and problem solved. I also took the opportunity to visit a friend of one of our travelling companions to put the Mustang on the hoist for an oil change and a once over.

Lucky we did, as I found one brake line weeping and tightened it. We also resolved another small oil leak from the sump plug.



With Fremantle there is lots to see and do. We did a trip to Rottnest Island, touring on a Segway. We spent a day wandering around the old town, visiting markets. We visited the brewery and found delicious gelati.

Susan found the local opportunity shops and scoured them for bargains while I played around with the car. After much deliberation, I returned to Mr Mustang and bought new rear leaf springs and fitted them in the driveway. Well worth the effort. The car was better than ever and good to go for the rest of the trip.



The next day was a short hop to Perth for two nights. We toured the area, walking to waterfalls and an old train tunnel in the nearby National Park, visiting the pub at Guilford, visiting the Anzac monument at night, visiting the beach front market. We also snuck in a long and lazy breakfast, some reading and down time. Being on the road for some time, sometimes it's good to stop and do nothing for a while. Besides you need to do washing etc, so bring coins, powder, pegs and we also take a travel clothes line.



Road tripping a classic Mustang

We continued on to Kalgoorlie for the main event, the Red Dust Revival. It was an amazing event, pre-war vintage cars racing around a dried up lake 20km NE of Kalgoorlie on Lake Perkolilli. Imagine 100+ vintage racing cars and motorbikes tearing around the 4km dust race track. Competitors had smiles from ear to dusty ear. The event runs every three years, it was fantastic. We also saw other tourist sights around Kalgoorlie and spent four enjoyable nights.



The car was running well, except for an annoying flat spot. I had rebuilt the carby before we left and quickly found the issue, a loose retaining screw on the throttle body. The next leg, 900km to Eucla went well but the days were getting hotter with 40 degrees forecast the next two days.

It took its toll on the leg to Streaky Bay as fuel starvation issues emerged. At one point we could barely hold 100kmph with 80kmph up hills becoming the norm.

We were quite concerned about the mountain pass after Port Augusta as at times we struggled to do 60kmph and feared we wouldn't get over it. Fortunately, the car ran well on the mountain pass, and we made it to a small car show at Oorroo to meet up with a friend.

In the end, at Peterborough, I fitted a small electric fuel pump I had purchased to the rear of the car to boost fuel pressure to the mechanical fuel pump. At last it resolved the issue, obviously a failing fuel pump (frustrating, it was new before the trip). Had we not resolved it, we wouldn't have made the final two nights with the group in Broken Hill.

It was nice to complete the trip together and become tourists again, not worrying about mechanical issues.

Broken Hill we toured to Silverton where we were pulled over along the way by an over zealous policeman. I was doing 59 in a 50 zone apparently, it looked like a higher speed zone to me.

There was plenty to do in Broken Hill, with cafés, museums, lookouts and the iconic Bells Milk Bar for a milkshake. We snuck in another cooked breakfast, washed the car again, Susan found more Op shops. It was time to head home.



After a final farewell dinner and an early start, the drive back South was reasonably uneventful. We broke the trip up with a night at Hepburn Springs to visit friends.

While the car behaved well, I stupidly left the fridge plugged in overnight and it had a flat battery in the morning. While the Bentley club looked on with amusement in the hotel carpark, our friends jump started us so we could once again head off for home. The car was getting harder to start, it was tired, we were tired.

Spares

Misc wire, crimp terminals, fuses, top & bottom radiator hoses, heater hose, fuel hose, fuel filter, air filter, fan belt(s), misc bolts, nuts, washers, screws, hose clamps, JB weld, spark plug(s), lead(s), points, 5L engine oil, trans fluid, brake fluid, coolant, brake cleaner/degreaser, cable ties, stop leak, elec tape, Valve saver, RTV gasket maker

Tools

Socket set, spanner set, tool roll (with pliers, vice grips, screw drivers, hammer, cutters, multigrips, knife and more), wire crimper, tarp to lie on, hydraulic jack, one jack stand, wheel wrench, torch/lantern, sponge, workshop manual, timing light, feeler gauges, multi meter, fire extinguisher, tow strap & 2 soft shackles and sand paper.



It was a real worry, as we tried changing leads, coil, fuel filter etc on the leg to Peterborough via Port Augusta.

The conditions stayed hot so we could try and eliminate various possibilities. We even tried wrapping the fuel pump in wet cloth thinking the problem was fuel vaporisation.

He pulled out driving in the opposite direction to me and did a sudden U turn in front of me without indicating, blocking the road. I almost crashed into him, and the others in our group following almost crashed into me. He could have just flashed his headlights and waved me over. I have made an official complaint about that, it was a disgrace. Welcome to Broken Hill.

After battling Melbourne traffic, we turned into our driveway and reflected on the trip. We did have some dramas but then it's a 60 year old car taken on a 12500km road trip. Not a bad effort. We used almost 2000L of fuel, a fair contribution to global warming. All in all the trip was great and we will road trip the Mustang again in the future no doubt. A few things to fix first though !!



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Celebrating Samantha's Journey

Kevin Long

"Celebrating Samantha's Journey — Year 12 complete, final exams underway, and a Mustang moment by the Murray.

Proud doesn't even begin to cover it."

A special moment! A Mustang by the Murray River is already a striking scene but pairing it with your step-granddaughter's graduation makes it truly memorable. Celebrating Samantha's completion of Year 12.

As she undertakes her final exams, this photo shoot marks the beginning of a new chapter. It's a beautiful way to celebrate her achievements and capture the pride and joy of the occasion.



Australian National Show 'n Shine Euroa

Udo Schaak

This was my first time attending the Australian National Show and Shine, held in Euroa. The show has been held for over 20 years now and takes place on parklands next to the local Seven Creeks as well as a number of adjacent local roads which are closed to traffic for the day.

I caught up with Brian James at the show and spent an enjoyable day checking out all manner of cars, hot rods and bikes which had come from all over Victoria as well as some from NSW and SA.

While there were only about 10 Mustangs on show, all up, approximately 400 cars attended this event, covering many different makes and models from a 1911 Empire, Fords, Holdens, Chevrolets to the latest model RTR Mustang and everything in between.

A live band provided entertainment for the crowd. A very successful car show put on by a hard working team of volunteers and which is enthusiastically supported by the local Euroa community.





**BOSS
351**

**BOSS
429**

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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



Member's Chat

Boyz from The Cattery visit The Magpies Nest.

Yes, I have broken tradition and the unwritten rule, that's right i have crossed the paths of mixing Footy and Mustangs, however these are two passions of mine.

My two buddies that i met a few years ago at the Tassie Mustang Spectacular dropped in for a froffie and a catch up.

Jezza was doing his Tassie run, servicing his customers and Ron was his Bag Boy.

We caught up on previous visits and got to know each other a bit better.



Found out that "not so old" Ron has been a MOCA member for 30 years, has had 6 mustangs over that time and restored many.

Gee's 30 years ago Dee College with her red '66 Convertible was still a teenager.

I would encourage everyone to drop in on each other even if its just for a quick cuppa with Len Van Rossum in Tassie to see his fully restored '69 Stang or for a shandy (watered down beer) with Alex Karan checking out his new Dark Black Dark Horse.

See all you Victorians in February 2026, remember to see Dee & Neil for a run down for this great event.

Murray (Muzza) Boothe



Upgrades

I am "upgrading" my beast with a Ford Motorsport Siamese-bore 460 4-bolt block to put all my existing "spinning and bolt-on bits" into. It's really just a more solid/reliable base to work from, and i need that with 800+ hp on tap and prepping for drag racing.



And here's a photo of John Acciarito's car, as his Fastback is in my garage just now too. He is upgrading his whole front end with aftermarket brakes/coil-overs/stub-axes, rack & pinion and IDidIt steering column. Should make it feel/drive/handle more like a modern car.

So this too is an "upgrade".

Tony Masters



Hamilton Long Weekend Away

De Colledge

For the past 7 years the Club has planned a long weekend away in regional Victoria occurring over the second weekend of November. This year's destination was Hamilton. When first suggested, many members said, "what's there to see in Hamilton"? Well, if you ask the 60 members who attended the weekend from 7-10th November, they will all reply the Wimmera and Western Districts have heaps!!

On the Friday, 11 Mustangs gathered at the Derrimut outbound service station and started a convoy to Ballarat, where lunch was held at Craig's Royal Hotel.

In 2024, the Bentley Room was a destination for a winter run and lunch, so it was tried and tested.

Many members also peaked upstairs and marvelled at the grandeur of Ballarat's first officially licensed but recently extensively renovated hotel. 60 members and 29 Mustangs (plus a Ford Mondeo), then descended on Hamilton.

Campe's Motor Museum was exclusively opened for us to view the vast array of vintage and veteran cars, trucks and buses, motoring memorabilia as well as the hundreds of porcelain kettles with bakelite lids. Mr Glen Campe had been discharged from hospital the day prior

and couldn't keep the smile off his face when he saw our members. It's well worth a visit if ever you're in the area. Next stop was the Grand Central Hotel for dinner.

We all woke up on the Saturday and showers were forecast for the morning. Andrew Watson, a current Bendigo residing member and born in the region, had put a lot of effort into the Pony Express Out West cruise.

Regrettably, the heavens significantly opened and many locals missed the main event. Some members didn't quite follow the selected route and those residents on the outskirts of town got a spectacular view instead!

As the weather cleared up, we headed inside the Sir Reginald Ansett Transport Museum, dedicated to the transport and tourism pioneer Sir Reginald Ansett. This was housed in the company's first aircraft hangar and began conversations, as most of us had flown with Ansett and remembered items about the Company, such as the attendant's uniforms, crockery or

destinations.

Afterwards members happily toured the Western District visiting the lava plains and Halls Gap tourist

attractions, including the Wannon and Nigretta Falls. For members that attended the exclusively opened Hamilton Pastoral Museum, it provided a great insight into the development of the region. Most members then rested before the themed dinner either "come dressed as the colour of your car or wear something that is the colour of your car". Members should be congratulated that most walked in their outfits, to Thompson's Tavern. Tony Borg made an excellent quizmaster again and the 3 rounds of trivia were best described as "random". Congrats to the brains trust of the various winning teams.

Sunday was by far the biggest day, were for about 1.5 hours, 29 Mustangs evenly convoyed along the Henty Highway from Hamilton to Horsham. All members agreed this was a fantastic sight. Upon arrival, everyone was mesmerised at the 2022 painted Horsham Silo Art. The silo represented Yanggendinyanyuk, a highly skilled Aboriginal tracker (hence the emphasis on his feet), cricketer, and cultural exponent. His totem, the red-tailed black Cockatoo, was painted on the adjacent flour mill. The row of 'Stangs in front of the painted sheds looked amazing and drew a crowd. For many members this was the first time they had seen the impressive silo art. Feel free to check the national Silo Art Gallery guide, before you travel anywhere. Your hard-earned dollars also greatly contribute to saving many small towns. <https://www.australiansiloarttrail.com/>





A second Art Silo at Murtoa was viewed either before or after members attended Australia's only remaining emergency grain store built during World War 2, called The Stick Shed. This structure, the equivalent length of 4 Olympic swimming pools, is approximately 60 metres wide, 19 metres high at the hip and during the peak, held 92,500 tonnes of wheat. Also, due to the impacts of the war, the structure was built with little mechanical aid and a limited workforce and in 4 months to avoid wasting the



1941-42 crop. The bunker closed in 1990 and due to the influence of a local lobby group, the building is now a significant tourist attraction in the area with the local Lion's Club conducting tours in this fascinating space. We were fortunate to be guided by Alfie, who as a kid, ran on the wheat stored in the shed, as part of the football club's training regime.

Members then started to drift home mostly via Rupanyup for another 2025 newly painted Silo Art, or else, visited the Wood's Farming and Heritage Museum. PS, if you think you might be hoarders, then the Woods Family probably outdo you all as their collection representing family, community, and farming life in the Wimmera region, was simply an amazing array of ... stuff. About half then returned to Hamilton to enjoy a delicious meal at Izzy's Restaurant, before travelling back on the Monday.

Special thanks to Gus & Glenys Kuilboer, Hamilton members and residents who went well above and beyond, to ensure not only was the town ready for us, as well as looked after us in Hamilton! Gus also contacted the local newspaper that ran a story including a photo, enabling many locals to come and inspect the fleet outside various venues throughout our stay. We couldn't have done it without your generous assistance, many thanks Gus and Glenys! It was also great to see Robert Campbell, a near 20-year Club member, come out for dinner on the Saturday night too.

It should be noted that all Mustang's safely returned to Melbourne. There may have been 2 of the older models that needed some repairs during the trip. Moral of the story ladies and gents, please always carry bobby pins to fix broken linkages and carry power steering fluid to avoid an upper body workout.

At the November General meeting, the President summarised how much fun the trip was and naturally how all members had a great time. Mr Collins then asked, "where's the next one girls?" If anyone has any regional suggestions, please by all means, contact the Events Sub-Committee.



CAR CARE Tools, Techniques & Tips

Episode 27 – Detailing Tools - Member Experiences + Smoke & Ash Removal
Peter Alderson

The previous episode said I would detail how to ceramic coat rubber and plastics. However, I have had to rearrange the episode order as I wanted the information in this episode to reach you during our summer, as it may be relevant for our bushfire season.

With summer here, I feel compelled to explain how smoke and ash can damage your car's paintwork, based on what I've seen. I want to share tips on removing smoke and ash contaminants safely.

I was in the US earlier in 2025, in the Palisades area along the Pacific Coast Highway north of LA. You will recall that this area was devastated by wildfire, and I saw firsthand the impact of fire, ash, and smoke on cars, homes, and the environment.

But first, in this episode, I will highlight how some volunteer members fared using the various detailing tools I provided at the start of 2025. I'm sure you will be eager to hear how well the tools performed.

The Detailing Tools

At our first meeting in 2025, I distributed the following tools to volunteer members who agreed to explore ways to utilise them when detailing their cars. I asked them to take some photos showing how each tool was used and to evaluate their effectiveness.

The tools they had to use were:

1. Foam-tipped swabs in bulk
2. Assorted swabs - variety pack
3. Microfibre sticks
4. Eyeshadow applicators - dual-tipped

Here is an image of each item, along with a QR code for you to view them on Amazon and place an order if you wish.

1. Foam-tipped standard swabs

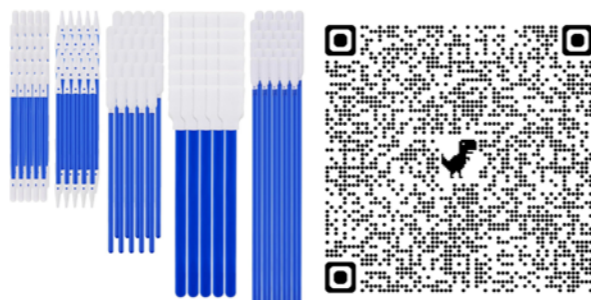


You can buy these on Amazon. Use the QR code here for the best deal. You'll see many being sold, and all are identical. The difference is in the quantity you buy and the price.

The QR code above offers the most swabs for the lowest price. Other sellers offer them in lots of about 20, but you'll pay much more per item.

The 200 deal is by far the best. Each swab can be washed after use and reused multiple times. If you use it for applying ceramic coating, then as it dries hard on the swab, it's best to discard it; otherwise, it can scratch the surface.

2. Assorted swabs - variety pack



This pack of 500 swabs is perfect for tackling tough cleaning tasks. With 100 of each swab size, you can use and dispose of them as needed while having plenty for future jobs. Each swab features a plastic handle, making it slim and flexible enough to reach into tight spaces.

They are also effective for applying, levelling, and removing excess ceramic coating in tight spots. With different lengths and tip shapes, these swabs can access deep, hidden areas that other tools and your fingers cannot reach.

3. Microfibre sticks



These wooden sticks wrapped in microfibre are handy tools. You will find they serve many purposes, both around your car and at home.

I use one to clean the inside of reusable sports bottles and travel cups where regular dish-washing brushes won't fit. They are long and slim, making them ideal for accessing tight spots around your car.

They can also be reused by simply rinsing them as needed. You can read how members have used them later in this episode.

You'll notice many being sold, and all are identical. The difference lies in the quantity you buy and its price. The QR code above offers the most sticks for the lowest price.

I purchased a set of 30 swabs for \$21. Other sellers offer them in lots of about 12 for \$30, so you'll pay significantly more per item. Use the QR code above for the best deal.

4. Eyeshadow applicators - dual-tipped



Available from Chemist Warehouse, these applicators come in packs of six. I buy four packs at a time. Look for the ones with a pad on each end.

The pad will eventually fall off, but that doesn't reduce its effectiveness for cleaning tight spots. Check later in this episode to see how they can be used.

Volunteer 1: David Krampel

I was the first volunteer. This is one of my cars.



1. Tool: Normal Swab - Air Vents

I've always used a soft-bristle brush to clean the air vents. However, I realised there was no practical way to clean the louvres of the vents thoroughly.

I found the standard swab useful. It was flat and not too thick, allowing it to access all areas of the vent. It was also sturdy, so I could apply pressure as needed.



I sprayed the swab with Bowden's Clean Detail to clean each vent. Then, I used a new, dry standard swab to wipe away any excess before it dried.

2. Tool: Pointed Swab - Information Screen

I struggled cleaning the information screen. I have used microfibre cloths, but they leave dust, especially around the very edge and corners where the screen meets the surround.



The pointed swab from the variety pack was perfect for cleaning this tight area. It lifted dust and trapped fluff effectively.

3. Tool: Pointed Swab - Centre Console

Another tight spot that is hard to clean is the trim around the gear stick where it joins the plastic of the centre console.



Once again, I used the pointed swab. This time, I moistened it with Clean Detail to lift away dried contamination. Then, I took another dry swab to remove any remaining moisture and dirt, leaving the area clean and dry.

Volunteer 2: Peter Alderson

Here I am with my car.



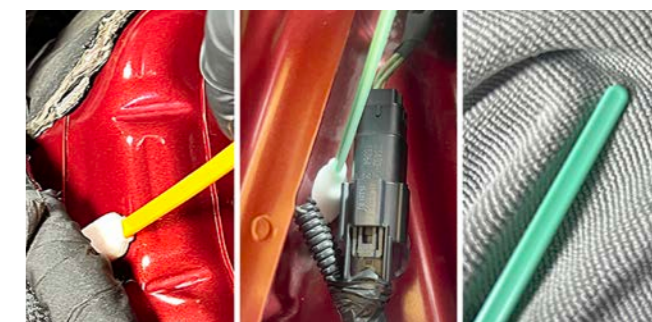
1. Tool: Microfibre Stick - Brakes and Engine

I used a microfibre stick to clean the tight spaces between the brakes and the rim easily. I also used it to reach the grooves of the rubber air intake tube. Thanks to the stick's sturdiness, cleaning these areas and adding protection was a simple task.



2. Tool: Normal Swab - Tight Spaces

This swab helped access, clean, dry, and protect tight spaces in the engine bay. I also discovered that I could wrap a cloth around the plastic handle. It was sturdy, yet flexible enough to allow me to apply the necessary pressure for cleaning these areas.



CAR CARE Tools, Techniques & Tips

Episode 27 – Detailing Tools - Member Experiences + Smoke & Ash Removal

3. Tool: Normal Swab and eyeshadow tool

The normal swab helped clean and apply ceramic coating to external air vents and the tight areas on my grille. In the engine bay, the air filter housing was easily cleaned and coated with another normal swab.



I have always found the many small areas of the pulley to be a challenge to clean. The eyeshadow tool easily fits into these holes and is strong enough to help lift away the dirt.

Volunteer 3: Neil Butler

I was eager to be one of the volunteers asked to trial some new detailing tools. Here I am in my car.



1. Tool: Assorted Swabs - Body Seams

It has always been challenging to remove polish from between body seams. This residue is difficult to remove with a polishing cloth, and I did not want to use a cleaning fluid, as that would remove the polish I had on the panel surface. The tool I used was the smaller, cotton bud-type tool.



I gently rubbed it along and into the seam. I found it best to do this before the polish had time to fully dry.

This worked easily, and I was thrilled with the result.

2. Tool: Normal Swab - Between Rim Spokes

This tool, with its large, flat pad on the end, meant I could easily clean between the spokes on my rim. The handle also allowed me to exert some extra pressure to help apply and then lift away any cleaning fluid and metal polish I had used.



I was happy with the final result, as it worked well in an area with sharp edges; using this tool prevented my fingers from getting the usual cuts or scratches.

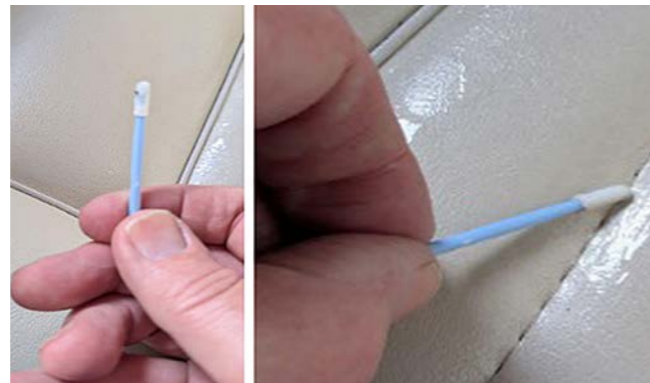
3. Tool: Microfibre Stick - Steering Wheel Holes

The next tool was one of the microfibre sticks. Once again, it was used in areas where my fingers won't fit.



I found it very practical; I used the same metal polish as before, with excellent application and removal. The stick allowed me to apply pressure as needed.

4. Tool: Assorted Swabs - Stitching Seams



The last tool was one of the small assorted swabs. I used it to clean the area around the stitching on a vinyl seat.

This swab had a very fine point, enabling me to get under the stitching to clean the area, which occasionally looks black and dirty. In this instance, I used Bowden's Vinyl Revival to do the cleaning.

Once I had cleaned the stitching, I used another of the swabs to dry away any residue. This is a vital step; otherwise, it is too easy to leave dirt there after the cleaning solution dries.

BONUS SECTION #14

Safely remove smoke and ash

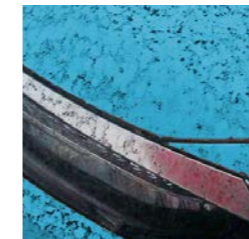
With summer upon us, we may notice smoke and ash not just in the air, but also on our cars. It is essential to clean these residues gently and promptly to protect your paint.

On a recent trip to Los Angeles in 2025, I witnessed the damage to mile after mile of seafront homes and businesses, which was devastating. Where once there were beachfront homes and businesses, now there was nothing.



Smoke and ash damage?

Why are smoke and ash so potentially damaging to your car's paint? It all has to do with chemical reactions. These reactions are initiated by water; therefore, it is essential to follow a strict and sequential cleaning and washing procedure as soon as possible to prevent damage to the paint.



Ash is made up of solids. The fine, and sometimes larger, particles of wood that have been burned. Along with other materials, they are abrasive and can scratch the paint if not removed correctly.

Ash, when combined with water, forms a substance called lye, also known as sodium hydroxide (NaOH) or caustic soda, a highly alkaline substance. Because lye is a highly caustic substance that can quickly erode your vehicle's paint, it is vital that it is promptly cleaned up. You must take precautions as well.

Tip: Contact with lye (sodium hydroxide) can cause severe burns to the eyes, skin, digestive system, or lungs resulting in burns, permanent physical damage, or even death. You must avoid prolonged or repeated skin contact and inhaling the fumes of sodium hydroxide. Dermatitis may develop on your skin, and the fumes can lead to permanent lung damage. Wear a mask!

Steps to remove smoke and ash

As soon as you are able, you should remove smoke residue and ash fallout from your vehicle. Follow these steps to carefully and correctly remove these contaminants from your car.

1. Blow away ash

1. Wear a mask to protect yourself from fumes.
2. Use a leaf blower to blow away any loose ash from your vehicle. Blow from the top down.
3. Blow ash from under the wheel arches and around the tyres and rims.
4. Blow ash from under the vehicle.
5. Blow ash from the grill and radiator.
6. Open the hood and use a vacuum to suck up ash that is easily accessible.
7. Blow the entire engine to flush out and blow any ash not vacuumed away. Blow downwards so the ash goes to the ground.
8. Open the trunk and vacuum around the opening and anywhere you see ash. Blow away any remaining ash that was not vacuumed away.
9. Open each door and vacuum away any ash found on the door jams. Go deep into the jams closest to where the door hinges are. Blow away any remaining ash that was not vacuumed away.
10. One final blow over the entire car - just in case!

2. Rinse, foam, rinse, foam, rinse

When water comes into contact with ash, it produces lye. Hopefully, the blowing and vacuuming have removed most of the ash from your vehicle. Washing it with a neutral pH car wash will help ensure that any remaining ash is safely removed.

1. Use a gentle stream of water from your hose attachment to gently flush away any loose ash.
2. Use your foam gun or foam attachment on your hose to cover the entire car, including wheel arches, tyres, rims and under the vehicle. Let it stand for a few minutes to let it penetrate and loosen any ash.
3. Rinse off the foam with a gentle stream of water from your hose. Remember, under the car!

Tip: We use the soft flow of water to gently flush away foam which may include suspended ash. We want to avoid scratching to the paint!

4. For a second time, use your foam gun or foam attachment on your hose to cover the entire car, including wheel arches, tyres, rims and under the vehicle. Let it stand for a few minutes to let it penetrate and loosen any remaining ash.
5. Rinse off the foam using the more forceful, broad spray from your hose. This strong spray will help flush out and eliminate any foam and ash trapped in the body joints. Don't forget under the car!

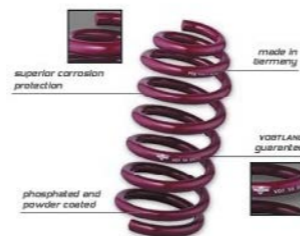
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Episode 27

Detailing Tools - Member Experiences + Smoke & Ash Removal

3. Three bucket wash

Perform a three-bucket wash. The first bucket is empty. The second bucket is to rinse your sponge, and the third bucket holds your pH-neutral car wash.

1. Wash from top to bottom, one panel at a time.
2. Rinse each panel thoroughly after washing.
3. After each panel, rinse the sponge with a shower spray of water into the first bucket. This will dislodge any ash and flush it into the first bucket. Wring out the sponge into this first bucket.
4. In the second bucket, dunk and rinse the sponge, then wring it out in the second bucket. No suds should come from it.
5. Dunk into the third bucket to load it with suds.
6. Continue around your car, one panel at a time.
7. Rinse the panel and sponge after each panel.
8. After two or three panels, empty the first bucket. It will get too full and heavy if not emptied.
9. Empty the second rinsing bucket as well. This will remove any ash that may have been transferred to the bucket after wringing out your sponge. We want to prevent this ash from re-entering the sponge. After emptying, refill the second bucket with fresh water.
10. Continue washing the car until it is fully clean. Remember to wash the wheel arches, rims and tyres as well. Rinse with a soft flow of water.
11. Open doors, hood and trunk. Use a dampened microfibre cloth to gently wash and wipe these areas where ash may still be present. Use a fresh, damp cloth to wipe away any remaining suds. Check tight areas carefully.
12. Finish with a leaf blower to blow away any water drops from door jams, engine bay, grill, hood and trunk areas. Finally, blow away excess water from the wheel arches, tyres and rims.
13. Use your favourite drying cloth to wipe away any water from the entire car gently.

4. Clean air filters

One area often overlooked after removing smoke residue and ash fallout is the air filters. If possible, access the engine air filter and cabin air filter. Blow these out with your leaf blower and wipe around where they are fitted. This will stop fumes from the smoke and ash from entering the engine and cabin, keeping both your engine and yourself safe.

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 cleaning!

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REMINISCING #3

1969 Mustang Coupe & 1971 Mustang Convertible

Ron Minogue



Mine on the left. I an Collins' on the right.

Like most MOCA members I lusted after a Mustang in the late 60's but I had a wife, three kids and a mortgage. It was not until I visited Southern California in 1988 that I was to actually own one.

On this particular visit I spent some time with some old school buddies, Dick and Jim, with whom I went to High School and College in Orange County in the late '50s and early '60s. When I told them over a few beers that I was on a mission to buy a Mustang, Jim said that one of his workmates had an old Mustang in her backyard that I could have for nothing, just come and take it away.

I could not believe my luck. We went to see the car and it turned out to be a reasonably straight and rust free '69 Coupe with a 302 V8 auto and

power steering. It was not running but everything was there. I felt a bit embarrassed to take the car for nothing, so I gave the owner \$100 as a thank you. Dick had a pickup truck with a tow bar, so we hired a car trailer, removed the tail shaft and towed the car to Dick's house in Garden Grove.

Although the car was not running, we had the opportunity to have a good look over it and it seemed too good to wreck, just the usual items you would expect on a car that had been sitting outdoors unused for several years.



The '69 in California ready to go to Long Beach for shipping to Australia circa 1988.



In Long Beach ready to go into the container.

We arranged for a local mechanic to come and tow the car to his workshop. As usual there was a lot more to do than we expected, including a rebuilt engine but it was all done and returned within a week at a very reasonable cost (they were the good old days!).

So, I was one happy camper until a few days later I saw in the Local classifieds a 1971 Mustang convertible for sale locally in Garden Grove and it was very cheap. I went to have a look and although it was not in great condition and had a lot of parts

missing, I could not resist. The guy selling the car was an Auto Shop teacher at the local high school and supplemented his teacher's salary by buying and selling a few cars, some of which he was able to use as exercises for his students.

It was a real convertible, and it was red! It had a power top, 302 V8, auto and I figured I could source all the missing parts at the local Mustang wreckers. At that time the Mustang spare parts shops had very little to suit 1971 models, so I had to go to the California Mustang Salvage Yard, advertised modestly as 'Mustang Capital of the World'.

I recall while waiting at the counter this big tough looking guy saying out loud for whoever wanted to hear, what a F... disgrace that foreigners were allowed into the USA to buy and take away American classics. He was too big for me to argue with, so I just kept quiet. I was able to obtain pretty much all of the missing parts at a cost of around US\$200 and as I recall the car only cost US\$1,900.

When I got the convertible home, I had to find someone who would convert the car to RHD at a reasonable price. It was not intended as a concours car so I looked for a low cost quote. I found that quote from a fellow MOCA member who had a car repair workshop in Bayswater.

The quote was around what I had in mind and since he was a member of the Mustang Club, I thought it was worth a try. I dropped the car into his workshop and left him to it.

As I had heard nothing from him after a couple of weeks, I thought that I would drive out to Bayswater and have a look at the progress. When I got to his workshop, I could not see my car. He said that he had too much work on and had another mechanic start on the conversion.

I went to see this "other mechanic" and found that the job had been outsourced to a workshop not far from Bayswater. So I went around to see what was happening.

To my disappointment I learned that this workshop was set up for urgent running repairs to taxis. In those days all taxis were either Holdens or Falcons, so it was not such a big job except that it had to be done immediately as every hour off the road cost the taxi owner money.

When I entered the workshop, I nearly fell over, my Mustang was totally dismantled, and parts were all over the place. How anybody could locate and reassemble all those parts while undergoing a RHD conversion had me worried.

Just to add to the disappointment the mechanic spent most of his time answering phone calls from taxis and when the taxi came in for the repairs, he would drop whatever he was doing on my car and start work on the taxi. It became obvious that he had quoted a much lower figure as he could fill in any empty hours on my car.

When I went back to the first mechanic and complained about my job being outsourced without my permission, he threatened to bash me (great customer service!). After giving it careful thought for about one minute I just

left the premises hoping that I would get my car back in RHD condition and me all in one piece.

Amazingly the taxi repair guy did eventually get the conversion finished. While the car was in pieces, I had it painted by the panel shop next door. So, it looked pretty good when I picked it up.

It was a hard lesson to learn, make sure you get good referrals for any job like this and the old golden rule of business "assume nothing, trust no one."

I eventually got the car registered in my name and was happy to have my very own Mustang convertible, but more problems were to arise.

I enjoyed going on cruises and entered it into my first Mustang Concours held at the Ringwood shopping centre car park. It was a disaster, the judges report simply said "no effort" on most parts of the car.

I was an absolute novice and did not realise that the judges would be checking under the bonnet and under the car. I thought all had to do was give the car a good wash and polish and clean the interior. (I had a degree in accounting, not mechanics.)



Painted looking good.



Taxi. Anyone?

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One of the pics attached to this story is my red '71 Mustang Convertible parked next to our Club President Ian Collins' '71 Red Mustang convertible. Ian still has that car.

There were three problems with my convertible that arose, all due to the conversion work.

Number one, the car had bad bump steer which I had fixed.

Number two arose when I was on my way to take the convertible to a Mustang Club event and pulled into my local servo. As I stopped by the bowser, I could see smoke pouring out from under the bonnet and assumed that a radiator hose had burst. When I opened the bonnet flames shot up and I realised there was a fire in the engine bay.

The young service attendant (remember them?) rushed over with a bucket of water, and I managed to stop that and got a fire extinguisher to put out the flames.

It was obvious what had caused the fire, a 50-cent fuel hose had split and dripped fuel onto the coil where two perished wires had crossed and created sparks. This was clearly due once again to the sloppy conversion work.

Number three, as I was slowly driving the car down my driveway the brake pedal went to the floor, and I just managed to stop the car with the parking brake and throwing the auto into reverse. I just missed hitting the brick wall at the end of the driveway by about six inches. Another fault caused by the conversion.

That was the end for me. I had the faults repaired and put the car up for sale in the "Age" classifieds, as you did in those days. It sold pretty quickly, and I hoped that the next owner had a better experience than me.

Coincidentally some years later I was approached by a young woman at a car show who said that she owned my convertible. I said that I hoped she had no trouble with it. She said that her father was an automotive engineer and had fixed everything that need fixing on the car and that it

ran perfectly and she absolutely loved it. So, it had a fairy story ending.

A year or so after the convertible bad experience I was in California again and went to Garden Grove and see my old buddy Dick and there parked in front of his house was the '69 Mustang Coupe in exactly the same spot as when I last saw it a year or so ago.

He said that he had done a bit more work on it such as replacing the instrument cluster and a few other small items but hardly ever used it except on Tuesdays when the car had to be parked in the driveway to allow for the garbage collection. He asked me would I be interested in buying it back from him for what it owed him. I took it for a test drive, and it ran perfectly so yes, I would like to buy it back.



Nice interior as purchased.



The '69 in Melbourne RHD looking and driving good.



Ready for sale, looking good.

I paid over the price and booked a container to ship the car to Melbourne. Unlike the convertible, the drive to Long Beach to the container terminal was easy with no dramas.

When I got the '69 home I again had to find somebody to do the conversion to RHD.

Having burnt my fingers with the dodgy conversion on the convertible I asked around a lot and got a recommendation for the conversion to be done by Rob Maloney in Coldstream. I went up to see him and saw his

workshop in a double garage at the back of his property. Everything looked neat and tidy and chatting with him I got a good vibe for his experience and integrity. I was not wrong. He did a great job on the conversion, on budget and on time. It looked like it came from the factory RHD. It sailed through the engineer's report, and I had no trouble getting it registered in my name.

After a while I began to lust again after a convertible so decided to sell the '69. As I recall the buyers were Colin and Debbie Spark. I wonder if that couple still owned the car, which was about 30 years ago.



SEPTEMBER 2025 CLUB MEETING

Wednesday 17th September 2025
Moonee Valley Complex, Moonee Ponds



Meeting opened 8.19pm by the President, Mr Ian Collins

APOLOGIES per sign on book

Deb and Alan Dowell, Dave Geddes, Charlie Barravacchio, Frank Thompson, Warwick Dowsley, Craig Dean, Kerry Thomas-Roscrow, Nick Maditianos, Pam and Graeme Dillon, Lynda Sparrow, Ron Minogue, Angelo Cardamone, Peter Sheehan, Lino Avellion

MINUTES OF PREVIOUS MEETING: Ian Collins

The Minutes of the previous meeting held on the 20th of August 2025 were read and confirmed.

Mov: Phil Brown, Sec: Barry Bolton

TREASURER'S REPORT: Adam Richmond

TOTAL FUNDS AVAILABLE - AUGUST 2025 \$289,950.51

Mov: Neil Butler, Sec Mike Brodrick *Figures subject to audit

SECRETARY'S REPORT: Tony Borg

Correspondence Inwards:

| | |
|---------------------|------------------------------------|
| Morris Del Bosco | Club Permit |
| Harry Zagarelos | Is MOCA displaying at Mailing Road |
| Grant Stack | Wanting to sell 20106 Mustang |
| Peter Alderson | Show n Shine Entry, Dinner |
| Mark Stedwell | Concours entry form |
| Devenport Motorshow | Events/Tas |
| Stuart Scott | Warragul City Ford Draw |
| Ron Hunt | Reason for Leaving MOCA Vic |
| Carlos Albert | Membership Check |
| Mike Dowell | Not renewing membership |
| Mike Shelley Scott | Re Shannons Event Date Check |
| Craig Lacey | Membership Renewal |
| Venkat Ramakrishnan | Car Sold, Update Ad |
| Macka | Regs does not reference Financial |
| Greg Hicks | Concours Form |
| David Flynt | Model cars for the Club |
| Fred Pascale | Concours and Dinner Forms |
| Craig Gleeson | Membership Renewal |
| Brett Lonnee | Concours and Dinner Forms |
| Mark Stedwell | Register for Claytons Conc |
| Mick Crawford | Club Permit Arrangements |
| Andrew Rowan | Price Change car for sale |
| Cassin Devoy | Vin Decoding |

Correspondence Outwards:

| | |
|------------|-----------------------------------|
| Membership | MOCA Vic September Update |
| Membership | Membership Renewal Reminder (CPS) |

NEW MEMBERS

| | | | |
|------------------------|----|---------|------------------|
| HARRISON AARON | | | |
| CRAWFORD MICK | 65 | CONVERT | BLUE |
| PENNISI ANGELO & DINA | 67 | | RED |
| DAY ROBERT & MARGARET | 65 | GT | VINTAGE BURGUNDY |
| LOCKHART DENISE & TONY | 21 | S550 | RED |
| MCAHON TONY | 97 | GT | WHITE |

Total number of members to 16/09 = 993

MEMBER WELFARE

Ian spoke of the passing of club life member, Nick Duyvestyn, who attended most club meetings along with his partner Kaye. Nick has battled with cancer for the past two years, Ian stated that you would not have known Nick was ill, due to the manner in which he conducted himself and remained friendly and approachable. Kaye will remain a member of the club. Nick was a wonderful person and had many cars and hot rods during his membership, and attended many meetings and runs. A minutes silence was conducted in Nick's honour.

Ian advised on the progress of member John Chapman with his recent operation for lung cancer, advising his treatment is going well and he is now looking forward to coming back to the club.

BULLETIN: Colin Falso

Colin thanked the many Tasmanian members who contributed to the recently released club magazine. He then asked all the membership to keep on contributing articles and images for the ensuing issues.

Ken Harrison then surprisingly presented Colin with a lower front grille panel, which was an original part that Ken had replaced, of Colin's 1966 Australian Delivered Mustang, when Ken owned the same Mustang back in the late 1970's.

SOCIAL: Sue Brodrick & De Colledge

EVENTS REPORT FOR SEPTEMBER 2025

PAST EVENTS

- Acland Street, car and bike show. Considering the weather forecast was supposed to be a terrible day, we had around 15 cars attended. Always a huge event
- Meet and Greet was at West Burton Hotel Bar and Bistro, Wesburn. Around 23 members attended.
- Bendigo coffee catch up at Kangaroo Grounds

UPCOMING EVENTS

SEPTEMBER

- Sunday 21st winter run, we are off to Farmers arms Hotel, Creswick. This will be our last winter run for 2025. Contact is De

- FRIDAY 26TH. (Grand final Eve). Warragul City Ford and Warragul Autobarn are running a promotion for entries to loan a Mustang Gt for the Bathurst weekend in October 2025. The draw will be held at 1pm Friday 26th September in the dealership. Club members with their mustangs are invited to attend.

There is a prize for the best presented vehicle such as car care kits supplied by Autobarn. Club members can also enter the main prize as there will be a QR code entry via the Warragul Gazette and at Autobarn store

OCTOBER

- SUNDAY 4TH. Shannon's Clayton Concours/Coffee and cars display, 40 Corporate drive, Heatherton. 8-1pm. Contact is Ian Collins
- SUNDAY 5TH. Australian National show and shine Euroa, 8-3pm. The theme is Hollywood Heroes, so if you have a Bullitt and are free why not attend.
- THURSDAY 9TH this will be our last meet and greet for 2025, we are off to Mont De Lacey Historic Homestead, Wandin North. Contact is Sue
- SATURDAY 8TH Bendigo coffee and catch morning at the homemaker centre, Kangaroo grounds, 9-11am contact is Glenn and Jan
- SUNDAY 19TH. Is our round up and state concurs event, held at the Dandenong Show Grounds. Contact is Peter Mason, plus our Presentation dinner that night held at The Element, Richmond. Contact for this is Adam
- SUNDAY 26TH Lara Lions Club are holding a car event at Pirra Homestead, Lara. Not a MOCA event but further info is on our team app and web page.

NOVEMBER

- SATURDAY 8TH. Bendigo coffee and cars catch up at the homemaker's centre. Contact is Glenn and Jan
- Weekend 7th, 8th and 9th we are heading up to Hamilton. Could all members please confirm with De and Sue once they have booked their accommodation and advise how many nights they are staying. We have a member in Bendigo who is organising a Parade of our mustangs around Hamilton on the Saturday morning, more info on this to follow.

DECEMBER

- SUNDAY 7TH, Our elves are back planning the Children's Xmas run and Lunch, well worth reserving this fun event, you won't be disappointed. Oh, don't forget to bring the kids.
- WEDNESDAY 10TH . Club Xmas dinner. Another date to reserve.

ALL DETAILS OF THESE EVENTS ARE ON TEAM APP AND WEB PAGE

- TASSIE De advised there were now 36 cars registered for Tassie 26 and that the Tasmanian membership were starting to rally. De also asked that those who have registered to respond to the email.

NEW MEMBERS PRESENT

Peter Papworth who owns a beautiful Race Red Dark Horse

Aaron Harrison, son of Ken Harrison, who is looking for a Mustang.

Ken then introduced Stick Marebo, from Heavy Congress, who both spoke of the upcoming event on the 1st of November 2025 at Rockford Winery in the Yarra Valley. The event encompasses a food and music festival with an additional car display of up to 100 cars. MOCA has been invited to this event which is seen as an opportunity to encourage younger individuals to gain an interest in the car club hobby.

Ken also spoke of his recent participation in the Wall to Wall bike ride, held to remember those police who have fallen in the line of duty.

Adam Richmond then reminded the membership of the annual club presentation dinner to be held the evening of the 19th of October 2025, following the Round Up event that day. Adam advised the committee is also looking for nominations for city and country members of the year and life membership. Adam reminded the meeting that the presentation dinner was now being held at a new venue, being the Element in Richmond.



ROUND UP 2025: Peter Mason

Peter Mason advised RU25 was now only a month away, stating entries for concours and show n shine were being received and that entries close on Friday the 27th of September 2025.

Peter asked the membership to sign up as volunteers for the event and set up day the day prior.

RAFFLE

| | |
|--------------|--|
| Door Prize | Lesley Massavelli |
| Members Draw | Member #3641, Jim and Donna Willet, they were not in attendance and therefore the October jackpot will be \$900. |

MEETING CLOSED

9:36 Minutes recorded by Tony BORG

NEXT MEETING

Wednesday the 15th of October 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!



OCTOBER 2025 CLUB MEETING

Wednesday 15th October 2025
Moonee Valley Complex, Moonee Ponds



Meeting opened 8:00pm by the President, Mr Ian Collins.

SPECIAL GUEST SPEAKER

The meeting opened with a special guest speaker, Mr Wayne Holdsworth, who spoke of the recent death of his son to suicide. Wayne spoke of his struggle with his sons death and his wish to make more people aware of the signs of those contemplating suicide and what actions to take to help prevent it.

Wayne has been instrumental in lobbying government in order to introduce the limiting of social media access to those over 16 years of age.

Wayne did ask those in attendance to remember the following phrases: Listen to understand not resolve

Don't call it Mental Illness but Mental Fitness

Those wishing more information on the subject can access www.smacktalk.com.au

And are reminded should you require assistance in relation to the subject of suicide please contact the following held lines:

| | |
|-------------|---------------|
| Lifeline | 13 11 14 |
| Beyond Blue | 1300 22 4636 |
| SANE | 1800 187 263. |

APOLOGIES per sign on book

Ron Minogue, John Chapman, Dave Geddes, Peter Sheehan, Sue and Mike Brodrick, Pam and Graham Dillon, Warwick Dowsley, Frank Thompson, Ron Campbell, Jeremy Lane, Angelo Cardamone, Time and Ellen Pepperkamp, Kerry Thomas, Colin Falso, Nick Matidianos, John Pippan, Craig McKenzie

MINUTES OF PREVIOUS MEETING: Ian Collins

The Minutes of the previous meeting held on the 17th of September 2025 were read and confirmed.

Mov: Alan Witton, Sec: Barry Bolton

TREASURER'S REPORT: Adam Richmond

TOTAL FUNDS AVAILABLE - SEPTEMBER 2025 \$307,092.93

*figures subject to audit Mov: Neil Butler, Sec Andre Stoffers

SECRETARY'S REPORT: Tony Borg

Correspondence Inwards:

| | |
|------------------|--|
| Ross Gangemi | RU25 Entry |
| Chris Sawyer | Member Form |
| Glenn Furness | Badge Order |
| Robert Day | RU25 Entry |
| Lee Fabris | 10 Year Badge Enq |
| Macka | Vic Roads Survey |
| Peter Sheehan | Presentation dinner form |
| Andrea Maglio | Sale of 66 Vert, ex member |
| Bruce Roscrow | Presentation dinner form |
| Judi Millward | Presentation dinner form |
| Deb/Alan Dowall | Presentation dinner form |
| Peter Mason | List of judges for RU25 |
| Robert Langfield | 66 Mustang Prepurchase inspection adv |
| Jack Booth | Looking for blue/white 66 conv for wedding |
| Peter Mason | Dinner form |
| Shane Carrol | SnS entry form |

Correspondence Outwards:

| | |
|---------------|---------------------------------------|
| Membership | Passing of Life Member Nick Duyvestyn |
| Membership | MOCA Vic October Update |
| Glenn Furness | Advice re Name Badges Delivery |

NEW MEMBERS

| | | | |
|------------------------|----|------------|----------------|
| HODGSON SAM | | | |
| WILSON ROBERT & ASAMI | 24 | DARK HORSE | BLACK |
| PURDON WAYNE & ALLISON | 18 | | BLUE |
| WILLIAMS SHANE | 66 | GT COUPE | NIGHTMIST BLUE |
| CARROLL SHANE | 21 | GT | ORANGE |

Total number of members to 15/10 = 984

MEMBER WELFARE: Ian Collins

Ian advised the membership of John Chapman's condition and that he was re admitted to hospital for further investigations.

Ian also spoke of the weekends Bathurst win by Garth Tander and Matthew Payne in their Ford Mustang.

Ian also spoke of the upcoming Round Up event this coming Sunday, stating the weather is looking good and we were all hoping for another awesome event.

SOCIAL: Sue Brodrick & De Colledge

EVENTS REPORT FOR OCTOBER 2025

PAST EVENTS

SEPTEMBER

42 metro and Bendigo members arrived at the Farmers Arms Hotel, Creswick for our last winter run for 2025. Stay tuned for next years events

OCTOBER

Great turn out for the Shannons Clayton Concours/coffee and cars, held at Shannons showroom in Heatherton. Sunny skies and stunning cars

Australian National show and shine Euroa, theme was Hollywood hero's. over 600 cars attended and planning on MOCA to participate in this event next year.

Had our last great and meet for 2025, at Mont De Lacey Historic Homestead. Around 35 members attended. Well worth a visit.

UPCOMING EVENTS

OCTOBER

* SUNDAY 19TH, is our round up and state concurs event, held at Dandenong showgrounds. Contact is Peter Mason, plus our Presentation Dinner that night held at The Element, Richmond. Contact for this is Adam.

* SUNDAY 26th Lara Lions Club are holding a car event at Pirra Homestead, Lara. Not a MOCA event but further info on team app and web page.

NOVEMBER

* SATURDAY 1ST. ULTRA SPECIAL EVENT.HEAVY CONGRESS-ROCHFORD WINERY, Coldstream 11am-9pm. All info on team app and web. Contacts are Ken Harrison and Brian

* FRIDAY 7TH-SUNDAY 9th. Historic Sandown, Sandown Raceway. Contact is Brian

* SATURDAY 8TH. Bendigo coffee and cars catch. Contact is Glenn & Jan.

* SATURDAY 22nd. MOCA central Vic Xmas get together. Keep this date free. Contact is Glenn and Jan

* Weekend 7th,8th and 9th , we are heading up to Hamilton. Could all members confirm with De and Sue once you have booked their accommodation and advise how many nights they are staying. Theme night for Saturday night is come dressed in the colours or an outfit matching your car.

DECEMBER

* SUNDAY 7TH Our elves - joe and Tony are back planning the Children's Xmas run and Lunch, well worth reserving this fun event, you won't be disappointed. Oh, don't forget to bring the kids, children 12yrs and under receive a gift from Santa. Please contact Sue for child's name and age. As Santa is busy preparing gifts, the cut-off date is Wednesday 26th November.

* WEDNESDAY 10TH is our club Xmas dinner. Another date to reserve.

ALL DETAILS OF THESE EVENTS ARE ON TEAM APP AND WEB PAGE.

• De spoke of the Tasmania 2026 event, stating there were now 39 Victorian members attending and accommodation bookings were updated accordingly.

The Tasmanian members are gearing up for another wonderful weekend away.

ROUND UP 2024: Peter Mason

Peter Mason advised the weather was looking to be between 26 and 28 degrees with late showers, likely well after we vacate the venue

There were over 20 volunteers signed up to assist on the Saturday and Sunday.

8 cars in concourse and 9 in show n shine to date.

Peter advised volunteers for Saturday should be there from 1pm and on the Sunday at 7am, with the public access commencing at 10am

NATIONALS

The membership were advised there was now more information regarding the 2026 WA nationals on line.

Member Year Badge Presentations for October 2025



Leigh Garvin



Andy Sumner

BOSS REGISTRY: Andre Stoffers

Andre advised he was looking to have more than 10 Boss's on display, stating there will be additional cars provided including 2 66 GT350s, and a genuine 427 Shelby Cobra.

GENERAL BUSINESS

Tony advised that the club was looking for volunteers to assist in the towing of the club trailer to events where it was required, and that more information was available by contacting Tony following the meeting.

RAFFLE

| | |
|------------------|---|
| Door Prize | Josette Opperman |
| Mug of the Month | Mark Massivelli |
| Members Draw | Ian Fish, (\$900), Ian was not in attendance and therefore the draw will Jackpot to \$1000 at the November meeting. |

MEETING CLOSED

9:37 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.

WANTED TO BUY

1967 LHD Mustang Fastback GTA

Must be a relatively stock car.

No project cars please.

Will consider well optioned non GT cars.

Call George on 0407 847 297



INDEPENDENT CAR INSPECTOR

Call: 0423051026

digital detailed print out of inspection on payment

*All panels including paint depth testing

*Major body repairs

*Tail lights

*Emergency flasher hazard lights

*Headlights

*Rust and rust repairs

*Brake lights

*Windscreen

*Door operations and panel gaps

The body and chassi is often-the most important part of a vehicle inspection.

No one wants to purchase a vehicle and find out later its full of filler and had been in a small or major collision.

For peace of mind before purchasing your vehicle book an inspection from CARMINE'S PRE PURCHASE CAR BODY INSPECTIONS DONT BE CAUGHT OUT WITH A LEMON.

Inspections are performed as a (VISUAL ASSESSMENT ONLY) and reported as they are seen on the day.

we do not dismantle, remove or strip any part of the vehicle during the process of the ispection.

NO ROAD TEST'S ARE PERFORMED.



NOVEMBER 2025 CLUB MEETING

Wednesday 19th November 2025
Moonee Valley Complex, Moonee Ponds

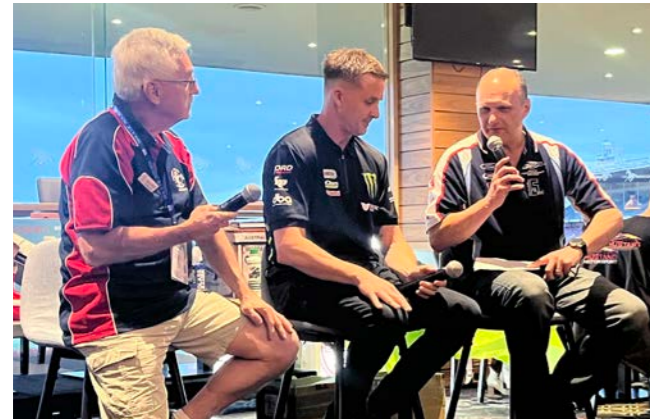


Meeting opened 8:12pm by the President, Mr Ian Collins.

SPECIAL GUEST SPEAKER

The meeting opened with a special guest speaker, Mark Winterbottom, generously arranged by member Peter Polanzon. Peter gave a precis of Mark's history enabling him to respond with anecdotes along the way. Mark answered various questions from the floor, with ease. It was a very engaging presentation.

Mark has just released his autobiography "Frosty". Mark didn't bring any books with him but after a head count, will bring 20 copies to the December Christmas Dinner, enabling members to purchase and have them signed.



APOLOGIES per sign on book

Ron Minogue, Warwick Dowsley, Frank Thompson, Graham Bell, Dave Geddes, Peter Alderson, Mark & Lesley Massavelli, Rita Romano, Rob Landolfo, Kate Duyvestyn, Bruce Campbell & Nick Maditiano.

MINUTES OF PREVIOUS MEETING: Ian Collins

The Minutes of the previous meeting held on the 15th of October 2025 were read and confirmed. Mov:Lino Avellino, Sec: Ken Harrison

TREASURER'S REPORT: Adam Richmond

TOTAL FUNDS AVAILABLE - OCTOBER 2025 \$296,917.40

*figures subject to audit. Mov: Michael Brodrick, Sec: Joe Borg

MEMBER WELFARE: Ian Collins

Craig Dean dropped in to see Warwick Dowsley on the way to the meeting and reported Warwick is in reasonable spirits.

MUSTANG MOTORSPORT REPORT: Craig Dean

Craig advised Mustang Motorsports have 2 Mustangs specifically designed for drifting. These will be on display on 1st December at his Ferntree Gully Workshop. Vaughn Gittin Junior, 2 times world drift champion will also be on hand. Members are most welcome to this BBQ starting from 5.30pm.

Craig also detailed his recent Shelby Bash experience in Las Vegas, including his very expensive coffee where he watched his Shelby almost towed away!



BULLETIN: Colin Falso

The current edition is 99% completed and just awaiting official club info to finalise and send to printer. Hoping to get it delivered to members by end of year/early next year all going well.

| | |
|--------------------|--------------------------------------|
| Jack Booth | Request for white conv for a wedding |
| Mike Rowe | Altegra offer for 2027 Nationals |
| Richard Ivers | Non-member wanting events link |
| Lino Avellino | Emails from MOCA Vic |
| George Avramopo | Wanting to buy adding amendment |
| Peter Sheehan | Re: Altegra offer |
| Rob Roy | Rob Roy Revival Events |
| Greg Cohen | Non-member wanting to sell '66 conv |
| Devonport Car Show | Advertising for car show |

Correspondence Outwards:

| | |
|------------|--------------------------|
| Membership | MOCA Vic November Update |
|------------|--------------------------|

NEW MEMBERS

| | | |
|-------------------|-------------------------|---------------|
| Dinicol Paul | 2022 California Special | Grabber Blue |
| Robins Pete | 2018 GT500 | Royal Crimson |
| Graham Don & Anne | 1965 Coupe | Blue |

Total number of members to 10/11/25 = 969

MUSTANG RACING

Nil Report

SOCIAL: Sue Brodrick & De Colledge

EVENTS REPORT FOR NOVEMBER 2025

PAST EVENTS/OCTOBER

• Round Up was a successful event with over 350 cars. The presentation dinner at The Element Hotel was also a success: beautiful venue, delicious food and fabulous company.

NOVEMBER

- Ultra-Special Event, Heavy Congress held at Rochford Winery, Coldstream. Ken Harrison provided an update and thanked 15 Mustangs for being in attendance..
- Historic Sandown. It appears no one in the audience attended the Historics.
- Hamilton - Around 60 members attended the MOCA Hamilton long weekend away, although wet in parts and cold, it certainly didn't dampen our spirits. Lots to see and do and plenty of laughs were had. Members were asking where to next year, and there will be one, but we need time to think. Special thanks to De, Andrew Watson and Gus Kuilboer for organising a fantastic trip and for Tony Borg who did a great job as trivia quizmaster on the Saturday night, great fun. Thanks to all the members who dressed up with the colour of their car, some very clever outfits. Huge thank you to all the members as you made this trip very worthwhile.

UPCOMING EVENTS

DECEMBER

- SATURDAY 6TH, MOCA Central Vic Christmas Get Together. Venue will be a private address so please let Jan or Glenn know if you are going and details will be provided.
 - SUNDAY 7TH, Our elves Joe and Tony are back planning the Kid's Christmas Run and Lunch. Children 12 years and under receive a gift from Santa, please contact Sue with the child's name and age. Meeting at Harvey Norman's Carpark, 308 Settlement Road, Thomastown at 9.30am to depart around 10am. Destination is a mystery. Contact is Sue.
 - WEDNESDAY 10TH is our Club Christmas Dinner. Please come dressed in Christmas colours. Contact is Davina Collins.
 - SATURDAY 13TH, MOCA Central Vic Coffee and Cars catch up from 8.30-11am. Whilst construction of new shops is underway, we suggest arriving at 8.30am to take advantage of getting a spot. Contact is Glenn and Jan.
 - TASMANIA - 40 Victorian cars coming.
- Welcome New or First Time Members to Meeting:
Mark Stedwell - 66 Shelby Hertz; Clive Jones - 2024 GT and Robert Date - 65 Burgundy Coupe (was a long standing member previously)

ROUND UP 2024: Peter Mason

This year's theme was a celebration of the 60th anniversary of the launch of the Shelby Mustangs in 1965.

The day proved very successful, with over 350 Mustangs on display. Many thanks to all volunteers, pre, during and post the event, as without them, the event would not be successful.

The sponsors were also thanked, including Craig Dean and Mustang Motorsport's Shelby Mustang display including 5 Hertz GT350s. Tony Fable and his Concours and Show-n-Shine judges were also thanked.

10 vehicles were entered into the Showroom and Driven Concours section. Ange Cardamone in his 1965 Gold Fastback was awarded the Garnet Judd Memorial Award for Most Outstanding Mustang. Positive feedback received about the food vendors.

Those at The Element in Richmond enjoyed the presentation dinner and award ceremony.

Note, award recipients who didn't attend the Round Up Presentation Dinner, were tonight presented with their trophies from Ian Collins and Craig Dean, as well as receiving their judging sheets.

Congratulations to Peter Alderson, winner Metropolitan Member of the Year (presented at The Element).

Congratulations to Glenn and Jan Furness, winners of the Country Members of the Year (awarded tonight to Glenn).

2027 NATIONAL REPORT

Nil Report

BOSS REGISTRY: Andre Stoffers

A brief report was provided on the various Boss Mustangs available for sale.

SHELBY REGISTRY: Craig Dean

Total membership: 43 members.

BUY, SWAP & SELL

Refer Ken Sellemeyer for a 1966 Saturn Gold Coupe for sale.

Josh Krampel - has an airconditioning business and will provide a discount to members for either domestic or auto installations or services.

Dave Krampel has a Mach 1 spoiler for sale.

Craig Dean has various parts for sale or free, which would suit man caves.

RAFFLE

| | |
|------------------|--|
| Door Prize | Mike Scott |
| Mug of the Month | Member # 3908 |
| Members Draw | Rod Williams was not in attendance and therefore the draw will Jackpot to \$1,000 at the November meeting. You must attend to collect the prize. |

MEETING CLOSED

10.11pm and the Minutes were recorded by Deanne COLLEDGE

NEXT MEETING

Wednesday, 8th December 2025, Christmas themed, at the Legends Club Moonee Valley.

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

Roundup 2025 Award Recipients in attendance



Ron Cremone



Greg Hadfield



Greg Hicks



Mark Stedwell



David & Alex Krampel



Robert Day



Attendees

Patrick Wing, Jodie Nalu, Christine Mason, Robert Mason, Murray Booth, Vicki Booth, Peter Markham, Diane Markham, Len van Rossum, Debra van Rossum, Kay Challis, Michael Reid, Janice Reid, Mick Challis, Jane O'Brien, David O'Brien, Leanne Donnelly, Andrew Donnelly, Ian Collins, Davina Collins.

Apologies

Martin Daniel, Dianne Lockhart, Adrian Pursell, Tracy Pursell, Kim McGow, Craig McGow, Kevin Gatehouse, Donna Gatehouse, Shirley Broderick, Darren Broderick, Therese Bugeja, George Bugeja, Julie Porter, Garry Porter, Sam Taneja.

Opening and welcome by Chairman Mr Ian Collins

Ian Collins opened the meeting and welcomed attendees at 11:27am. Ian noted that 38 Victorian Mustangs are booked to come to Tasmania in February 2026.

Event organizer De College recently had knee surgery and is experiencing a slow recovery.

Mustang Roundup magazine editor Colin Falso was very pleased with the content coming from Tasmania.

The Victorian Mustang Roundup event is scheduled for Sunday 19th October. Around 400 Mustangs are hoped for but this would be weather dependent. 6 Mustangs had entered the concourse judging.

Ian and Davina would be attending the Tas Chapter Xmas function on 22nd November at Swansea. Several other Victorians may also attend the Tas Chapter Xmas dinner.

Planning was underway for a Mustang show at the Shannons Moorabbin showroom.

Previous Meeting Minutes 15th September 2024

Minutes of the previous meeting held on 15th Sept 2024 at Ross (reproduced P18 - 21, Mustang Roundup, Sep-Dec 2024) were confirmed as correct. Motion moved by David O'Brien, Seconded by Jodie Nalu.

Co-Ordinator's Reports including Financial Report

David O'Brien - Club runs well supported in the south. Latest event was planned for a mystery location that was changed to Port Arthur due to snow forecast. 12 Mustangs attended the cruise to Port Arthur for lunch despite cold & windy weather.

Patrick Wing - Northern events have been well supported. The trip to Bathurst was a great success that was undertaken by 13 Tasmanian Mustangs. A similar trip will be planned for the 2027 Victorian Mustang Nationals at Wangaratta.

Len van Rossum - Trip to Mustang Nationals at Bathurst was great. Thank you to Patrick & Jodie for organizing the trip.

Thank you to Patrick for great work taking photos, posting on Facebook page and Mustang Roundup articles.

MOCA Tas Chapter Clothing sales. Fill in the form send via email to rossum@bigpond.net.au. Transfer funds to club bank account details on the form. MOCA caps with 3 coordinators at \$20 each.

MOCA Vic Tas Chapter financial report was tabled by Len van Rossum. Opening balance of \$13501.88 at 15/09/2024 included \$510.00 for clothing not invoiced at that date. \$672 was spent on MOCA caps for sale. \$640 is pending from MOCA Vic for Nov 2024 Xmas function subsidy. Closing balance at 21/09/2025 was \$11789.14.

Correspondence

Email from office of Hon Mike Gaffney MLC regarding the BBQ at Bellsy event was discussed. New legislative requirements for circulation and acknowledgement of "Keeping Children Safe Policy" was included in the email. Ian Collins indicated that similar requirements were seen in Victoria.

Upcoming events

- Sunday 5th Oct, Don Marios coffee and cars George Town.
- Sunday 19th Oct, MOCA Vic Mustang Roundup at Dandenong Show Grounds.
- Monday 3rd Nov, Ulverstone Car Show.
- Sunday 16th Nov, BBQ on Bellsy. Bells Parade, Latrobe.

Tour of Tassie.

- Wednesday 19th Nov, Travel to Great Lake. Accommodation at Central Highlands Lodge.
- Thursday 20th Nov, Travel to Kermandie. Accommodation at Kermandie Motel.
- Friday 21st Nov, Travel to Port Arthur. Accommodation at Port Arthur Motor Inn.
- Saturday 22nd Nov, Travel to Swansea. Accommodation at Swansea Cottages. Xmas dinner at The Bark Mill Tavern.
- Sunday 14th Dec, Shannons Classic Car Charity Run, Campbelltown.
- Sunday 8th Feb 2026, Canberra Mustang Show
- Friday 19th to Tuesday 24th Feb 2026, Victorian members trip to Tassie.

Mustang Spectacular on Parliament House lawns Sat 20th .

- Joint Vic Tas Dinner at Wrest Point Saturday 20th evening
- Friday 13th to 15th Mar, Mustang Nationals, Perth WA.



General Business

David O'Brien proposed to raise some money for charity again at the Mustang Spectacular event on 20th February 2026. A \$5 entry fee would apply to all entrant Mustangs. Tas Chapter could possibly nominate an amount to be donated in addition to funds raised on the day. Donations could be split between 2 or 3 charities. Cancer Council, Canteen, Children with Cancer were all mentioned as being worthy causes. Details to be determined by 3 coordinators.

Rod Belbin from Shannons would be approached to see if he would provide the trophies and do the judging for entrant categories.

An event to raise money for charity by providing rides in Mustangs at either Baskerville or Symmons Plains was being investigated.

David also mentioned that a Facebook group had been added to the Tas Chapter Facebook page to gauge interest in a Boat Cruise in March 21st to 28th.



Peter Markham enquired whether it would be worthwhile to invest some funds from the Tas Chapter bank account to accrue some interest. It was agreed that this would be worth looking into.

Jane O'Brien enquired whether a theme had been decided on for the Tas Chapter Xmas function on 22nd November. No theme had been decided on and it was suggested that Ian Collins could nominate a theme. Ian indicated he would give it some thought.

Len van Rossum indicated that a Mustang Spectacular shirt was being investigated with Murray Booth for sale at the event. David O'Brien pointed out that the Mustang Spectacular cap sold out very quickly last time. Profits from sales could be included with charity donations.

Peter Markham advised that the Ulverstone Car Show was scheduled for Monday 3rd November.

Patrick Wing advised that the next Devonport Car Show on 22nd March 2026 would most likely be the final one unless some one else took it over.

Ian Collins inquired of the current Tas Chapter member numbers. Davina indicated 98 members but around 20 had not yet paid membership renewal. MOCA Vic now has a total of approx. 1000 members. There is about \$300K in the bank. About \$120K will be required to run the 2027 Mustang Nationals at Wangaratta. Ian advised he was happy with the current arrangement of having the 3 coordinators in Tasmania.

Ian indicated that the MOCA national movement is going well. MOCA Vic is running a coffee and cars midweek run and there is a monthly run up to Bendigo as well.

Jodie Nalu thanked the 3 coordinators for the work they do to arrange runs and events.

Len van Rossum reported that there was no current plan for the Tas Chapter to produce a Mustang calendar. Previous calendar sales reached saturation at about 250 copies. Maybe the MOCA National body could produce a Mustang calendar with members cars included? Ian indicated he would suggest it at the next national meeting.

Jodie Nalu asked if any money had been deposited in the club bank account from the sports card sold at the previous meeting held on 15th Sept 2024. Len van Rossum responded No.

Peter Markham advised that the Mustang was still the best selling sportscar in Australia although overall sales had slowed.

Close of Meeting 12:16pm - Meeting record by Len van Rossum



AUSTRALIAN SHELBY REGISTRY



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

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

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

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

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

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

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



Australian Shelby Registry
shelby.org.au

Australian Mustang Club
mustang.org.au

Mustang Motorsport
mustangmotorsport.com.au

Australian Shelby Registrar
Craig Dean

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

MOCA MERCH SHOP VIC

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



A Hoodie \$69



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



Bathurst Jacket \$ 110



Bomber Jacket \$170



Spray Jacket \$ 50



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



Razor Polo
M & L \$ 50



Murray Polo
M & L \$ 50



Arena Shirt
\$ 50



Backpack \$ 47
Cap -Red or Brown peak
\$ 35

Bucket Hat \$ 20
Beanies \$22 Red or
Navy (not pictured)
Ivy Cap - Red white or
blue \$ 40

Scarf- Black , Navy or
Stone \$ 30
Umbrella \$ 60



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

**MUSTANG
ROUNDUP**



Circa: @1980...sent in by Frank Hayes.

VALE - ALLAN MOFFAT 1939 - 2025



Vale Allan Moffat and my 1972 Mustang.
Sad day on 22nd November 2025. Lots of memories.

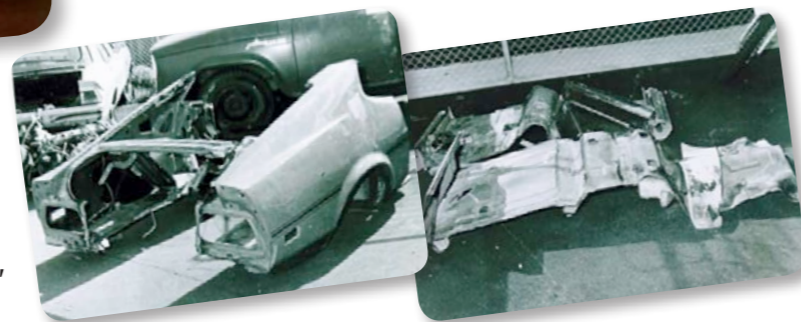


Mustang Owners Club Victoria
Concours Presentation Night October - 1980
at Top of the Town Restaurant, Doncaster.
President Kevin Musgrave on the mic with Special Guest Allan Moffat presenting 'Most Original Mustang' to Frank Hayes with his 1972 Mach 1.

My 1972 Mach 1 never got the opportunity to compete in the Nationals which didn't start until April 1981.



Some of the Mustang Owners Club Family at Allan's Mazda RX-7 debut at Sandown 1980...I can't believe Thommo wasn't in the photo at Sandown that day.



Police photographs of the remains of the winning Mustang stolen from a Club meeting in February 1981.

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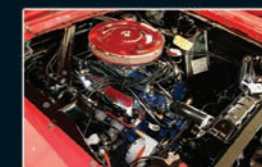


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