

FALCON

GT

CLUB OF SOUTH AUSTRALIA

NEWSLETTER

NOVEMBER 2021

230HP
HIGH PERFORMANCE







Falcon GT Club of SA Inc

Web: <http://www.gtclubsa.com.au>

Email: admin@gtclubsa.com.au

fb: Falcon GT Club of South Australia Inc

Post: PO Box 289, KentTown South Australia, 5071

President	Karl Brown	0408351391
Vice Presidents	Robert Gibbons Tony Jordan	0409259700 0438919688
Secretary	Michael Stavrides	0411473354
Treasurer	Tony Parente	0417844986
Events	Bryan & Karen McMillan	0417082098
Club Registration	Karl Brown (North) Jamie McNeill(South) Kevin May Roger Haysman	0408351391 0419833453 0417898004 0412855645
FHMC Delegate	Ron Tebby (shaker@chariot.net.au)	0413678021, 83870268
Merchandise		
Newsletter Editor	Mr Ed.....	admin@gtclubsa.com.au
Admin/Website/IT	Sean Johnson	0438529460
Property	John Walters	0411510029
Historian	John Walters	0411510029
Public Officer	Bill Clarke	0407005844
NAFGTC	Peter Polson	0418835580
Delegates	Michael Stavrides	0411473354
Life Members	Roger Haysman Alan Tenraa Sean Johnson Karl Brown Gary Watson (dec.)	Hugh Westphalen Kevin May Ray (Ben) Hall John Walters

The Falcon GT Club of SA Inc, the Committee and Members accept no responsibility for the authenticity or validity of any items or articles appearing in this newsletter.

All photos and imagery is sourced from fb: Falcon GT Club of South Australia Inc
and open source sites from the www.

CLUB EVENTS for 2021

<i>Month</i>	<i>Day</i>	<i>Event</i>
Jun-21	Tuesday 15 Jun	Club Meeting – Seaton Hotel, 7.30 pm
	Sunday 27 Jun	Club Rego Day
Jul-21	Tuesday 20 Jul	Club Meeting – Alberton Hotel, 7.30 pm
	Sunday 25 Jul	
Aug-21	Tuesday 17 Aug	AGM – Alberton Hotel, 7.30 pm
	Sunday 29 Aug	Barossa Brauhaus - Cruise to Angaston
Sep-21	Tuesday 21 Sep	Club Meeting – Alberton Hotel, 7.30 pm
	Sunday 19 Sep	Cruise to Clarendon
Oct-21	Tuesday 19 Oct	Club Meeting – Alberton Hotel, 7.30 pm
	Sunday 17 Oct	All Ford Day - Oakbank
Nov-21	Tuesday 16 Nov	Club Meeting – Alberton Hotel, 7.30 pm
	Sunday 21 Nov	Bow Hill
Dec-21	Tuesday 21 Dec	Club Meeting – Alberton Hotel, 7.30 pm
	Saturday 11 Dec	Christmas Dinner
Jan-22		
	Wed 26 Jan	Australia Day Cruise - TBA
Feb-22	Tuesday 15 Feb	Club Meeting – Alberton Hotel, 7.30 pm
	Sat 19 Feb	30th Anniversary Dinner

See newsletter flyers for full details.

Club meetings are currently held on the **THIRD Tuesday** of each month
at **ALBERTON HOTEL**

124 Port Road ALBERTON



Hi All,

This Sunday, 21st November is our club run to Bow Hill General Store, on the Murray. Hopefully the weather is fine and the cars can stretch their legs, up the Freeway and beyond to our lunch and afternoon destination. Looking forward to it.

Xmas dinner at Karen and Bryan's place is fully booked. Promises to be a great night.

January 26th 2022 is our annual GT Falcon/ Monaro Australia Day combined cruise starting from Hungry Jacks, Parafield. Details to follow.

Preparations for the 30th Anniversary dinner are progressing nicely. Remember to email Sean at admin@gtclubsa.com.au regarding your attendance.

Peter Polson will be supplying photos of the proposed club shirt designs shortly.

Here's to warm weather and getting the GT's out.

Next meeting is on Tuesday the 21st December.

Call me about anything

See ya,

Karl 0408351391

PS, the newsletter looks great, well done Mr Ed.



Hello,

By this time in any other year,...'the race that stops a nation'(Bathurst, not the other one) would have been run and won, and I would be either gloating of how dominant the DJR Mustangs were finishing 1-2 with Tickford rolling in 3-4 or, describing how Supercars once again bridled the Mustangs in order to appease the dwindling army of disillusioned GM-H supporters and there faith in the Peugeot/Opel/Chev derived appliance. With Bathurst now in the month of Christmas, due to COVID, I am still looking forward to strapping into the couch with Unicorn for a day of (hopefully) Mustang domination and reflect on past 'blue oval' glory.

Speaking of, this time way back in 1968, Ford Australia tasted some international glory and exposure during the London to Sydney Marathon. Advertised at the time as the "Greatest Car Rally Ever"through perhaps second only to Tony Curtis and Jack Lemmon in 'The Great Race', maybe....??" This event was the crowning achievement for the XT GT with a display of reliability and speed across the globe (that is the Earth by the way..), not just at Bathurst (it did of course race at the 'mount' and for a stupid rock into radiator issue....needed that Beer Carton protection device Moffat used in 71!), beating home the Monaro's and a host of European makes to arrive from London to Sydney as a complete team. All three works XT GT's finishing in the top 10 and a third outright! A summary of the XT GT and it's most successful achievements inside.

El President has highlighted several important Club events:

- Bow Hill Cruise (having occurred this past weekend)
- The GT Club Christmas Dimmer at Karen and Bryan's 'Castle'
- The all important Falcon GT – Monaro Club Australia Day Cruise, and
- The GT Club of SA 30th Anniversary Dinner.

Details are within the Club meeting minutes and as described in the event calendar. Please consider attending these fantastic events, as the efforts by Karen and Bryan in planning the monthly activities has been fantastic and Mick, as always, through his close liaison with the enemy..err Monaro Club in planning for the Australia Day Cruise, all contribute to making them a fun activity for all of us. Attendance at the Australia Day Cruise is most important in order to get enough GT Falcons for the Monaro club to count, and then present the GT Club with the perpetual attendance trophy..... which they have won nearly all the time☺. So please bring out your GT Falcons on Australia Day to show them a Grand Tourer that never had less then 8 Cylinders....186 GTS...WTF! Do not forget, as well, the Anniversary Dinner, as El President is calling the shout for the entire evening. Hope to see you all there.

Till then.....keep on Grand Touring.

Mr Ed.



Pearl (30th) ANNIVERSARY Dinner

Perpetuating the Legendary FALCON GT

SATURDAY 19TH FEBRUARY 2022 from 6:30pm



On the 11th of February 1992 the inaugural meeting of The Falcon GT Club of South Australia (FGTCSA) was held at the Naval Military Club on Hutt St in the city.

30 years on, the club is still very much active and committed to

'Perpetuating the Legendary Falcon GT'

whilst providing an enjoyable social environment for GT owners & their families.

To mark this milestone achievement, the FGTCSA will host a special

30TH ANNIVERSARY DINNER

at the Hilton Hotel in the city just after our birth date.

This will be complimentary for all current full and associate members & partners (adults only please) & will include a dinner & drinks package, with a live band & dancing. Accommodation will be available at the Hilton at a special rate for those wishing to make it a complete night.

Dress to Impress.....drinks and dinner package from 6:30pm till midnight.



Please RSVP to:
admin@gtclubsa.com.au
Thank you
FGTCSA Committee



Minutes of Meeting

2 of 3

Tuesday 16 Nov 2021
Alberton Hotel

FALCON GT CLUB OF SA MEETING TUESDAY 16/11/21

ALBERTON HOTEL

MEETING OPEN 7.38PM

PREVIOUS MINUTES

Moved: Leanne B

Seconded : Craig W

Correspondence :FHMC notes see later in newsletter

Treasurers Report:Tony P

Historian: John W absent

Anniversary Dinner

Hugh W: Mike P from Maughan Thiem and Geoff Hughes from Shannons are keen to attend. The tickets once final numbers have been worked out, will more than likely be emailed with just the finer details to be sorted with the venue remaining now.

Events

Bow Hill cruise is this Sunday leaving 10.30am from Burnside

Brian looked at:

1. Roll Racing. Its run by Roll Racing Australia and uses the Tailem Bend facility. The next event scheduled is Dec 18th at a cost of \$75 per entrant and \$30 for a CAMS licence for the day. If you have a CAMS licence already the \$30 is irrelevant. To go for a look its \$20 per person to enter the facility
2. Lunch and Laps is also another thing offered during the day BUT required a minimum of 20 cars for the event to go ahead
3. Go Karts

All these events are held at Tailem Bend so if members are interested we just need to get some numbers together and organise to go for a drive up. Would be nice to cruise the GTs up there have a dinner at the restaurant and watch people put their cars through their paces?

Christmas Dinner

Is fully booked now on the 11th December at the McMillan residence

Mick D announced the following

Jan 26th will be the joint Falcon GT and Monaro Club cruise night with starting point being Hungry Jacks at Parafield at 615 630pm lets see if we can get a big turnout!

Wed 12th January will be the midweek lazy long lunch with a departure of 10am from castle plaza. More details on both of these to follow



Minutes of Meeting

3 of 3

Tuesday 16 Nov 2021
Alberton Hotel

Karen M has found banners at \$80 each as per last meetings discussion for our static displays eg ALL FORD DAY however the supplier requires a minimum of 10 banners to be ordered. Gabby will investigate with the company that has recently updated our scrolls and we can discuss options next meeting

Merchandise

Shirts will be available at the next meeting to be viewed and decided upon

General Business

GT Nationals appreciation plaques. These were to be presented or mailed to ALL volunteers and judges from our GT Nationals in 2019. There are 50 plaques required at a cost to the club of \$500. It was decided, as embarrassing as it is, to not go ahead with this as its way too late

Michael suggested that at the Monaro /Falcon GT cruise in January that we as a club should try to get the ball rolling for a JOINT display day with all 3 manufacturers, and the clubs relevant to them, to organise a MUSCLE car display

Meeting closed 8.48pm



Minutes of Meeting

Correspondence

Tuesday 16 Nov 2021

Alberton Hotel

Michael's copy

F.H.M.C. GENERAL MEETING NOTES

SATURDAY 16TH OCTOBER 2021 @ 7.00PM.

- The meeting was well attended by the registered club's Delegates.
- The general housekeeping requirements were outlined by the President.
- Covid-19 requirements were announced by Brian Davey.
- Alan Pickering was advised that the Tinmen Cruiser's Club email address was incorrect. He said that he would correct the email address. This is very important for all Delegates to note, that having an incorrect email address on the F.H.M.C. website, would impact on anybody trying to contact that club, for any information. It was pointed out that it is the responsibility of all Club's Secretaries, that any information on the F.H.M.C. website is in fact correct and if not, then to contact the F.H.M.C. Secretary for any corrections that may be required.
- Discussions centred around a revised starting time, from currently 7.00pm to 2.00pm or 4.00pm, for Saturday General Meetings times. After much discussion, it was voted that a trial period for a 2.00pm start would commence in the New Year.
- In Correspondence, there were several grant applications.
- Treasurers Report showed a healthy bank balance. There has been a change to banking facilities to Bank SA. Consequently, a change of signatories was necessary.
- The Logbook Manager, Brian Davey, has mentioned that several clubs, have ordered logbooks, have not paid for them, and then complained to the F.H.M.C. that "why haven't we received our logbooks". It beggars' belief how these clubs operate effectively.
- Motorfest 21 has been cancelled and any monies outlaid will be refunded.
- Website Manager noticed that some flyers advertising car shows, are not being forwarded to the F.H.M.C. website. This is a free website for advertising, please take advantage of this service, making sure that all information submitted is accurate.
- Another inquiry regarding seat belts. If a vehicle was manufactured without seat belts, you don't have to have them installed. However, children under seven (7) years, must be restrained in a vehicle. For example, two (2) and/or three (3) people in the front, then the seven (7) and under child cannot sit in the back unrestrained and go on the journey. Please note that some Interstates may have differing rules and/or regulations.
- Historic Vehicle Numbers have significantly increased. Historic Vehicles, 15,132 to 33,429, from 1st July 2017. *LHD, 364 to 773. Street Rods 184 to 303. to Oct 2021*
- National body representative trying to enter parliament; however, this was not well received.
- Luxury car tax to stay. Government not being swayed on this.
- Any imported vehicles will have hoses inspected for asbestos. S.A. the worst state.



Minutes of Meeting

Correspondence

Tuesday 16 Nov 2021
Alberton Hotel

- Bay to Birdwood Classic cancelled due to Covid-19 restrictions and will be rolled over to next year.
- There has been little thought given to the fact that the Bay to Birdwood and The All Ford Day will clash on the same weekend.
- Robert Shannon Foundation Grant's available depending on numbers, \$1,000.
- MR 334 documentation to be kept for five (5) years.
- Amando Vozzo will still be conducting information sessions, representing F.H.M.C., to any registered club, by invitation through a club's Secretary.
- It was mentioned that D.I.T. will not be conducting a "Code of Practice" review at this stage.
- An example of an "App" **EMERGENCY PLUS** was related to the Delegates by Brian Davey. When installed on your mobile phone (Free of charge) it allows for any emergency vehicles (Police, Ambulance and Fire vehicles etc.) to coordinate your exact location when called. A situation occurred recently at the Federation meeting room, where an ambulance was required urgently, however, the ambulance arrived at a normal location there, because that is where they had gone before, which was some distance from where it was required to be. This could have been a life-threatening situation, where every minute counts. This app. gives your coordinates by GPS to whoever you have called, thus allowing the emergency vehicle to find where you are, crucial. **This app is highly recommended.**

Meeting closed 9.00pm.

Next meeting to be held on Saturday 27th November 2021 at 7.00pm.

Report presented by Ron Tebby.

Club F.H.M.C. Delegate.



Minutes of Meeting

Correspondence

Tuesday 16 Nov 2021
Alberton Hotel

From: theo kounias [<mailto:tpkounias@gmail.com>]

Sent: Tuesday, 16 November 2021 1:48 PM

To: admin@gtclubsa.com.au

Subject:

Hello Michael

As per our conversation earlier today I'm sending you some photos of my GT which I am very reluctantly selling.

Just some quick info about the car:

FPV GT 2011 6SPD Manual supercharged 5.0L

Winter White

14972km only (rarely driven)

always garaged

still has original factory tyres

regularly serviced despite low kms

Full FPV Compendium and specific build sheet - 2 keys

1

Looks smells and drives like a new car

Totally factory original and unmolested suit any collector or enthusiast

Hope this is enough info

I can be contacted by phone on

0419819846 - no emails please

No price listed as I know what it's worth so only genuine enquiries and we can discuss price upon inspection (it won't be going cheap as it ticks all the boxes)

Thank you very much

Kind regards Theo

FALCON GT CLUB OF SOUTH AUSTRALIA INC.

PO Box 289 Kent Town SA 5071

www.gtclubsa.com.au

New Membership Application OR Existing Member Renewal Form for 2021/22**PERSONAL DETAILS** (Tick appropriate box) ☐ NEW MEMBER ☐ MEMBER RENEWAL

(Single Member) SURNAME FIRST NAME (S)

(Joint Member) SURNAME FIRST NAME (S)

DATE OF BIRTH OCCUPATION

ADDRESS

SUBURB/TOWN POSTCODE

PHONE AH: WK: MOB:

FAX: EMAIL:

VEHICLE DETAILSGenuine GT Owners **MUST** complete **EVERY** section of their application (new member OR renewal)

The Falcon GT Club of SA Inc reserves the right to inspect genuine GT's for authenticity before granting membership.

Tribute, Replica and other vehicle owners only required to provide general vehicle details as indicated by asterisk *

VEHICLE MAKE/MODEL * MONTH/YEAR BUILT *

REG NO: * COLOUR * PAINT CODE

PREFIX NO: MODEL NO: ENGINE NO:

MEMBERSHIP CATEGORY (Tick appropriate box) **Note:** Only Full Members have voting rights☐ FULL MEMBER (Genuine GT/South African GT owners only)☐ ASSOCIATE MEMBER (Any other Ford manufactured vehicle)**JOINING FEE**

\$20

\$

Applies to all **new** members for **first year only** and previous members re-applying after membership lapse.**MEMBERSHIP FEE**

Single

\$65 (OR)

Joint

\$85

\$

Annual payment due by 1st July each year or no later than 30 days after Annual General Meeting or membership will lapse.**HISTORIC REGISTRATION** Membership must be maintained during the duration of vehicles conditional registration. Log book will not be renewed if there is any lapse in FGTCSA membership.

FGTCSA member less than one year

\$75

\$

FGTCSA member one year or more (\$20 per vehicle)

\$20 X

\$

All vehicle owners must be current financial members.

Joint owners must also be current financial members.

TOTAL

\$

Direct Deposit to BSB 325185 Account 03227159 Falcon GT Club of SA. Enter your Member Number in description if an existing Member or Surname for New Members. Then mail signed form to address below, or email to secretary@gtclubsa.com.auPlease make Cheques/Money Orders (no cash) payable to: **Falcon GT Club of SA Inc**

Post this form with appropriate fees to: The Secretary Falcon GT Club of SA Inc. PO Box 289 Kent Town SA 5071

INDEMNITY

I agree to abide by the constitution of the Falcon GT Club of South Australia Inc. and release the FGTCSA Inc. from any liability, either personal or property.

Signed Date Membership No

OFFICE USE ONLY: Amount Paid \$

Receipt No:

Membership No:

Ben (21/22) V1



1967 was a Great year for 'Going Ford!' The arrival of the XR GT heralding the invention of the four door (Aussie) muscle car and a Bathurst win. How do you improve on perfection?.....You make more of it. In 1968 Ford made 'lightning strike twice' with the arrival of the XT GT Falcon, not just a limited special, a production model, cementing the GT badge into the Falcon range as the top model.

The XT GT arrived with a new engine, the 302 cubic inch (4.9 litre) Windsor motor. It boasted an extra 5 horsepower over the XR GT's 289 cubic inch version and an increase in torque from 305 to 310 ft/lbs made 600 rpm higher at 3800 rpm. Wheel rims were widened to 6", with a limited slip differential fitted, a front anti-roll bar and optional automatic transmission for the first time, was available as an optional extra. The brake setup from the XR GT was carried over, which meant 11-inch front discs and drum rear brakes, although the XT used a dual hydraulic system as were driving lights, which set the design theme for all other GT Falcons. With a top gear giving 24.25 miles per hour per 1000 rpm, the theoretical maximum speed attainable worked out to be 126 mph at 5,200 rpm and drivers believed 130 mph would be within reach on Conrod Straight.

Bathurst that year was not to be the repeat of the success in 1967. The General had seen the benefits of a performance marketing policy by Ford's example (*common theme there..Ed!*) and immediately sped development on it's contender, the Monaro GTS (*the one with the V8 in it, not the 186!...Ed*), which is an Aboriginal word for mountain or lofty plain, through in some dialects it may allegedly mean boob! We all know the Monaro greeted the chequered flag first due to the Fred Gibson works GT inflicted with a holed radiator and resulting blown head gasket! Enough of that, now for some international success.





The most headlined event that year was the London - Sydney Marathon. The rally took place over the period 24th of November and the 17th of December in 1968. The event covered 10,373 miles (16,694 km) through Europe, Asia and Australia.

The event was the result of a lunch in late 1967, during a period of despondency in Britain caused by the devaluation of the pound. Sir Max Aitken, proprietor of the newspaper *The Daily Express*, and two of his editorial executives, Jocelyn Stevens and Tommy Sopwith, decided to create an event which their newspaper could sponsor, and which would serve to raise the UK's spirits. Such an event would, it was felt, act as a showcase for British engineering and would boost export sales in the countries through which it passed.

The initial UK£10,000 winner's prize offered by the Daily Express was soon joined by a £3,000 runners-up award and two £2,000 prizes for the third-placed team and for the highest-placed Australians, all of which were underwritten by the Daily Telegraph newspaper and its proprietor, Sir Frank Packer, who was eager to promote the Antipodean leg of the rally. The Marathon Rally, a 7,000-mile course covering eleven countries in as many days, and arranged that the P&O liner, *SS Chusan*, would ferry the first 72 cars and their crews on the nine-day voyage from India, before the final 2,900 miles across Australia

Ford Australia joined its European counterparts Ford UK (Ford Cortina Lotus Mark II) and Ford Europe (Ford Taunus 20M RS) and entered three XT GT's, masterminded by (the Fox) Harry Firth. The Holden Dealer Team presented three HK Monaro GTS 327s. A summary of how the event unfolded is as follows:

Roger Clark established an early lead through the first genuinely treacherous leg, from Sivas to Erzincan in Turkey, averaging almost 60 mph in his Lotus Cortina for the 170-mile stage. Despite losing time in Pakistan and India, he maintained his lead to the end of the Asian section in Bombay, with Simo Lampinen's Ford Taunus second and Lucien Bianchi's Citroen DS21 in third. Once in Australia, things changed.





During Australian leg, Clark suffered several setbacks. A piston failure in his Lotus Cortina dropped him to third, and would have cost him a finish had he not been able to cannibalise fellow Ford UK driver Eric Jackson's car for parts. After repairs were effected, he suffered what should have been a terminal rear differential failure. Encountering a Cortina by the roadside, he persuaded the initially reluctant owner to sell his rear axle and resumed once more, although at the cost of 80 minutes' delay while it was replaced.

This left Lucien Bianchi and co-driver Jean-Claude Ogier in the Citroën DS in the lead ahead of Gilbert Staepelaere/Simo Lampinen in the German Ford Taunus, with Andrew Cowan in the Hillman Hunter 3rd. Then Staepelaere's Taunus hit a gate post, breaking a track rod. This left Cowan in second position and Paddy Hopkirk's BMC Austin 1800 in third place.

Approaching the Nowra checkpoint at the end of the penultimate stage with only 98 mi (158 km) to Sydney, the leading Frenchmen were involved in a head-on collision with a motorist who mistakenly entered a closed course, wrecking their Citroën DS and hospitalising the pair.

Paddy Hopkirk, the first driver on the scene (ahead of Cowan on the road, but behind on penalties) stopped to tend to the injured and extinguish the flames in the burning cars. Andrew Cowan, next on the scene, also slowed but was waved through with the message that everything was under control. Hopkirk re-joined the rally, and neither he nor Cowan lost penalties in this stage. So Andrew Cowan, who had requested from Chrysler "a car to come last" on the assumption that only half a dozen drivers would even reach Sydney, took victory in his Hillman Hunter and claimed the £10,000 prize. Hopkirk finished second in a BMC Austin 1800, while Australian Ian Vaughan was third in a factory-entered Ford XT Falcon GT.



Ford Australia also won the prestigious Teams and Manufacturers' Prizes for Ford and Australia with all three Falcons GTs, placing 3rd, 6th and 8th. All three XT GTs completing the event, and could very well have turned around and driven back to London. A credit to the preparations made by the Fox, Harry Firth and Ford Australia into the XT Falcon GT.

It has been said, the XT GT is the sweetest of all the steel bumpered GTs. I cannot confirm this, having never driven one and will leave that to all the opinions of the collective audience. It can be said, although the XT GT failed at Bathurst, it's success in showing the world what Australia could do, far exceeds anything local, and was a prelude to other Aussie adventures into international motor sport during Group A, examples: HDT and one Allan Moffat at Spa and the DJR Sierras achieving fastest in the world, excluding of course, Sir Jack Brabham and his amazing achievements in Formula 1. The XT GT made it's own success.





TIME MACHINE

Making grown men.....cry!!!



FORD OVERHEAD CAM ENGINE
427 COMPETITION



WHILE THEY LAST

LIST PRICE \$5,000.00
DISCOUNT PRICE \$1,700.00

NEW ENGINES

TUNNEL PORT 302



450 HP
4 BOLT MAINS
LIST \$1600.00
DISCOUNT PRICE \$700.00
with Fly Wheel

BOSS 429



LIST \$2100.00
DISCOUNT PRICE \$1200.00

Marty, we've got to go back!





CLUB SUPPORTER



JRM transmissions

5 Boulder Court, Morphett Vale 8322 7044

OVER 28 YEARS EXPERIENCE

Gearboxes
Differentials
Power Steering
Diagnostic Tools
Transmission Overhauls

Experience with both
Old and New Vehicles
Engine Rebuilds –
Stock & High Performance
New Modern Workshop



CLUB SUPPORTER



**RODNEY PLOWMAN
RESTORATIONS**

www.rodneyplowmanrestorations.com



Complete or Partial Restorations
Classic Car Parts Restorations
Custom Fabrication & Panel Shop
State of the Art Paint Booth
In-House Dyno Tuning
Full Mechanical Workshop
Servicing & Full Mechanical Builds
GT Falcon & Mustang Specialists
Stocking over 6000 Muscle Parts



www.themusclecarpartsgarage.com.au

(08) 8326 0351



CLUB SUPPORTER



Maughan Thiem Ford
1013 Port Road
Port Adelaide SA 5014
Ph: +61 8 8300 1200

Proud supporter of:

The FALCON GT CLUB of SA
Inc.

