

The Mustang 2400 Runabout

Stylish, soft riding and very fast — at around \$16,000 it is not cheap, but neither is a Porsche 911E

Introduction

In a little over three years Mustang Marine Manufacturing Pty. Ltd., has developed into one of Australia's largest powerboat manufacturers. Working from an extremely modern factory on the Molendinar Industrial Estate on the Cold Coast in Queensland, the Mustang range is now on sale throughout Australia and is one of the dominant brands in Queensland and Victoria, where Mustang have a smaller subsidiary factory.

Mustang is Graham Williams and Phil Mackintosh. Williams is the design and management expert, Mackintosh is responsible for the smooth production flow through the factories — no mean task when the volume is measured in terms of hundreds of units.

Graham Williams is no stranger to the Australian boating industry. As far back as 1958 Graham was responsible for the launching of the original Stylecraft boat manufacturing concern, one of the very earliest boat building organizations to switch to fibreglass construction. Those were the days when the timber boat was standard and fibreglass was listed as "optional". Williams has probably had greater influence on the evolution of the small Australian powerboat than almost any other designer.

This sweeping statement may surprise, but his list of credits include all of the original Stylecraft range, several of the existing Caribbean range, all of the original Huntsmen Cruisers, the original Nova series (pre 1975) and now, of course, the new range offered by Mustang Marine. And as he says with a grin, what he has not designed and built, has almost certainly been "flopped" or "pinched" from his designs in some way or another over the last 15 years.

Sometime ago, in the pages of this magazine, I commented that it is a pity boat designers in Australia are not showing more initiative, and suggested there was more innovative design seen in Australia in the early sixties than there has been for the last decade (ref: AB #21 July 75).

Candidly, Williams was one of the men I had in mind. It is exciting to find that he is not only back at the drawing board, but for the first time in many years, he is involved in the creation of not one, but more than half a dozen different models ranging from 16'-65'.

Currently on the Williams' drawing board for release in the not too distant future, is a 19' and 21' series which will include runabout, deluxe cabin and sport fishing models. They are programmed for release just prior to the '77 boat show season. As well, there is a 28 footer with a flying bridge and the lines of an Italian express cruiser on the way, a superb 38' big game fishing cruiser — not to mention a re-styled 65' Halmatic hull which Mustang Marine are now producing under license from the original English manufacturers. The hull is one of the world's most proven pilot vessel hulls, but the interior and deck design is pure Williams — rakish, bold and with obvious application to the present rich lifestyle of Queensland's Gold Coast.

Last month we had the opportunity of testing the first of the new '77 Mustangs, the 2400 runabout. Priced from around \$16,000 complete with the magnificent Johnson 200 hp V6 outboard, test

**TBM
RETRO
BOAT TEST:**
Unchanged,
as first
published,
written and
photographed
by Peter
Webster in
1977

