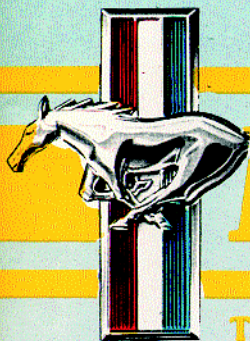


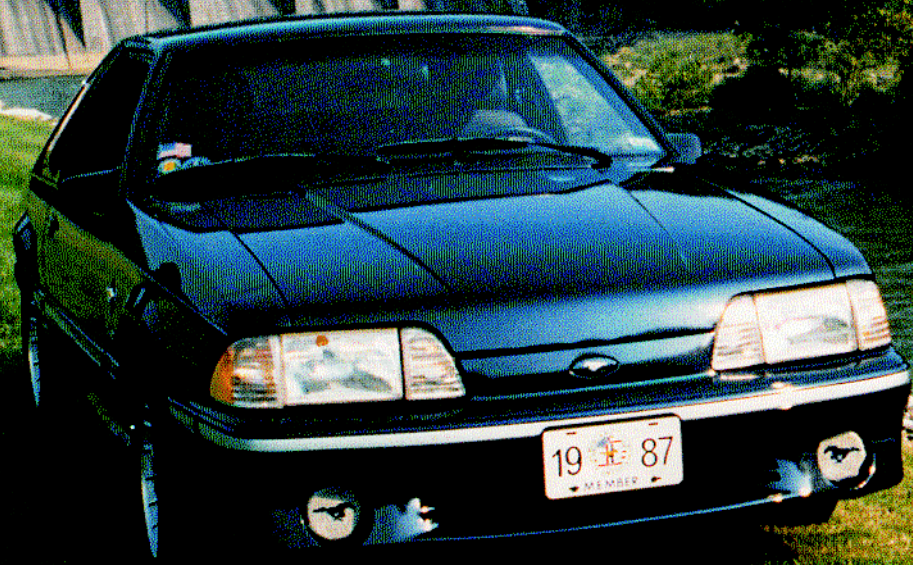
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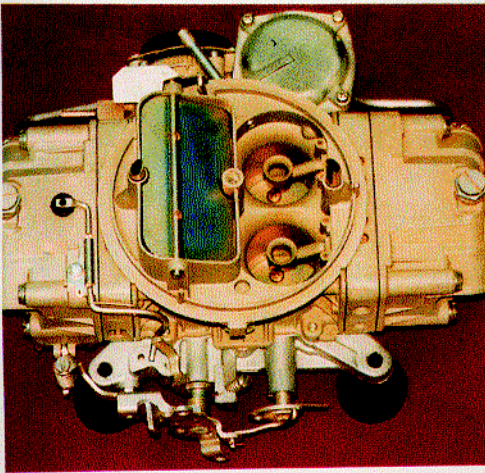
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The Official Publication of The Mustang Club of America

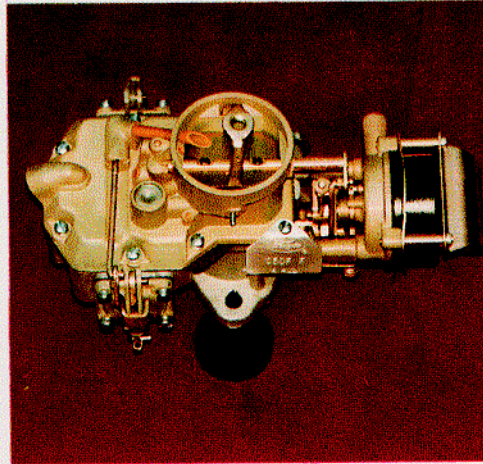
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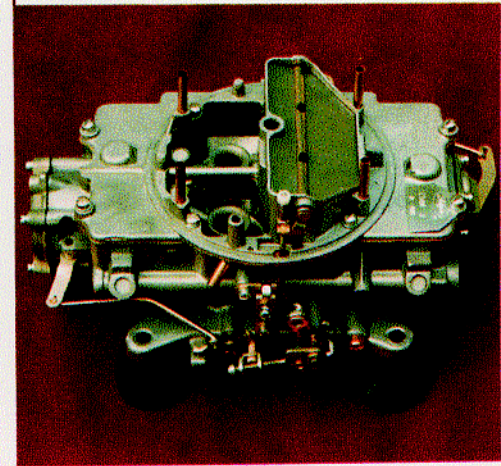
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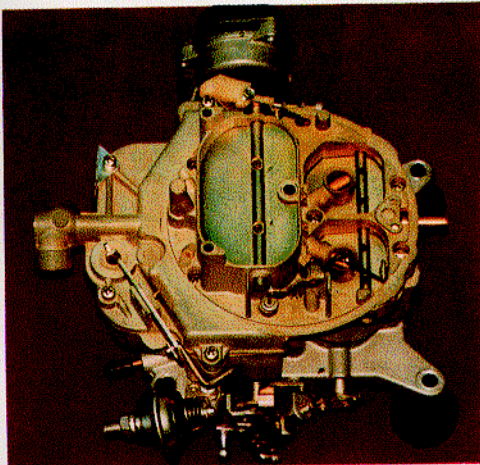
HOLLEY 4150



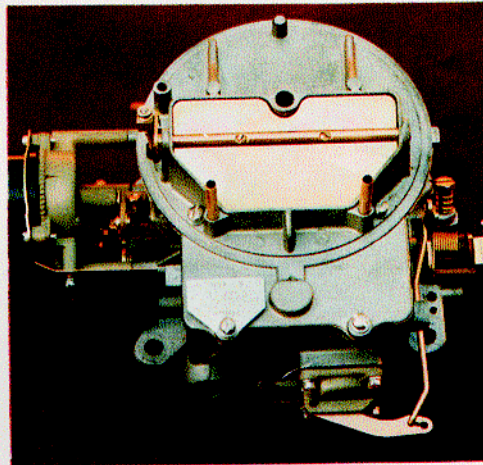
AUTOLITE 1100



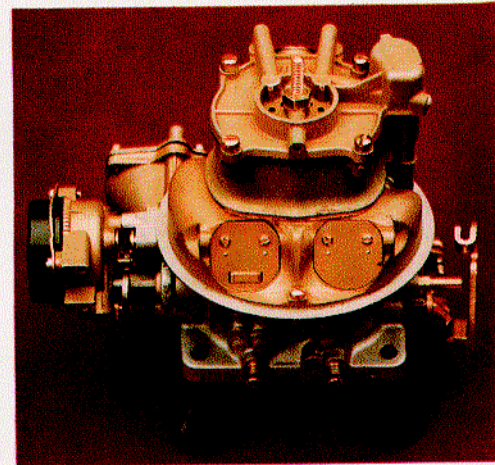
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MCA was formed to band together owners of this classic automobile... to provide a medium of exchange for ideas, technical information, amusing reminiscences, and the purchase of parts — often at substantial discount. Lasting friendships have been formed through regional get-togethers and as a result of the Club's national meets.

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about member cars, news of chapter events and activities, all profusely illustrated with photos, diagrams and cartoons. In addition, the MUSTANG TIMES offers an advertising service to those wishing to buy, sell or swap parts or cars.

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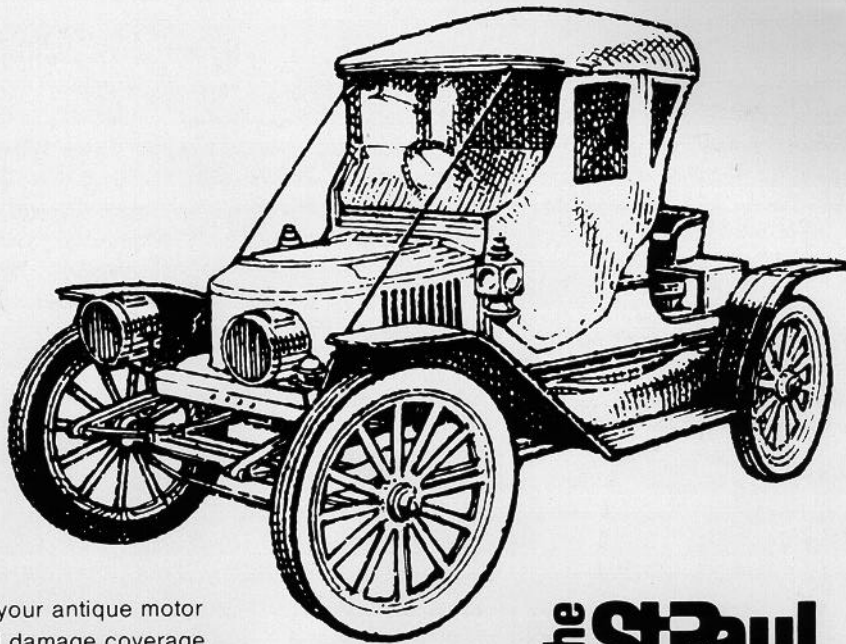
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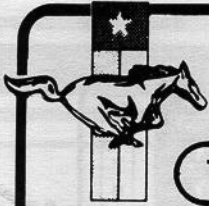
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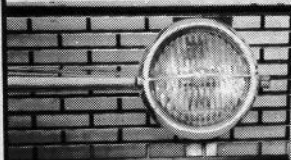


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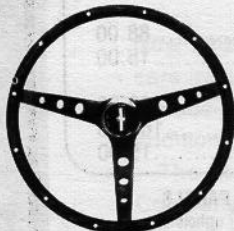
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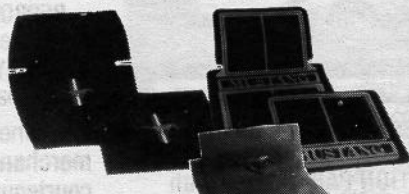
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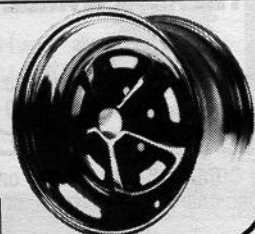


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February, 1992

Vol. 16, No. 2



Twins Robert and Christian Anzalone may be a little young to drive daddy's Mustang, but father Robert says "it won't be long before they'll be wanting a Pony car of their own." In the meantime, these two young Mustangers are terrorizing the neighborhood with their '64½ pedal cars! Robert's MCA Membership Number is 23,166.

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On The Cover

This 1987 Mustang GT, owned by Barbara Davenport of Port Neches, TX is her pride and joy — and her daily driver. The car was photographed by *Mustang Times* Editor Steve McMullan in Kingsport, TN last August. For the full story, see Pages 22-23 of this month's issue.



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 Jack Hinson (#17428) Cartersville, GA
 Barbara Koivu (#758) Snellville, GA
 Bill Koivu (#758) Snellville, GA
 Tommy Gilstrap (#16647) Greenville, SC
 Jim Osborn (#376) Buford, GA
 Don Perry (#13019) Kennesaw, GA
 Walter Scott (#10395) Greenville, SC
 Bruce Weiss (#19423) Melbourne Beach, FL
 Kitty Wilmot (#5991) Roswell, GA
 Jack Yeager (#411) Decatur, GA

Honorary Members

Steve McMullan (#20044) Oakwood, GA

**December Meeting Minutes
Of MCA Board of Directors**

By SANDI DWARD
MCA National Secretary

The meeting of the Board of Directors of the Mustang Club of America was called to order by the president, Charles Hampton, Tuesday, Dec. 10, 1991.

Roll call was made with 30 directors responding.

Minutes of the November meeting were read and approved.

The treasurer's report was submitted for the month of November and approved.

Visitors were recognized and included Butch and Barbara Hollingsworth from the Northeast Georgia Regional Mustang Club and Russ Gilbert and Barry Hobgood from the Cherokee Regional Mustang Club.

OLD BUSINESS

Kitty Wilmot was appointed to be in charge of arrangements for the 1992 MCA Officers' Installation Dinner, to be held January 18.

A motion was made that the president send a letter to the Rainbeaux Mustang Club of Texas regarding infringement on Southeast Texas Regional Group's territory and informing the Rainbeaux Group that such infringement must stop at once or the club's charter would face revocation. This motion was approved.

Vintage Mustang Owners Association of California sent a letter to MCA. The letter was discussed by the board.

NEW BUSINESS

The election of 1992 officers was held. The results of the election were as follows:

President Bill Dillard
 Vice President Jim Watson
 Secretary Kitty Wilmot
 Treasurer William Koivu
 Sergeants-at-Arms Max Craft/Ed Hunter

With there being no further business, the meeting was adjourned. There was no meeting of the Board of Directors in January. That meeting was replaced by the annual installation of officers.

The next meeting of the Board of Directors of the Mustang Club of America will be held Tuesday, February 11, 1992, at the Marriott Courtyard Hotel at Windy Hill Road and I-85 in Marietta, GA, beginning at 7:30 p.m. The meeting is open to all dues-paying MCA members.

New National Head Judge Selected

Incoming MCA President Bill Dillard of Calhoun, GA has named Ricky Simmons of Demorest, GA to succeed Bob Perkins as MCA National Head Judge.

Simmons has served as MCA Assistant National Head Judge for the past year.

Bruce Weiss of Melbourne Beach, FL has been selected to replace Simmons as Assistant National Head Judge. Randy Church will continue to serve as an Assistant National Head Judge for late model classes.

In addition, Dillard has announced that newly-elected Vice President Jim Watson will now take over the duties of National Show Coordinator.

Watson will be in charge of accepting and assisting with the preparation of applications by MCA Regional Groups for sanctioned National and Grand National Shows. Groups interested in applying for MCA-sanctioned shows can contact him at MCA, P.O. Box 447, Lithonia, GA 30058.

Board Selects Bill Dillard '92 MCA National President

Bill Dillard of Calhoun, GA was elected National MCA President for 1992 by the Board of Directors at its December meeting.

Dillard will succeed Charles Hampton of Anderson, SC, who has served as MCA President for the past four years.

Dillard was Vice President and National Show Coordinator for MCA during 1991.



BILL DILLARD

He is also a former National Head Judge and long-time member of the board of directors.

Dillard, a charter member whose MCA Membership is 7, was one of the original founders of the national organization.

Jim Watson of Woodstock, GA was elected to serve as Vice President and National Show Coordinator for 1992.

Affiliated with State Farm Insurance in Dalton, Dillard is a member of the Cherokee Regional Mustang Club and is a past president of that MCA group. He also served three years as National Head Judge for MCA.

His wife, Sandi, served as National MCA Secretary during 1991.

Dillard joined the MCA Board of Directors in 1978. He and Sandi owned two Mustangs, a 1969 convertible and a 1989 convertible. The couple has two children, Brandon, 9, and Leanne, 6.

Kitty Wilmot of Roswell, GA was elected

secretary during the December board meeting. She has held that position previously and is also Assistant Editor of *The Mustang Times*.

Bill Koivu of Snellville, GA, long-time MCA treasurer, was re-elected to his post for 1992. Koivu also serves as office manager for the national organization.

Max Craft of Winston, GA and Ed Hunter of Powder Springs, GA were elected sergeants-at-arms.

In addition, Jack Yeager of Decatur, GA will continue to serve as Publisher of *The Mustang Times*.

Dillard has also announced the appointment of Ricky Simmons of Demorest, GA as MCA National Head Judge for 1992. He succeeds Bob Perkins of Juneau, WI. Simmons served as Assistant National Head Judge in 1991.

Bruce Weiss of Melbourne Beach, FL has been appointed Assistant National Head Judge for 1992.

All MCA officers are elected annually at the December meeting of the organization's national board of directors.

Nominees are selected by a committee composed of board members, but nominations are also taken from the floor.

Officers are installed at a banquet held each January.

The 1992 Officers' Installation Banquet was held Saturday, Jan. 18 at Days Inn North in Atlanta.

Coverage of the installation banquet will be included in the March issue.

MCA 1993 Show Applications Due In March, April

Deadlines for MCA Regional Groups desiring to sponsor 1993 National and Grand National shows are now only weeks away.

The deadline for applications for the 1993 Grand National is March 1, so only a few days remain for groups to submit their paperwork to MCA for consideration as sponsors of that event.

The deadline for applications for 1993 MCA-sanctioned national shows is April 1.

Jim Watson, elected in December as vice president of MCA, will also assume the duties of National Show Coordinator. In the future, all show applications should be addressed to Watson and groups with questions concerning MCA shows should contact him at MCA.

The MCA Board of Directors is expected to review applications for the 1993 Grand National at its March meeting and consider applications for national shows at its April meeting.

All requests for National and Grand National shows must be filed on forms provided by MCA. Those forms can be obtained by contacting Watson at National Headquarters, P.O. Box 447, Lithonia, GA 30058.



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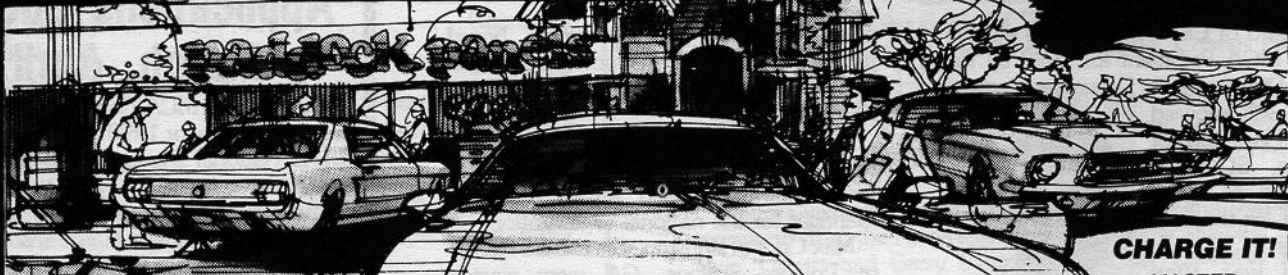
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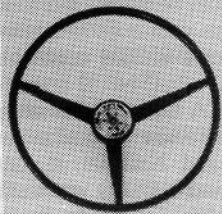
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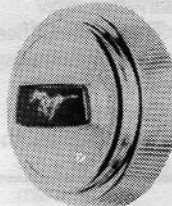
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Jack Yeager
MCA No. 411

Jack Yeager of Decatur, GA has been a member of the Mustang Club of America since its formation in 1976 and has served on the Board of Directors since 1978.

A member of the Georgia Regional Mustang Club, Jack was re-elected Publisher of *The Mustang Times* in December. He has held that position since 1989. Jack has also served as MCA vice president and sergeant-at-arms and was the group's first National Head Judge.

He writes a monthly column for *The Mustang Times*.

The owner of B&J Communications, Jack and his wife, Betty, have two children, Ken (a former MCA board member) and Judy. Betty is also a former MCA board member and produced the name "Thoroughbred" for that elite MCA show class.

Jack and Betty are the owners of several Mustangs, including a 1965, a 1971, a 1966 convertible, and 1968 Shelby GT 350.



Lena Johnson
MCA No. 7547

Lena Johnson of Chattanooga, TN has been a member of the Mustang Club of America for the past eight years.

An active member of the Scenic City Mustang Club, she has served as secretary and treasurer of that MCA Regional Group.

Lena and her husband, James G. Johnson, are owners of J.J.'s Mustang Parts in Chattanooga. J.J. is also a member of the MCA Board of Directors.

Long-time members of MCA, the Johnsons are frequently seen with their parts trailer at Mustang shows throughout the southeast.

The Johnsons have two children and five grandchildren.

The couple owns a 1965 Mustang GT convertible, a 1965 GT fastback, a 1966 GT convertible, a 1968 California Special, a 1968 Shelby convertible and a 1990 LX convertible.



Ricky Simmons
MCA No. 17874

Ricky Simmons of Demorest, GA joined the Board of Directors of the Mustang Club of America in 1989. He has been an MCA member since 1986.

A member of the North Georgia Mustang Club and Georgia Regional Mustang Club, Ricky served as MCA Assistant National Head Judge in 1991 and has been named National Head Judge for 1992.

He is the owner of Simmons Grassing Company, Inc., which specializes in grassing highway rights-of-way.

Ricky and his wife, Carolyn, have two children, Ginny and Bill.

During the 1991 show season, Ricky served as acting head judge at several MCA National Mustang shows. Along with 1991 MCA President Charles Hampton, he presided over the 1991 National Judges Rules Meeting held in Atlanta last September.

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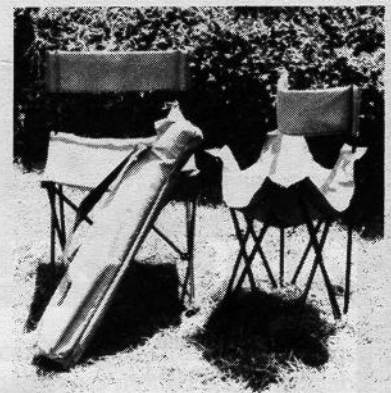
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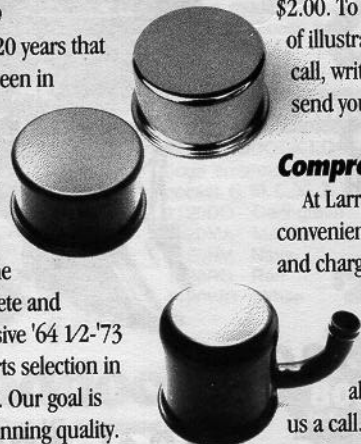
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MCA's 16 Year History Is Interesting Reading

The publication of the lengthy rules corrections and clarifications approved at last September's MCA Judges' Meeting forced us to delay the introduction of a new feature, "MCA Notebook," last month.

But we're back on track now and you'll find this two-page article in your February *Mustang Times*.

It's an interesting summary of the 16 year history of MCA, compiled by *Mustang Times* staffers Steve McMullan and Kitty Wilmot.

I know many of our newer members will find this interesting reading, and I think some of our long-time members will as well.

We plan to use "MCA Notebook" to inform our readers about a number of topics related to the national organization — articles from how to become a Certified or Gold Card judge to how a regional group can plan, apply for and stage a National or Grand National show.

By Jack Yeager

I hope you'll take time to read MCA Notebook this month.

MT□MT□MT

And speaking of history, we're also planning to take you back a few years with a feature on the early issues of *The Mustang Times*.

Some of our new members might not know it, but *The Times* has been published by MCA since the club's second year of existence. My son, Ken, has the only complete collection of *Mustang Times* issues that I know of, and we're going to reproduce some excerpts from these early issues to give you an idea of where we started — and how far we've come.

I hope you'll be watching for this interesting feature this coming spring.

If you enjoy reading *Mustang Times*, you might even enjoy it more if you saw your own Mustang featured!

We welcome contributions from our readers. If you have a clear snapshot of your favorite Pony, send it in — along with an owner's information sheet (published quarterly) — and we'll be glad to consider it for our monthly "Horse Show" page.

If there's an interesting story behind your car, we invite you to sit down and write it out in your own words and mail it in, along with three to six photos. If the story is interesting and unusual enough, it could very well be selected as one of our monthly "Feature Cars."

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Nebraska Tax Proposal Concerns This Mustanger

Editor:

A few months ago I alerted you and the members of MCA to a bill introduced in Congress by Sen. Roth of Delaware that sought to remove all pre-1980 cars from circulation for environmental reasons.

At that time, I expressed my concern not that his ill-conceived bill would pass, but that it might inspire other, more effective, efforts to legislate older vehicles — and along with them our hobby — out of existence.

I foresaw, for example, states enacting punitive taxation to make owning an old car prohibitive.

Now, as if to confirm my worst fears, I find this story from a Nebraska Mustang club:

"At our August meeting, D.J. Hogan informed us of a plan under consideration by the Nebraska Energy Policy Council concerning property taxes on older cars. The plan states:

"Remove older, fuel-inefficient vehicles from service to increase average miles per gallon and reduce exhaust emissions....As part of the overhaul of Nebraska's property tax system, the state should be encouraged to tax cars and light duty trucks based on fuel utilization standards and to assess the feasibility of a pollution tax or an environmental surcharge on motor vehicles at the same time of annual registration. This tax should be a significant encouragement to abandon the use of older vehicles."

"The tax would be assessed at the time of annual registration. It is unclear at this time how, for example, a mid-60s car would be rated — whether by age or fuel consumption — or if the rating would take into account any consumption variations, daily driving, etc., or what determinates would be used concerning age limits or consumption rating. If you are interested in making any comments, or would like to see a copy of the plan, please write to Nebraska Energy Policy Council, P.O. Box 95085, Lincoln, NE 68509, Attn.: Allison Meyer."

You don't have to be a resident of Nebraska to be alarmed at these proposals. Similar measures are being considered, or have already been enacted, by other states and it's a safe bet that Kansas and Missouri — and other parts of the nation — are not far behind.

As to the Roth bill, it now appears to have died a quiet death in Congress — but not before the Senator was forced to add staff to his office to handle the flood of mail and phone calls from outraged auto hobbyists.

Vintage Mustang Club member Pat Sterbenz tells us, however, that CTCI, the na-

tional Thunderbird Club, has learned of a similar measure that will soon be introduced, probably as an amendment to another, unrelated bill.

I'll try to keep you informed periodically of further developments on this issue. MCA members can help by keeping their ears to the ground and letting *The Mustang Times* and their fellow Mustang hobbyists know if they come across any news on the subject.

Jack Sell
Vintage Mustang Club
of Kansas-City

Rotary Board Praises Rochester Club For Help

Editor:

On behalf of the Board of Directors of the Rochester Rotary Service Foundation, I would like to thank Mr. John Foss and the Shelby Mustang Club of Rochester for raising \$1,611.65 for the Rotary Sunshine Camp.

We are deeply grateful for the hard work this group did in staging the 15th Anniversary All-Makes Car Show.

Each summer more than 350 physically disabled young people experience the joy of camping, and receive specialized training to improve their quality of life in an environment full of love and encouragement at Sunshine Camp.

Many of these young people are also from disadvantaged homes. The time spent at camp is free of charge for most of the campers.

The importance of camp to the youth who attended is hard for us to comprehend, and I can't begin to communicate what camp means to each one of these young persons. However, we do get a glimpse of the meaning of camp from Chris: "I like camp because I get tired of hospitals, and I get to do things I otherwise would not be able to do. Sometimes it's fun just being a kid."

Again, our sincere appreciation to the Shelby Mustang Club of Rochester.

Norman A. Carlson
Development Director
Rochester Rotary Service Foundation

New Member Requests Correction Of Listing

Editor:

I joined the Mustang Club of America in October. My membership number is 25204.

In listing new members in your magazine, the *Mustang Times*, Vol. 15, No. 11, on

Page 39, I am listed as Joe Maroccia of Peekskill, NY.

The spelling is wrong. I am a female and I spell my name Jo.

I would appreciate you making a correction of this error.

Thank you for your prompt attention to this matter.

Jo Maroccia
Peekskill, NY

(Editor's Note: Our apologies, Jo, for our mistake in listing you in our New Members section. We would like to welcome you to MCA and thank you for bringing this error to our attention and giving us an opportunity to set the record straight.)

Club Member Thanks Randy Church For Help

Editor:

Not too long ago, I was having a great deal of difficulty trying to remove the radio from my 1985 Mustang SVO.

After a few hours of frustration, I decided to call Randy Church, late model MCA Gold Card Judge, and ask him for some advice.

He was extremely polite and seemed to empathize with my situation. He said he would look up some information in his books and call me back.

In about a half-an-hour, he returned my call (long distance) and was able to give me the information I needed.

It is people like Mr. Church who give the Mustang hobby such a good name, and I would like to thank him for it.

Robert Anzalone
MCA Member #23166

Your Letters Are Welcomed!

Comments from members of the Mustang Club of America are welcomed by *The Mustang Times*.

To have your opinions included in the monthly "Readers' Forum" section of your club magazine, address your letter to: Readers' Forum, *The Mustang Times*, P.O. Box 447, Lithonia, GA 30058.

Please include your membership number and city and state of residence on your correspondence.

All letters are subject to standard editing, but every effort will be made to include as many comments as possible in this column each month.

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The manual breaks down information contained on your vehicle's ID plate — enabling you to decode color, engine, transmission, rear axle ratio and other data.

The book also contains complete production figures for Mustangs and Shelbys.

The handy, easy-to-understand booklet provides all the information you will need to completely interpret all the information con-

tained on your identification plate.

MCA will also be offering an Official 1974-1991 Mustang Identification Plate Decoder Manual later this year. This booklet will contain the same ID plate information for later models.

To order your 1964½-73 Identification Plate Decoder, send check or money order — payable to the Mustang Club of America — for \$5.00 plus \$1.00 for shipping via first class mail to: Decoder, Mustang Club of America, P.O. Box 44, Lithonia, GA 30058.

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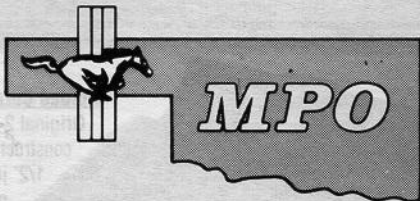
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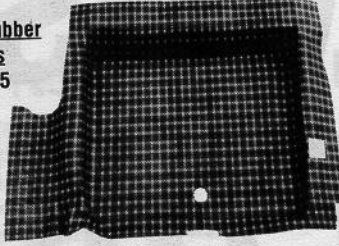
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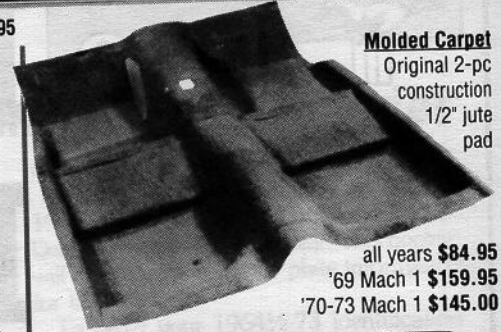
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Club Has Rich History

March Marks MCA's 16th Anniversary

March 9, 1992 will mark the 16th anniversary of the Mustang Club of America, the world's largest organization devoted to the preservation and appreciation of the automobile industry's first "Pony Car."

The concept of a national club for Mustang owners was first discussed on that day in 1976 when a group of 14 individuals met in Lithonia, GA to exchange ideas about the restoration and preservation of their own Pony cars, which had first made their appearance on the market on April 17, 1964.



**Founded
1976**

Members of the group decided to place a classified advertisement in the *Atlanta Journal-Constitution* to invite other Georgia Mustang enthusiasts to a meeting at Stone Mountain Park in Atlanta. That meeting was held Sunday, April 11, 1976 with 30 people attending. Those 30 Mustangers officially formed the Mustang Club of America on that day.

Stan Jones was elected the first president of MCA and by the time the fledgling group held its second public meeting on May 2, 1976, club membership had already exceeded 100.

Bill Dillard, newly-elected MCA National President, was among that group of 14 original founders of the national organization. Dillard, who has been a member of MCA's Board of Directors since 1978, has a membership number of seven.

MCA'S FIRST GRAND NATIONAL

Elated by the favorable reception the organization received in its infancy, MCA began planning for its first Grand National Mustang Show. When that event was held in Atlanta in August, 1976, membership had topped 250. Even more startling to its founders, more than 1,200 people attended the first Grand National (some from as far away as Canada) and a large field of 100 cars entered the popular-vote car show.

With membership continuing to grow throughout 1976, the organization's leaders voted to cut off "charter memberships" in MCA at 350. Today, approximately three dozen of those charter members are still active in the organization, 16 years after its inception.

In May of 1977, just three months before MCA's second Grand National, the organization began publication of *The Mustang Times*, which debuted as a 6-by-9-inch newsletter designed to provide a channel of communication between the organization and its growing membership.

In August of that year, Atlanta played host to the second MCA Grand National, which attracted more than 200 entries from 20 states. By then club membership had grown to more than 600, including Mustangers from several foreign countries and numerous states.

The first MCA-sanctioned show held outside of Atlanta was the 1978 Eastern National, held in Kingsport, TN in May. When the organization held its third Grand National in Atlanta that August, more than 5,000 attended, attesting to the fact that the Ford Mustang had already become an automotive classic.

MCA: THE WORLD'S LARGEST

MCA had grown to the largest Mustang Club in the world by August, 1979, when the fourth Grand National was held in Atlanta. Membership exceeded 3,400 and the club had chartered 27 affiliated regional groups.

Eastern National Mustang Shows were held in Chattanooga, TN in May, 1979 and Knoxville, TN in May, 1980. Also that year, *The Mustang Times* was converted to a full-sized magazine and continued to be the primary means of communication between the national group and its growing worldwide membership.

The first MCA sponsored Mustang show held outside the southeast was the first Mid-Central National, held at the Indianapolis Motor Speedway in June, 1980. The Mustang Club of Indianapolis continues to hold a regional MCA show at the Speedway each year and in 1991 attracted more than 310 cars.

A two-lap spin around the world-famous "Brickyard" — which was a feature of the first Mid-Central National in 1980 — is still one of the most popular activities at the Indianapolis show. The Mustang Club of Indianapolis will host the first MCA National of 1992 at the speedway in June.

In mid-1981, MCA established its first National Headquarters office in Lithonia, GA to serve a roster which by then had grown to more than 4,200 members.

The fourth Eastern National, hosted by the Central South Carolina Regional Group, was held in Col-

umbata, SC and the first Dixie National MCA Show, sponsored by the Birmingham Regional Group, were both held in 1981.

Kingsport, TN was the site of the first MCA Grand National to be held outside of Atlanta. That event, sponsored by the First Tennessee Regional Group, was held in August, 1981, and drew a field of 226 Mustangs and more than 500 people attended the awards banquet which followed the show. The First Tennessee Regional Group also hosted the 1991 MCA Grand National held this past August in Kingsport.

ANNIVERSARY SPURS MEMBERSHIP

Publicity surrounding the celebration of the 20th anniversary of the Ford Mustang in 1984 spurred renewed interest in MCA as membership climbed to more than 5,000. In addition to individual members, the group continued to add to its growing list of affiliated regional groups, and many of those sponsored special anniversary activities during that commemorative year.

Membership in MCA, which had been limited to 1964½-73 models, was expanded to include all Mustangs in 1986. Though that decision was not universally popular among all members, it proved to be a crucial factor in the continued growth of the organization.

While many members of the maturing "baby-boom" generation continued to insist that the "original" Mustang had disappeared with the introduction of the Mustang II in 1974, the escalating cost of purchasing and restoring the earlier "classic" models was beginning to become prohibitive to younger auto enthusiasts. MCA's decision to expand membership to include all Mustangs broadened the club's appeal to a new generation of Pony car lovers. Today, in fact, more than a third of the Mustangs entered in many MCA National and Grand National Shows are late models.

During the late 1980s and the first year of the 1990s, a significant portion of the club's growth has been among owners of later model Mustangs.

30TH ANNIVERSARY ON HORIZON

Another burst of renewed interest in Lee Iacocca's "working man's sports car" came in 1989, when the 25th anniversary of the Mustang's introduction was celebrated. Numerous events, including a coast-to-coast "American Pony Drive" attended by a group of European Mustang owners, resulted in national publicity for both the Ford product and the Mustang Club of America.

Club officials anticipate that the upcoming 30th anniversary celebration in 1994 — and the expected introduction of the "third generation" Mustang in 1994 or 1995, will again spark interest in MCA.

Today MCA's membership continues to approach the 6,000 mark and nearly 100 affiliated MCA Regional Groups are spread across most of the 50 states and in portions of Canada.

The MCA's Board of Directors meets monthly in Atlanta, GA to oversee the national organizations administration, finances and activities.

Regional groups seeking to sponsor MCA-sanctioned National and Grand National shows each year submit detailed applications which are reviewed and acted upon by the board. Some specific stipulations are imposed by MCA for National and Grand National Shows, but for the most part, Regional Groups have a great deal of latitude in organizing and staging these well-attended events.

All National and Grand National shows are promoted months in advance in *The Mustang Times* and the national organization pays transportation costs for the MCA President, the National Head Judge, and magazine staffers to attend these sanctioned events. In 1992, a record number of MCA-sanctioned shows were held in various parts of the country.

PROTECTING THE MUSTANG'S VALUE

MCA has also been credited with enhancing the appreciation of the Mustang as a collectible classic automobile by the drafting and refinement of its comprehensive Official Judging Rules.

These rules, which are in a constant state of revision and evolution, provide comprehensive documentation of the similarities and differences of the various Mustang models from the original 1964½ versions to current models.

The MCA rule book itself is a virtual mechanical history of the Ford Mustang and is the "bible" of authenticity for those evaluating these vehicles.

Show rules are made by the membership and all members who attend MCA's annual National Judges' Meetings are eligible to offer input and vote on the judging standards. Though the Judges' Meeting is held every year, rules changes are permitted only every other year. Revisions and clarifications of the club's rules are printed each January in *The Mustang Times* and are also published in booklet form for the convenience of members.

The MCA National President also appoints a National Head Judge who is responsible for attending and supervising judging at all sanctioned events and enforcing, explaining and interpreting the official requirements which serve as the mandatory judging standards at National and Grand National shows.

The national organization certifies show judges and offers a prestigious "Gold Card" to judges with exceptional experience and knowledge of the Mustang.

The MCA's affiliated Regional Groups are the backbone of the worldwide organization. These groups are granted charters by the national club and are guaranteed specific territory rights for their local organizations.

Most of these chartered local clubs hold annual Regional Mustang Shows, cooperate with other automobile clubs in joint activities, and sponsor a wide variety of activities, trips and outings for their member families, and share their experiences and knowledge relating to the restoration of their own classic Mustangs.

Many also are major contributors to charitable organizations in their communities and a surprisingly large number of Mustang clubs are deeply involved in fund raising projects that benefit needy children.

Each Regional Group elects a National Director, who is that club's liaison with the national organization.

During the past 16 years, MCA has grown from a collective idea in the minds of 14 Mustang enthusiasts to the world's largest organization of Pony car owners, but it has remained dedicated to the mission established by its founders: the preservation, restoration and enjoyment of the Ford Mustang.

(Editor's Note: Mustang Notebook is a new monthly feature of The Mustang Times. This summary of the history of the Mustang Club of America was compiled by Editor Steve McMullan and Assistant Editor Kitty Wilnot with assistance from Jim and Sue Osborn.)



13TH ANNUAL GULF COAST REGIONAL MUSTANG SHOW



MARCH 27-28, 1992 - PENSACOLA, FL

Show Headquarters: University Mall, Pensacola, Florida

March 27: 8 AM to 5 PM: Vendors set up. Tech Inspection available and encouraged.
6 PM to 11 PM: Hospitality Party. Fish Fry and entertainment, Hampton Inn.

March 28: 7 AM to 12 NOON: Tech Inspection and parking.
12 Noon to 5 PM: Judging.
7 PM: Awards Presentation

Show Site: Directly in front of University Mall. Exit from I-10 (Exit 5) and follow show signs.

Vendors: Please Pre-Register by March 15. Notification of space will be confirmed.

Raffle Car: 68 Mustang Convertible. To benefit Ronald McDonald House, Transportation Fund for the Shrine Hospital for Burned Children, and Sacred Heart Children's Hospital.

Parking & Security: Designated Mall parking space for trailers and motor homes (No Hook-ups). Look for signs. 24 hr. security during show dates.

On Site Motels: Mall Holiday Inn (on-site) \$53 (plus 9% tax) (904) 474-0100
Hampton Inn \$47 (plus 9% tax) (904) 477-3333
(Reservation Deadline March 10. Specify Mustang Show)

Special Interest: **Ford powered 1960-1973 cars only. No trucks.**
No umbrellas or aerosol cans on show grounds.

All Show Vehicles must remain in place until 5:00 PM March 28.

NOTE: Call Motels directly. Do Not call 800 Reservation Number.

—Paid Advertisement—

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REGISTRATION

Name _____ MCA # _____ Exp. Date: _____

Address _____ City _____ State/Zip _____

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Early Registration by March 15, 1992. Day of show add \$5.00 to all entries.

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I agree to abide by all rules of the show and understand that I am responsible for my car and merchandise. I agree to release from all liability, The Mustang Club of America, Gulf Coast Region Group, Hampton & Holiday Inns, University Mall, Merchants Assn. and Corporate Property Investors for any damage, injury, lost or stolen merchandise from this event.

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Student's Persistence Finally Pays Dividends: He Finds Red Mustang

Most Mustang enthusiasts know what they want when they make that final decision to buy a Pony.

For some it's a convertible. For others it's a Cleveland or Windsor engine. Still others won't accept anything but a Boss. Many of the well-heeled wouldn't consider looking at anything but a Shelby.

But when Michael Spice of Elmwood Park, IL decided it was time to buy that Mustang he had wanted for years, he had one criteria: it had to be Scarlet Red with a white top and white leather interior.

"I remember the first '87 Mustang GT I saw in this color scheme. I knew then and there I had to have that car."

But finding it proved to be a grueling endurance test.

"I read through every issue of *The Chicago Tribune* for several years trying to find that specific Mustang GT. I came across a lot of Mustangs in my three years of searching, but not many had the color scheme I wanted for a price I could afford. Every time I found one with the right colors, the price was out of my reach."

The search finally became so frustrating Michael (MCA Member #24593) was on the verge of giving up hope and he began looking at the 1990 Mustang GT hardtop.

"I started looking for a '90 toward the end of the production year and I wasn't able to



Michael Was On The Verge Of Giving Up His Search When He Discovered The Right Mustang

find what I was looking for in that car either. I just kept searching the dealers around the area."

In September of 1990, Michael discovered he had been looking in the wrong places.

"I was on my way home from college one day when I saw a 'for sale' sign sitting in the car I was looking for. But it wasn't at a car lot. It was at a boat dealership."

Of course! Where else would one expect to find that coveted Scarlet Red '87 Mustang GT?

"When I got home my father and I talked to the manager of the dealership and found out he had taken the car in as a trade for a boat. I thought the Mustang had to be at least an '89 from the cleanliness and overall condition, but the manager of the dealership said it was an '87 with only 25,000 miles on it. We looked a little closer and, sure enough, it was the '87 I had been waiting for."

And even though he had spent years looking for that particular Mustang GT, Michael didn't lose his head and throw common sense to the wind.

"My father and I looked at the car for many days and checked it out from top to bottom before I finally decided to buy it. We were amazed at the condition of the car. Everything was clean. The top was as white as a ghost and the interior — white leather with red trim — didn't even have a scratch. The underside of the car was as clean as a new one."

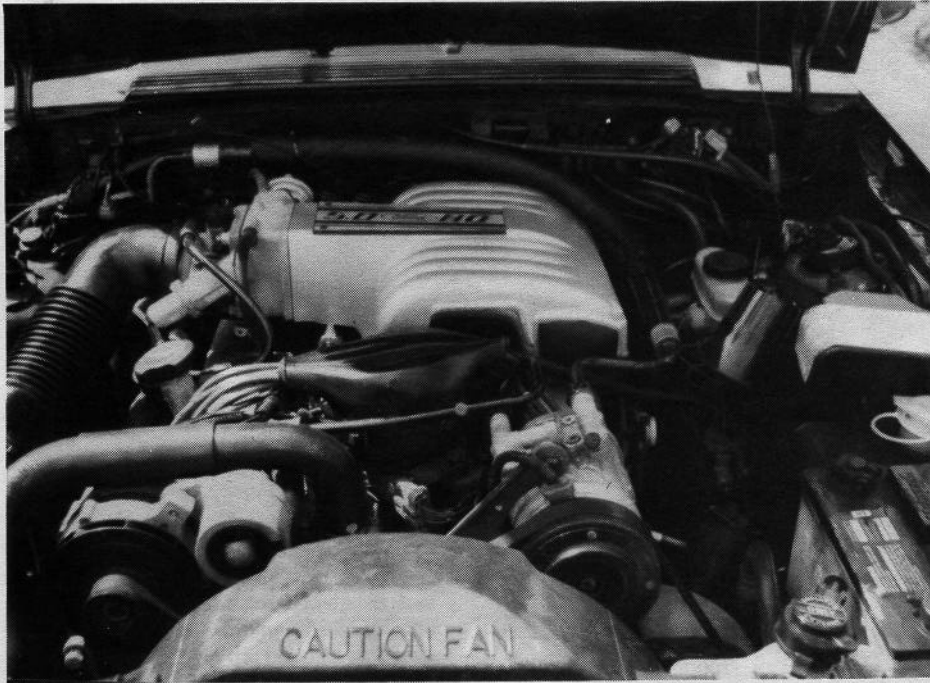
Better yet, the price was right.

"The price for the Mustang was so low I didn't even have to take out a loan. I would have had to borrow money to buy that new Mustang, but now I had found my dream car and was able to buy it out right."

Michael is still continuing his college education, but he drives to school every day in his Scarlet Red '87 Mustang GT.

Michael Spice of Elmwood Park, IL spent years waiting for his Scarlet Red Mustang with white top and red leather interior.





In addition to the interior that met his specifications to a tee, Michael's '87 GT has power windows, power locks, power mirrors, power top, power trunk, tilt wheel, cruise control, premium sound, automatic transmission and air conditioning. It's powered by a 5.0L HO 302 engine.

"There were a few things I wanted to get for my Mustang — such as the running horse found on the dash of newer Mustangs — so I went to Chicago Mustang where I purchased the dash emblem. When the people at the store saw the car they guessed it to be a 1989 or newer. They were truly surprised when I told them it was an '87 and they agreed it was one of the cleanest they had ever seen.

"My friends think the car is new, but I like to keep them guessing. I plan to keep my Mustang all stock and I hope to keep it in the great shape that it's in today."

And he has a few kind words for the guy who traded the Pony for a boat.

"I hope he's enjoying his cruises on the lake as much as I'm enjoying cruising in my Mustang!"

Donna's Dream Is Now Mom's Pride And Joy

Most 16-year-old girls can't wait for Daddy to buy them a car. But in Donna Smith's case, she had to wait for Dad to build her one.

"As soon as Donna turned 16 we went out shopping for cars," says mom Shirley. "She wanted a Mustang, and the first one we came across needed a lot of work.

"It was primered gray and needed a radio and speakers and it had only one seat — the driver's seat," Shirley said.

But the 289 engine was good and the '66 Pony had a four-speed, which daughter Donna had requested.

"Needless to say, as soon as she set eyes on it that was the one she wanted."

But she still had to convince Dad.

"He took a look at the car and decided it needed too much work. But that didn't discourage Donna. She wouldn't even look at another car."

And so Dad wound up in the garage.

"Since then we've put a lot of money and my husband's time into the car. He's done most of the work on it. And, with her few fender benders which came as a result of her learning to drive, we have a few more dollars in it than we could ever get back, what with the repainting of the entire car after every accident."

And, eventually, Donna moved up to an '87 Mustang GT convertible with five-speed ("red with a black top," Shirley says), so

Mom says, "I've decided to keep the Mustang and enjoy it."

Does anyone suspect a conspiracy here?

Shirley (MCA Member #25340) is now the secretary of the Mustang Club of Las Vegas and she says, "I'm having a good time showing the car in car shows in town and just driving it around town."

The Grabber Blue Pony has a white stan-

dard interior and very few options. Shirley runs American Racing wheels with Goodyear Eagles.

"Now that Donna has the GT, I've decided to keep the '66 and enjoy it," Shirley says. "I'm just going to be saving it for Donna's future years."

Okay, Mustangers, now do you suspect a conspiracy?



A Mustang Needs A 'Running Horse', '87 Owner Decides

Late model Mustang owners who have attended MCA and Regional shows throughout the South and West in recent years know Barbara Davenport well. Many of them have had the unfortunate experience of having to try to compete with her 1987 Mustang GT, which has claimed nearly 20 trophies since she purchased the car.

But when Barbara first bought her dark blue Pony, she knew immediately that it was missing something.

"The later new Mustangs have no running horses on the exterior of the car. What's a Mustang without a running horse emblem?"

She told her husband, Bob, something had to be done.

"It's just not right. We've got to do something," she complained.

Bob thought it over and came up with an idea.

"He said we should install a running horse in the grill. He made the horse and put it in the Ford logo, located right on the front of the car. Now I get more compliments on the car and the horse than I ever would have imagined."



With Bob's minor "modification" complete, Barbara (MCA Member Number 18510) decided her 5.0 liter GT was perfect.

"I drive it every day, but I also really enjoy showing it. I really do drive it to work five days a week. A Mustang is to be enjoyed, and the only way to enjoy a classic — even a late model classic — is behind the wheel."

Bob and Barbara have been active Mustangers for many years. The Port Neches, TX couple was instrumental in the

recent formation of the newly-chartered Rainbeaux Mustangers, a group which became affiliated with MCA in early 1991.

"We've got a really enthusiastic group of people," says Bob, who is president of the club. "And we are 100 percent family oriented. We all enjoy showing our cars, but our club believes in planning many other activities that involve the whole family. We have all sorts of weird contests, picnics, caravans and outings and word about our club has gotten around, because we've been



growing very fast. We make sure we stay busy and stay together to talk about and enjoy our Mustangs."

Barbara has been showing her '87 since she purchased it and she says the trophies are just a "added benefit."

This past August, at the 1991 MCA Grand National in Kingsport, TN, Barbara decided to retire her '87 — the first late model to receive that distinction from MCA.

"That doesn't mean I'm tired of showing it, but I thought it deserved a little rest," she says.

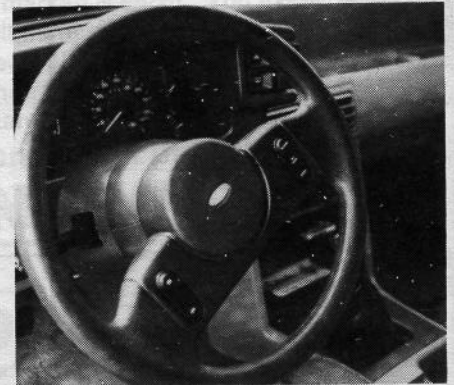
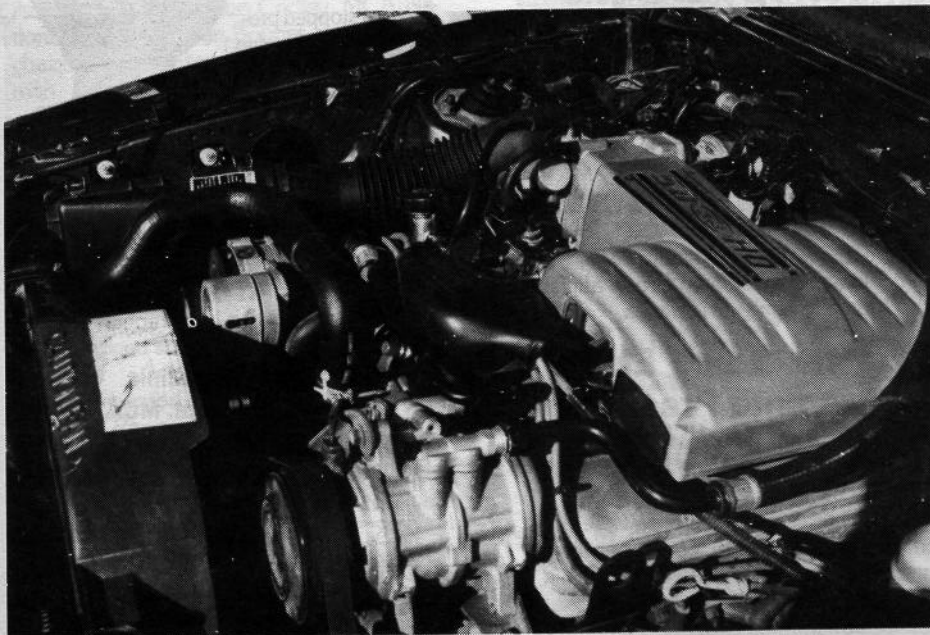
She adds that she feels her success at local, regional and MCA shows had a lot to do with that running horse.

"I feel like the horse we installed has helped the car in winning. Most of the trophies have come in the popular vote division, and I think the horse emblem had a great deal to do with that. I know people really do notice it.

"But even if they didn't, I wouldn't care. A Mustang just isn't a Mustang without a running horse. And now that my '87 has one, I'm as happy with it as anyone who ever owned a Mustang."



Barbara Davenport's 1987 Mustang GT, which she uses as a daily driver, has won more than 20 trophies at local, regional and national Mustang shows. The Port Neches, TX Mustanger had her late model retired at the 1991 MCA Grand National in Kingsport, TN last August.



Barbara Davenport of Port Neches, TX discovered that her 1987 Mustang GT didn't have a running horse emblem on the exterior, so husband Bob came up with the idea of installing one inside the Ford logo on the front grill. Barbara says a Mustang just isn't a Mustang without that running horse!

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Oklahoma Mustang Club Members Claim Trophies

Several members of the Mustang Club of Oklahoma received trophies recently in various car shows held their area.

Bill Blundell, Ray and Helen Harris, Alvin and Josie Hendricks and Bobby and Smitly Smith won trophies at a recent Thunderbird Show held in Oklahoma.

The Harrises; Steve, Gian and David Keller; and Joe, Rose, Valerie and Vincent Miller also won trophies at the Green Country Classics Cruise to Hot Springs.

Robert and Sunshine Dudgeon, Alvin Hendricks, Steve Keller and Bob and Denise Mollohan were among the winners in a car show held recently in Clinton, OK.

Participating in the Toys for Tots Cruise-In were Arley Childers, Robert Dudgeon, the Harrises, the Hendricks, Steve Keller, the Mollohans and the Smiths.

The Oklahoma Mustang Club is based in Edmond, OK and is a Regional Group affiliate of MCA.

Sandhill Regional Club Enjoys Holiday Festivities

Members of the Sandhills Regional Mustang Club of Fayetteville, NC participated in two Christmas-related activities during the holiday season.

On Dec. 17, two dozen members of the club attended a Christmas party and supper at Captain Jim's Seafood Shack.

On Dec. 21, several members of the club delivered toys, clothing and food to two local needy families.

"The expression of appreciation by the children and adults alike was very rewarding, proving that it is better to give than to receive," said Archie R. Outland, Jr., MCA National Director for the Sandhills Mustang Club.

Mid-Mississippi Mustangers Elect Officers For New Year

Irv Clack has been elected president of the Mid-Mississippi Mustang Club for 1992.

Serving with Clack during the coming year will be Billy McDaniel, vice president; Susanne Dalton, secretary-treasurer; Kim Barnes, MCA National Director; and Horace Yarbrough, parliamentarian.

The Mid-Mississippi Mustang Club, based in Jackson, is a Regional Group affiliate of the Mustang Club of America.

Rochester Group Elects Joe Quaranto President

Joe Quaranto has been selected president of the Shelby Mustang Club of Rochester, NY for the coming year.

Elected to serve with Quaranto were Bob Allen, vice president; Tim Yorks, treasurer; Donna Allen, secretary; and Tom Zgrodnik, newsletter editor.

Sue Zgrodnik, Mike Keller and Quaranto

were also elected to the MCA Regional Group's Board of Directors.

Named to appointed positions by the group were Allen, Car show Chairman; Quaranto, Watkins Glen Event Coordinator; Tom Zgrodnik, SAAC representative; Ron Faser, membership chairman; and John Upton, data coordinator.

Twin Tiers Regional Club Re-Elects All '91 Officers

The Twin Tiers Regional Group of New York has re-elected its entire slate of 1991 officers to serve during 1992.

Blaine Overacker will remain as president. Serving with him will be Larry Waxman, vice president; Barb Clark, secretary-treasurer; and Craig Miller, newsletter editor.

Mustangers Are Joining '92 DriveAmerica Event

Numerous MCA Regional Groups will join the 1992 March of Dimes DriveAmerica event, to be held this April.

Ford Motor Company is co-sponsoring the '92 fund raising effort, which coincides with the 20th Anniversary WalkAmerica campaign.

"Last year was the first year that DriveAmerica was added to our WalkAmerica event, and we were pleased with the response," said Eugene H. Wilson, Communications Director for the March of Dimes Foundation, Delaware County Chapter, Falson, PA.

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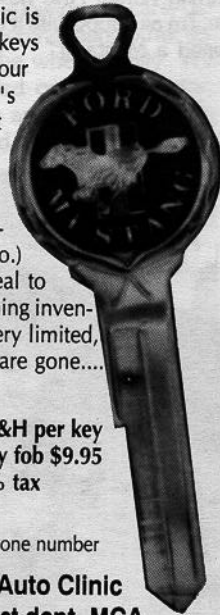


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Michiana Mustangs Name New Officers For 1992

The Michiana Mustangs of South Bend, IN have elected Bob Christena president for 1992.

He will also continue to serve as club historian.

Myra Barber will serve as vice president of the MCA Regional Group and Carl Kindig was re-elected treasurer.

Nancy Merrick, immediate past president, will continue as newsletter editor.

David Stribling Elected To Lead Indy Mustangers

David Stribling is the newly-elected president of the Mustang Club of Indianapolis.

Serving with Stribling during 1992 will be Jim Cunningham, vice president; Teresa Miller, secretary; and Peggy Jones, treasurer.

Merrill Miller and Clarence Thompson will join Dan Bohart, Steve Jones, Jim Merrick, Doug Hvidston, Sandy Kosky and Bob Coulston on the board of directors.

The Mustang Club of Indianapolis will host the first MCA National Show of 1992 June 27-28.

John Adams Re-Elected By Front Range Group

The Front Range Mustang Club of Colorado has re-elected John Adams president for 1992.

Other officers elected by the MCA Regional Group include Jack Dore, vice president; Al Sibson, secretary; Donna Adams, treasurer; Leon Cooley, MCA National Director; Bryan Bonner, membership chairman; and Steve Bryant, event chairman.

Shirley Sibson will serve as newsletter editor for 1992.

Virginia Mustang Group Holds Successful Show

The Southeastern Virginia Mustang Club held a car show Oct. 12 in the parking lot of the Freedom Ford dealership in Norfolk.

The judged show drew approximately 35 entries.

Bill Livingston won "Best of Show" with his 1965 Rangoon Red Mustang fastback.

Prizes were awarded throughout the day to those who registered. Owners of the cars with the most votes in each class received trophies.

"Everyone had fun showing their vehicles and we look forward to our next classic car event," said Jim Pletl, National Director of SEVMC.

Updated Information Needed On Certified Judges

Newly-appointed MCA National Head Judge Ricky Simmons has requested that all certified MCA judges provide him with updated information on their addresses and telephone numbers.

"We are making an effort now to compile a correct and comprehensive list of all MCA members who are certified judges. Our

records have not been updated in quite some time, so we need the assistance of our certified judges to help us update our files," Simmons said.

He asks that anyone who is a certified judge submit their name, current address, phone number and class to him at P.O. Box 387, Demorest, GA 30535 by March 31.

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Braves Parade Is A Nightmare For Ga. Regional

By KITTY WILMOT
Assistant Editor

Atlanta baseball fans had to wait a quarter of a century for their Braves to make an appearance in the World Series, and when that day finally arrived last October, the city literally went wild.

But the euphoria of a quarter-of-a-million baseball fanatics who swarmed world-famous Peachtree Street Oct. 29 for a parade celebrating the success of the home team turned into a nightmare for members of the Georgia Regional Mustang Club and the Southeast Camaro Club.

The two classic car groups had been invited to participate in the celebration — using their prized collectible cars to transport city and team officials and players along the route while ecstatic fans cheered their heroes.

Unfortunately, the 250 police officers the city assigned to handle security for the event were swallowed up by the unexpectedly large crowd of 750,000 parade-goers.

The result was significant damage to a number of Mustang and Camaro convertibles, hundreds of complaints from fans whose feet were run over during the parade, and a nightmare of paperwork for local insurance agents.

Members of the Georgia Regional Mustang Club who had been asked by city officials to participate in the parade arrived at the site about two hours prior to the scheduled starting time.

The parade began with convertibles carrying the mayor and members of the Atlanta city council and these classic cars were



followed by Mustangs and Camaros transporting members of the team.

All went well until MCA Board Member Tom Gattis came through in his beautifully restored 1965 Mustang, carrying two Braves stars — outfielder David Justice and second baseman Mark Lemke.

Jubilant fans swarmed Tom's car — a photograph in a local newspaper showing the rear of the Mustang depicted a crowd so thick that all that was visible was a portion of the rear bumper.

From that point on, the parade went downhill. The crowd was so heavy that many of the convertible drivers later said they knew they had rolled over hundreds of feet that day. Several of the cars overheated due to their inability to move through the throng.

But the worst part was the damage done to some of the nicest Mustangs and Camaros in Atlanta.

The cars in front of Gattis fared pretty well, with only minor damages, such as broken antennas and minor paint scratches. But some of the cars at the end of the parade were severely damaged. April Craft's 1971 Mustang — which is featured in the MCA 1992 Calendar — sustained \$4,200 in damage and Jack Yeager's 1971 Mustang suffered more than \$2,500 in paint damage alone.

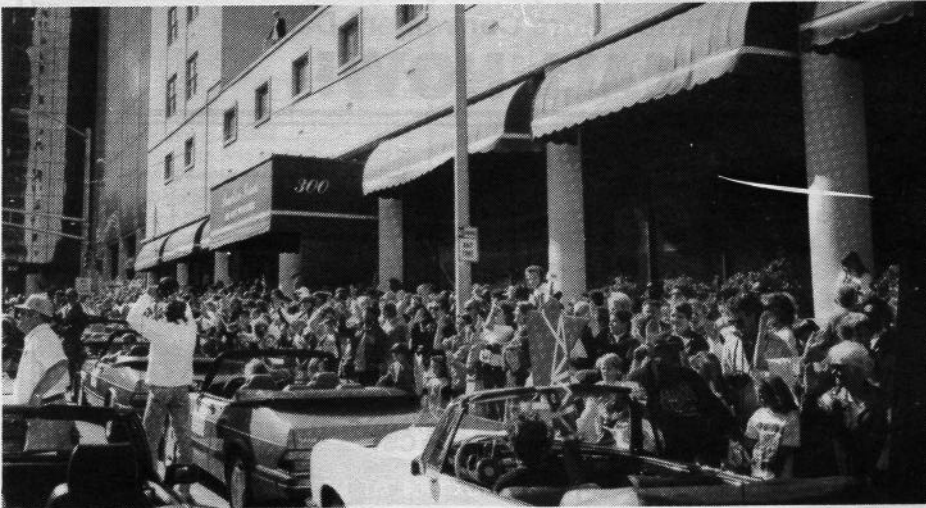
One member, Sandy Kitchens, was nice enough to bring out three cars, a 1967 Mustang, a '68 Camaro and a '91 Camaro Z-28. All three sustained heavy damage.

Not only were the spectators out of control, the media was not much better. One TV cameraman tried to climb on the whale tail of Bill Koivu's 1988 Saleen to get a shot of Cy Young Award winner Tom Glavine. Another member literally hit this cameraman with his 1968 Shelby to get him away from the cars.

Even the Braves' family members were upset. There were several with small children who were terrified and one player's pregnant wife was admitted to the hospital later that night with labor pains.

As Georgia Regional President Bob Deale said, "During the parade I thought I was going through the greatest experience of my life since I returned from Vietnam. Unfortunately, now I am dealing with attorneys and the damage claims of our members. It has really been a big let-down."

Georgia Regional has participated in numerous parades, including the Macy's parade, and we have never experienced any problems. But this parade was totally out of control. Let this be a warning to all our regional groups. If you plan to be in a parade, make sure the security is adequate or you might be repairing your Mustang.



Southern Illinois Club Holds Annual Round-Up With 104 Cars Judged

The Southern Illinois Mustang Association held its 14th consecutive annual Mustang show recently with 104 cars in attendance.

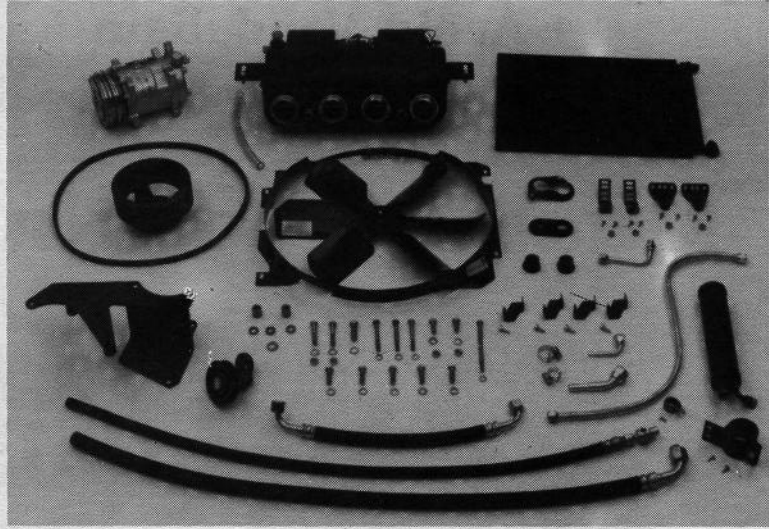
"During the past 14 years we haven't missed a year holding a Mustang show, and each one has been a bigger success than the one before," said Walter Rudolph, publicity chairman for the MCA Regional Group.

"Not only was the 1991 show the largest we've ever held, we added eight new members to our roster, bringing us up to 52 members.

"The weather was fine and the cars were some of the best in the midwest. We hope to have a National show someday, but in the meantime we're happy to have so many hard working members in our club to make all of our activities a huge success.

"We sincerely appreciate the efforts of our club members who helped us put on our 1991 show and we want to especially thank those who brought their classic Mustangs to our annual event."

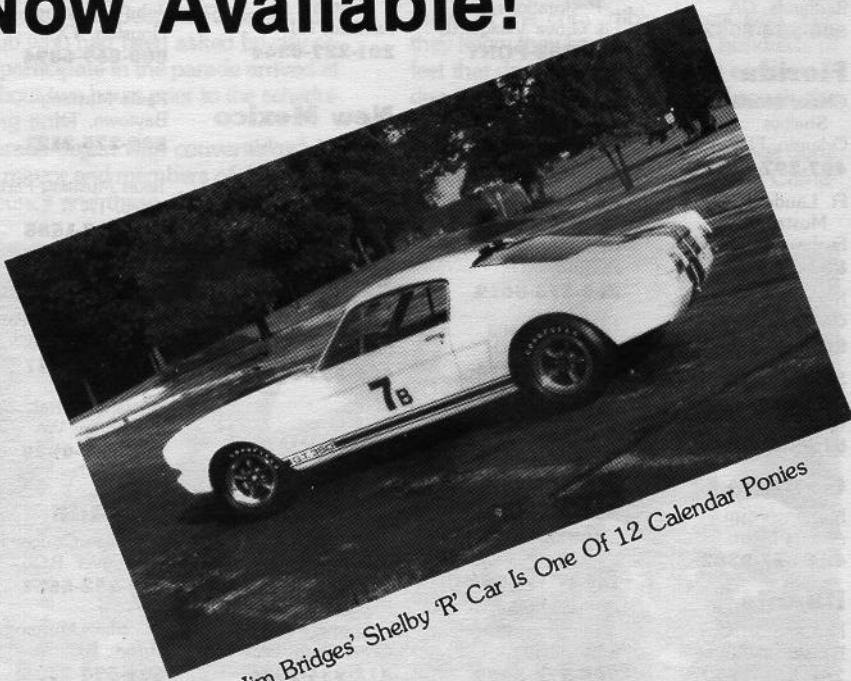
Bob Roden is president of the Southern Illinois Mustang Association.



Daily Driver AC System Introduced

Classic Auto Air Manufacturing Company has announced the availability of an alternative to its "all original factory air system for 1965-66 Mustangs." Called the daily driver system, it is virtually identical to the original, according to a company spokesman. A new compressor, mounting and high output underdash unit is used in place of the rebuilt original components. For detailed information contact Classic Auto Air Manufacturing Company, 2020 West Kennedy Boulevard, Tampa, FL 33606.

Now Available!



Jim Bridges' Shelby 'R' Car Is One Of 12 Calendar Ponies

MCA's Official 1992 Calendar

The Mustang Club of America's Official 1992 Calendar is now available for purchase.

The 1992 edition includes 12 full-color photos of some of the most outstanding early and late model Mustangs in the nation.

This collector's item also features key dates in 1992 for MCA events, including National and Grand National Shows.

The 1992 calendar is available for \$8.00 plus \$2.00 shipping and handling and will be sent to you via First Class Mail upon receipt of your order and payment.

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Reader Questions Carburetor In His '70 Boss 302

Dear Fred:

I am near the completion of a restoration project on my 1970 Boss 302. The question concerns the carburetor. The numbers on the air horn read:

DOZF-9510-Z
LIST 4653
A 2215

Is this carburetor correct for my car?

John

Dear John:

The carburetor is "correct" — but not an original factory unit.

DOZF-9510-Z is the correct Ford Engineering number. When referring to Ford numbers, usually the prefix "DOZF" and suffix "Z" are used and the "9510" is omitted — 9510 is the Ford group number for all carburetor assemblies, one, two or four barrel.

The "List 4653" is Holley's part number. In the lower left corner of the air horn the letter "A" refers to design change level. "A" indicates original calibration and associated parts. If some slight modification was made during the model year, the letter would be B, C, D, etc.

The four digit number in the lower right corner of the air horn is the date code. All factory installed Ford carburetors had three digit date codes. The four digit code signifies an aftermarket unit from Holley.

The four digit code is a "Julian" date. The first three characters are days of the year (001-365). The fourth character is the year. This is the date the carburetor was manufactured.

Your carburetor date, 2215, would be the 221st day (30 July) of 1975 or 1985 (probably 1985).

With an original factory carburetor code, for example, C80F-AA, date code 834, we know that the year this unit was first used is 1968 by the "C8" (1970 would be DO, etc.) The date code is read year/month/week, 834 equates to 1968/March/fourth week.

Fred

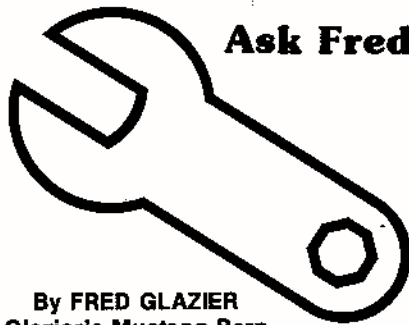
Dear Fred:

Six months ago I bought a 1967 Mustang coupe which is driven daily. When I purchased the car, it had all four original wheel covers.

Recently the front covers fell off and were lost, requiring replacement. Once again they fell off, repeating the problem.

As you know, this can be expensive. When I put them on, they feel sufficiently

The Mustang Times/February, 1992



By FRED GLAZIER
Glazier's Mustang Barn

tight that they could not possibly fall off. I have tried everything, such as bending the prongs and making sure the cover was installed fully. I have also looked for hub cap locks, but cannot find anything appropriate.

I would greatly appreciate any suggestions for resolving this aggravating problem.

Jason Stovall

Dear Jason:

You have one of those problems which can be difficult to diagnose in absentia. However, there are a few things you can do.

The most likely answer is that the front wheels are not correct. The wheels used by Ford came from various manufacturers, and on some the "flat" area which the wheelcover grippers rest upon actually "slopes" outward, so that even though the wheelcover feels tighter than normal, the gripping surface will not hold. If this area is "flat," examine the condition of the surface. If it is badly scarred from long use, careful surface grinding to restore a smooth appearance will often help. Be careful to remove as little material as possible or the wheel will be weakened.

Bending the grippers is a tricky procedure. These are designed to work best at a certain engaging angle, and if this geometry is disturbed, they may not grip no matter how tight they feel.

One remote possibility is if your wheels are badly out of alignment, wheel flex could cause the covers to fall off. You would probably already have noticed this, however.

Fred

Dear Fred:

As a charter subscriber to *The Mustang Times*, I have read and enjoyed your *Ask Fred* column.

I own two Mustangs, a 1964½ convertible and a 1965 convertible.

My question concerns the '65.

It is in excellent mechanical condition, and is Springtime Yellow with a black top and black interior.

I never liked the color, but purchased the car, with all the original paperwork, because I knew the original owner and knew that the car had been garaged since new.

The car now needs some minor interior work, and exterior paint.

I am considering changing the color to white with a red interior, or red with a red interior.

I do not plan to show the car, but rather to continue daily use.

I would appreciate your comments on both the color change and which of the two colors would be more appropriate and would hold the resale value of the car.

William C. McDade, MD

Dear William:

I cannot say which of the two colors would hold the value of the car, because neither would.

You have a well documented original car, apparently in good condition. Given the "provenance" of your documentation, and the evidence of the original warranty plate, the value of the car would be diminished by the cost of returning the paint or interior to the original color.

Fred

Dear Fred:

I own a '65 fastback. I just purchased a used, early-style Rally-Pac which has two wire harnesses coming out of it. Each wire has a plug on it and is in great condition.

I have a question: Do I need another wiring harness that goes from the ones on the Rally-Pac to under the dash or do the ones already on the Rally-Pac plug in under the dash?

I would really appreciate your help on this.

Tony Spataro

Dear Tony:

Yes, there is a separate wiring harness required to attach your Rally-Pac leads to the under-dash (main) wiring harness, which can be obtained from a number of sources.

Fred

Have a problem for Fred? Send your question to: "Ask Fred," C/O *The Mustang Times*, P.O. Box 448, Lithonia, GA 30058.

Anniversary Edition Celebrated Mustang's 20th Year

By RANDY CHURCH

Late Model Gold Card Judge

"Twenty years ago, the first Mustang rolled off the assembly line and triggered the most spontaneous public demand in automotive history.

"A Legend was born overnight."

—Quoted from Ford Program Brochure, 1984.

Introduction of the 1984 20th Anniversary Limited Edition Mustang followed an advertising campaign "guaranteed to build 'Remember when ...' nostalgia and 'High Tech ...' excitement."

Ford chose to unveil the eagerly-awaited 20th Anniversary Mustang in April to coincide with the April 17th introduction of the original Mustang.

The anniversary car was designed to recapture the overwhelming excitement of the earlier Mustang, which in 12 months had sold a record 417,000 cars and in 2½ years had inspired the formation of 472 Mustang Clubs boasting a membership of some 32,000.

Special features of the 1984 Anniversary Limited Edition Mustang included:

- ✓ White exterior paint with distinctive dark red racing stripes,
- ✓ Original-style Mustang ornamentation on the front fenders,
- ✓ Unique white bumpers and rub strip extensions with a dark red stripe,
- ✓ SVO-type narrow bodyside molding,
- ✓ Black or white convertible top (when applicable),
- ✓ Canyon red cloth articulated sport seat trim (includes adjustable thigh and side bolsters),
- ✓ Distinctive instrument panel badge—20th Anniversary Limited Edition applique and a personalized customer nameplate with the engraved production number of the limited edition.

Between March 5 and March 22, 1984, 5,245 anniversary Mustangs were produced, and 15 Ford VIP convertibles were produced in May, 1984 for a total production of 5,260 cars.

A breakdown of these figures shows there were 350 three-door Turbo GTs, 3333 three-door 5.0 Liter GTs, 104 convertible Turbo GTs, and 1213 5.0 Liter convertible GTs.

Some 245 cars were produced for the Canadian market and an additional 15 convertibles were earmarked as Ford VIP cars.

Standard features included:

- ✓ Dual remote-control styled mirrors,
- ✓ Five-speed manual transmission,

Ford Motor Company OKs New Mustang

The Board of Directors of Ford Motor Company has approved production of the next-generation Mustang and decided that the car will be produced at Ford's Dearborn, MI assembly plant, according to *Automotive News*.

The new Mustang is expected to be introduced to the public by 1994 or 1995.

Ford officials would not discuss details of the new Mustang, but a team of 200 engineers has been working on the new Pony program for more than a year.

Kenneth Dabrowski, program manager for international and small-car programs at

Ford, has been quoted as saying that the new Mustang will continue to be rear-wheel-drive.

Dabrowski has also said Ford would like the new Mustang program to cost about 45 percent less than the average \$1 billion it generally costs to develop a new car program, but has admitted the company would be satisfied with a 20 percent cost reduction.

Ford admits it needs a boost with its Mustang sales, which have been steadily declining and totaled 68,064 at the end of last October, down 36 percent from 1990 figures.

- ✓ Cast-aluminum wheels,
- ✓ Power front disc brakes,
- ✓ Wide bodyside molding,
- ✓ Power steering,
- ✓ Full instrumentation,
- ✓ Handling suspension,
- ✓ Console and low back reclining bucket seats,
- ✓ Traction lock axle,
- ✓ Sport-tuned exhaust.

Available options included flip-up open air roof, T-roof, premium sound system, Select-shift automatic transmission with locking torque converter, air conditioning, speed control, AM/FM stereo cassette radio, interval windshield wipers, tilt steering wheel and electric window defroster.

Base price of the 5.0 Liter convertible was \$13,247. Base price for the 5.0 Liter three-door hatchback was \$9,774. The anniversary package added \$400 to the base price.

Not everyone was pleased with Ford's design choice for the 20th Anniversary Limited Edition Mustang. Carroll Shelby filed suit against Ford for infringement on his trademarked name "GT 350" for use of it on the 1984 Mustang without his permission.

Shelby originally used the "GT 350" designation on the 1965 Shelby Mustang. (Rumor has it that the 350 stood for the number of steps from his office door to his garage door).

The original suit filed by Shelby asked for a \$30 million damage settlement, but was later increased to \$100 million. No one at Ford is commenting, but the unofficial word is that the matter is still "under litigation."

Ford offered a poster celebrating the 20 years of Mustang history as part of its promotion of the Anniversary Mustang. Copies

of that poster are still available from some literature suppliers. They are generally available for about \$15.

As the owner of a 1984 Anniversary Mustang, my enthusiasm for these cars is limitless.

I started a 20th Anniversary Mustang Owners' Association to document ownership of these special cars. After six months, I am amazed at the enthusiastic response from owners of these Ponies.

I have members in New Jersey, Ohio, Illinois, Pennsylvania, Texas, Alaska, North Carolina, Mississippi, Minnesota, California, Arizona, Connecticut, Indiana and three members from Canada.

If you are interested in information about the owners' association, please contact me at 20th Anniversary Owners' Association, P.O. Box 7, Baldwin, GA 30511.

Another unique model Mustang was introduced in 1984. The SVO or "Special Vehicle Operators" Mustang made its debut in 1984.

The SVO featured a 2.3 Liter in-line four-cylinder engine with electronic port-type fuel injection and turbocharger with air-to-air intercooler.

The turbo system was unique in that it included variable computer-controlled electronic turbo boost, which limits low rpm boost to safe levels and permits infinitely variable boost up to 14 psi compared to standard systems with a mechanical boost designed to adjust to maximum boost as quickly as possible, thus restricting boost to a maximum of about 10 psi. Maximum power (as measured by SAE standard J1349) was listed as 175 HP at 4400 rpm.

SVO Mustangs were the only ones to feature functional hood scoops, designed to



The first of approximately 5,000 Limited Edition Ford Mustangs, commemorating the car's 20th anniversary, is shown rolling off the assembly line at the Dearborn, MI Assembly Plant. Since their introduction in 1984, the Limited Edition Anniversary Mustangs have become popular collector cars.

assist in the air-to-air intercooling.

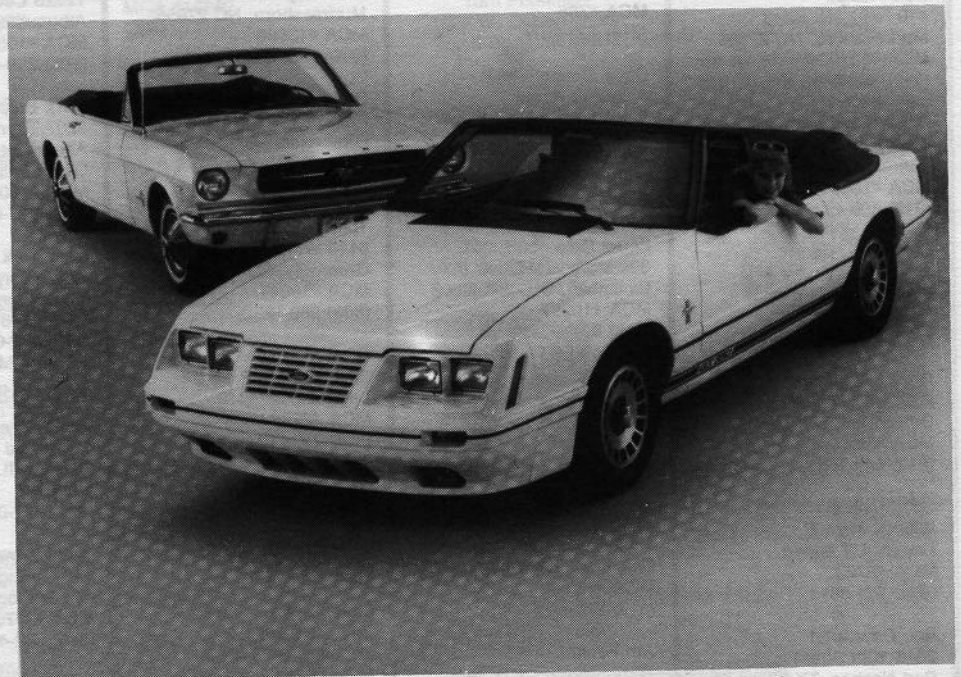
The SVO's five-speed manual transmission had a shift linkage designed by Hurst to produce a responsive feel. A larger stabilizer bar helped keep the car under control over rough surfaces and during hard use. Gas filled/adjustable Koni shocks completed the handling package.

A Traction-Lok rear axle with 3.45:1 final drive ratio was included as standard equipment. SVO tires were "race-proven" Goodyear NCT steel-belted radials. They were VR rated, mounted on 16-inch cast aluminum wheels that were seven inches wide.

Interior design of the SVO featured a multi-adjustable seat, tilt steering wheel, a foot rest located next to the clutch pedal for support of the driver's left foot during right-hand maneuvers, console with armrest and glovebox, and standard premium sound package.

The easy-to-read dials and gauges included a coolant temperature gauge, a turbo boost gauge with 0-18 psi face that worked in combination with an overboost warning light and buzzer, an 8000 rpm tachometer redlined at 6000 rpm, a special speedometer with resettable trip odometer, and oil pressure gauge.

A fuel recalibration switch was located on the front of the console below the radio. This allowed the driver to change from premium to regular unleaded gas with the flick of a switch.



David Larocque, 473 Second Street, Box 164, Espanola, Ontario Canada POP 1CO, has started an SVO Owners' Association. By joining his registry, you will help give a more complete picture of the history and development of the SVO.

He has a comprehensive questionnaire which will help document unique features of the SVO for future collectors.

The first Ford Mustang (background) is shown with a 20th Anniversary Limited Edition model. In the foreground is a 1984 turbo GT convertible. Just over 5,000 of these anniversary Mustangs were produced by Ford Motor Company in 1984.

GOLD CARD JUDGES

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MCA members desiring to receive a judging test should address their requests to the person named below for specific model years:

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1966

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1968

Dave Zimmerman
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1969-70 Bosses

Bob Perkins
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Juneau, WI 53039

1971-73

Tom Podemski
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South Bend, IN 56613

Shelby

Bruce Weiss
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Melbourne Beach, FL
32951

1974-78

Tom Podemski
1526 W. Calvert Street
South Bend, IN 56613

1979-1991

Randy Church
Box 864
Baldwin, GA 30511

Special Note

MCA Gold Card Judges who did not respond to repeated requests published in *The Mustang Times* between September, 1991 and January, 1992 by providing their telephone numbers have been deleted from this listing. MCA members attending the September, 1991 National Judges Meeting voted to require that all Gold Card Judges provide their telephone numbers for this quarterly listing or face suspension of their certification. Certified Gold Card Judges who are not listed here may have their names restored to this quarterly listing by providing their name, current address, area code and telephone number, and Gold Card number to MCA National Headquarters, P.O. Box 447, Lithonia, GA 30058. MCA must receive that information prior to April 1, 1992 to insure restoration of your name by the May quarterly listing.

Corrections

Please address any corrections to any information included in this listing to: Gold Card Judges List, *The Mustang Times*, P.O. Box 447, Lithonia, GA 30058.



MCA Head Judge

Ricky Simmons
P.O. Box 387
Demorest, GA 30535

Reproduced 65-68 Anti-Vibration Compressor Braces
65/66 MCA #90-018 • 67/68 MCA #90-019



TONY & NATALIE RINALDI

P.O. Box 2178, Palos Verdes Peninsula, CA 90274 (213) 377-5889

Outside Belt Weatherstrip Separates From Belt Molding

—1974 Mustang II, All

During cold weather, the door outside belt weatherstrip may freeze to the glass and separate from the outside belt molding when the door glass is lowered.

A detached door outside belt weatherstrip can be adequately staked to the molding by performing the following repair procedure:

1. Remove the door trim panel and water shield.
2. Retrieve the door outside belt weatherstrip from inside the door and remove all existing weatherstrip-to-molding retainer clips. Do not remove the belt molding.
3. Remove the attaching screws to the upper ends of the door front and rear weatherstrip and allow the ends to hang free of the door.

Remove the window lower stop, disengage the window assembly from the regulator and lower the window to the bottom of the door.

5. Position and align the top edge of the belt weatherstrip to the offset in the molding (1.4" from the top of the molding) with the rear edges of the weatherstrip and molding flush, and hold in place. Using a No. 29 drill (.136 diameter) drill an attaching screw hole at the rear-most location through the weatherstrip molding and door sheet metal. Secure the weatherstrip to the door using a No. 8-18 X 3/8" tapping screw (Part No. 379560-S101). See Fig. 1.

6. Brush all metal chips off the weatherstrip lower lip. Reinstall the window assembly, lower stop, door weatherstrip front and rear upper ends, water shield and door trim panel.

Tachometer Adjustments

—1979 Mustang

Vehicles equipped with a tachometer have a mode selector feature. The mode switch has three positions — 4, 6, and 8 — to correspond with the number of engine cylinders. If a tachometer reading is too high or too low the following procedure is recommended to synchronize engine cylinders with the mode switch:

1. Remove trim cover from the instrument cluster.
2. Insert a screwdriver into the selector switch shaft slot.
3. Rotate the switch shaft to align the slot with the 4, 6, or 8 mark on the instrument cluster lens corresponding to the number of engine cylinders.
4. Verify tachometer readings using a service tachometer, and replace trim cover.

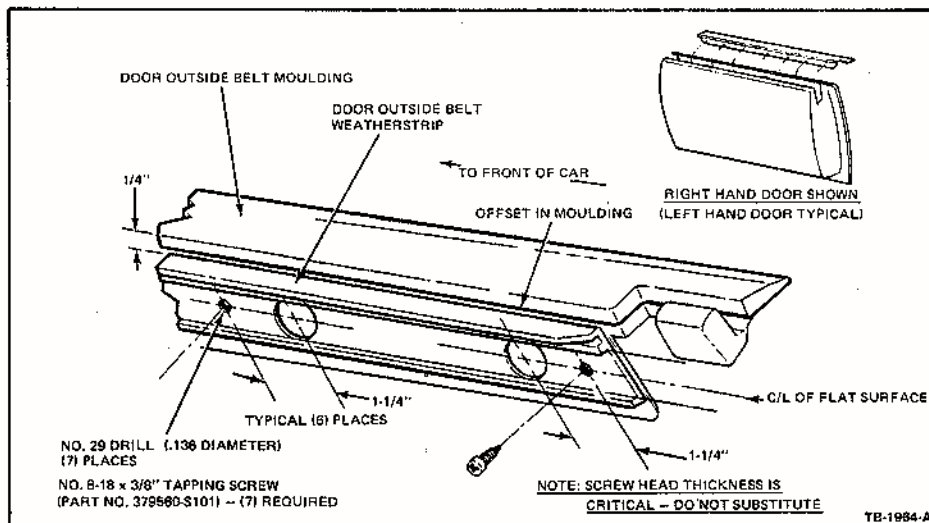


Fig. 1 — Article 701

Shift Lever Buzzing

—1974 Mustang II/w 4-Speed Manual Transmission

A buzzing noise may occur on some 1974 Mustang II vehicles equipped with a four-speed manual transmission (Model RAD). The buzz may be evident in any shift lever position.

The cause of the noise may be an interference condition in the gear shift lever; therefore, before investigating the transmission for the noise, the following procedure should be followed:

1. Verify the condition.
2. Inspect the shift boot rim ring, on some models, for grounding to the shift lever.
3. Inspect the console bezel, if so equipped, for grounding or interference with the shift lever.
4. Inspect the gear shift lever assembly for looseness in the extension housing. Tighten as necessary.
5. If all of the above items are okay, remove the gear shift lever as described in the 1974 Car Shop Manual, Volume I, Second Printing, Section 16-28-01.
6. Inspect the shifter shaft in the extension housing for a missing or broken nylon transmission gear shift damper bushing. Replace if necessary.
7. Check for interference in the shift lever vibration damper using an ohmmeter as a continuity checker (Fig. 6). Attach one lead to the shift lever shaft above the chrome plated bell on the lever. Attach the second lead to the forked end of the shift lever shaft below the transmission attaching plate and apply a 20 pound axial load to the shift lever. If continuity exists, interference is present and the gear shift lever must be replaced.

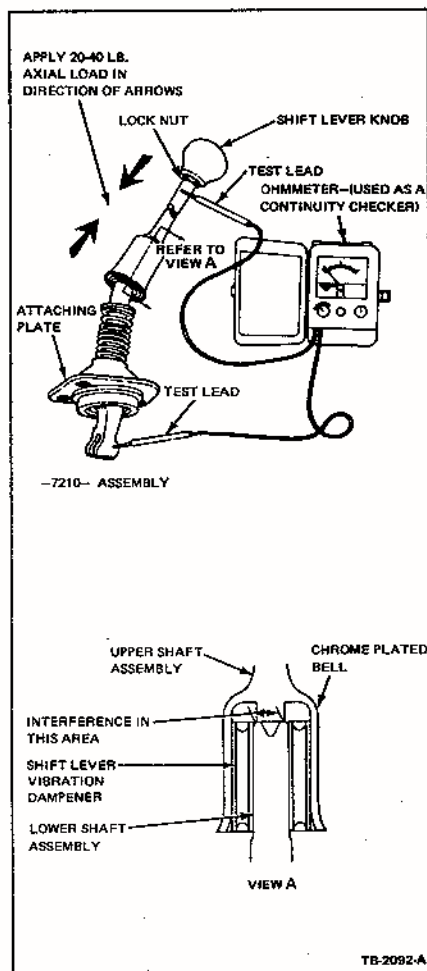


Fig. 6 — Article 820

8. If continuity does not exist, reinstall the gear shift lever and refer to the Car Diagnosis Manual, Manual Transmission and Clutch Section for further investigation.

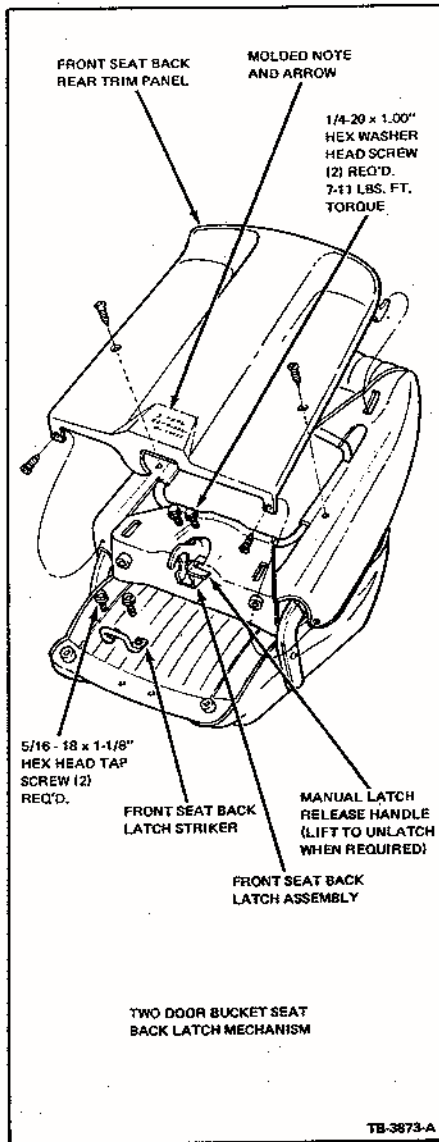


Figure 1 — Article No. 1860

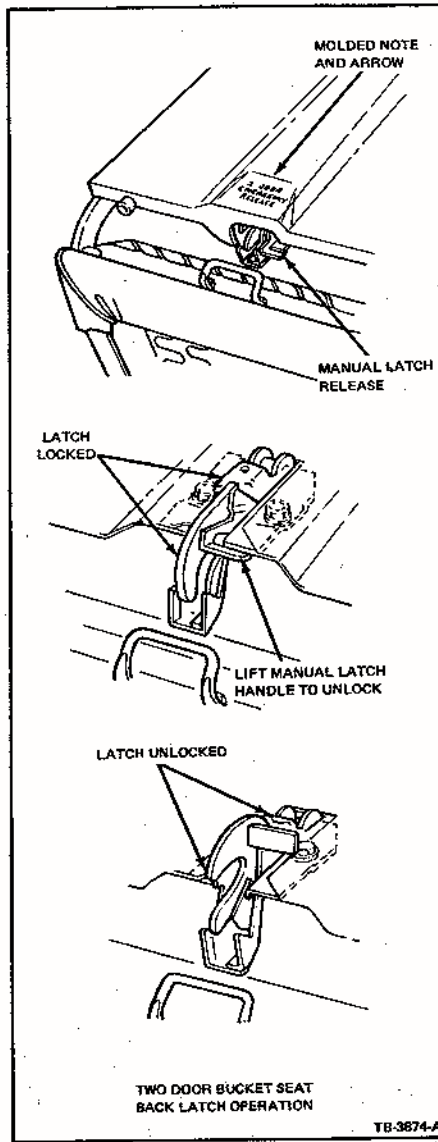


Figure 2 — Article No. 1860

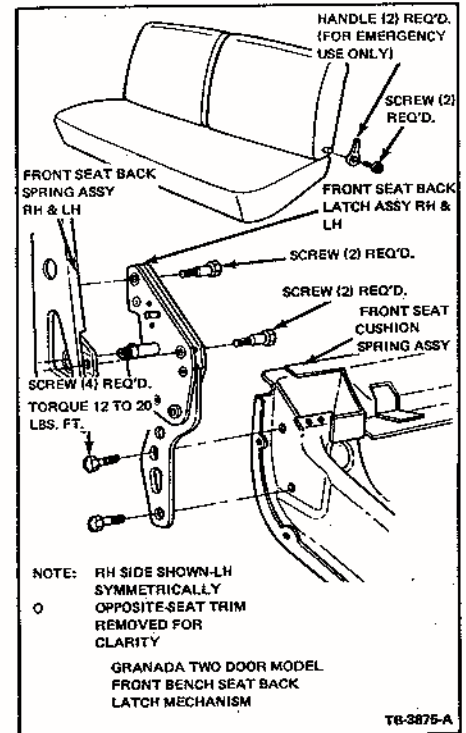


Figure 3 — Article No. 1860

Spline Damage Can Cause Gear Failures

—1974 Mustang II w/RAD Four-Speed Manual Transmission

The condition of “no drive in first, second and reverse gears (with third and fourth gears okay)” may be the result of spline damage on the 1-2 synchronizer hub allowing the hub to rotate freely on the output shaft. To correct, perform the following:

1. Make certain that transmission shift linkage is installed correctly and that the transmission shifts into all gears.
2. Remove the transmission from the vehicle following the procedure as outlined in the 1974 Car Shop Manual, Volume 1.
3. Remove the transmission top cover and inspect the shift mechanism to assure

that it functions properly.

4. If the transmission shift mechanism is functioning properly, the condition is caused by the failure of the 1-2 synchronizer hub-to-output shaft press fit. Disassemble the transmission and install a new output shaft and gear assembly (Part No. D4ZZ-7061-A).

5. Visually inspect other transmission components for damage and replace all damaged parts.

6. Reassemble the transmission and install in the vehicle. Fill transmission to correct level with specified lubricant.

Information for *The Troubleshooter* is taken from *Technical Service Bulletins* issued by Ford Motor Company.

Inertia Seat Latch Differences Noted

—1977 Mustangs

Beginning May 23, 1977, an inertia seat back latch system was installed on a few 1977 Mustangs with bucket seats. With the inertia seat back latch system it is not necessary to actuate the latch handle when folding the front seat back forward for rear seat passenger entry/exit. The latch remains unlocked with normal usage but automatically locks on rapid deceleration.

The bucket seat back latch is unique. The latch assembly installed in the seat back has an opening to facilitate the latch engaging the seat cushion striker. The bucket seat has no visible release handle, but the latch assembly is equipped with a hidden lever-type handle to manually unlock the seat back if required after it has been triggered.

If a component of the front seat back inertia latch assembly becomes non-functional or damaged in service, the entire assembly must be replaced. Under no circumstances are the latch assembly components to be disassembled for repair or replaced as individual components.

Infant seats that attach only to the right front seat back rest **should not** be used on seats equipped with the inertia front seat back latch.

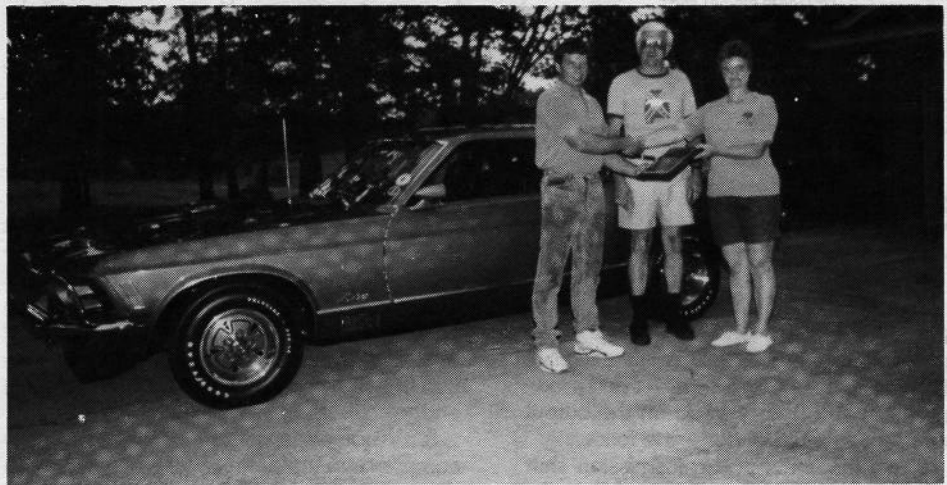
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 Wayne Hall Jersey Shore, PA
 LeRoy Vanselous Jr. Erwinna, PA
 Sebastian Calvano Drexel Hill, PA
 Gary Overstreet Bear, DE
 G. & M. Valstro Newark, DE
 Joe Curtis Reisterstown, MD
 W.E. Livingston Chesapeake, VA
 Dave Goff Concord, NC
 Laura Hull Charleston, SC
 Tony Pope Summerville, SC
 Willie Osbourne Florence, SC
 Douglas Lumsford Anderson, SC
 James Williams Walhalla, SC
 Michael Page Winder, GA
 R.S. Towers Jr. Jacksonville, FL
 Cliff Cook Kingsport, TN
 Jack Marsh Memphis, TN
 David Segrest, MD Jackson, MS
 Wayne/Joyce McCue Crestwood, KY
 Carlos Smith Lagrange, KY
 Dennis Cart Pewee Valley, KY
 Michael Bryant Pewee Valley, KY
 Edward Johnson Smithfield, KY
 Edward Skeen Turners Station, KY
 Dale Owens Lou, KY
 Kevin Broderick Louisville, KY
 John Howard Frankfort, KY
 Fred Carby Louisville, KY
 Joe Greene Worthington, OH
 Craig Hester Grand Rapids, OH
 John Schmuckl Rocky River, OH
 George Finelli Girard, OH
 Kerry Wiland Warren, OH
 Bradley Wilkison Ashland, OH
 Sandy Scheel Clawson, MI
 Jack Wertz Livonia, MI
 Thomas Stirling Northville, MI
 Leo Rieken Henderson, IA
 Harold Mayer Kenosha, WI
 Werner Heze Blue Springs, MO
 Daniel Richardson Springfield, MO
 Relie LeBlanc III Erath, LA
 Roger Grant Tulsa, OK
 Joyce Houlette Houston, TX
 Paul Hurst Clute, TX
 Mr./Mrs. Larry Kerr Syracuse, UT
 Verne Welch Gardnerville, NV
 Kazuko Morihiro Los Angeles, CA
 Larry Helscher La Crescenta, CA
 Richard Saute Pacoima, CA
 David Schleeter Pacifica, CA
 Ryan McClure Portland, OR
 Brian Christy Auburn, MA
 Ed Cangialosi Hastings-on-Hudson, NY
 Joseph Quarranto Holley, NY
 John Dunlap Jr. Erin, NY
 Robert Weir York, PA

Our Newest Member...

Jerry Tisdale of Scarborough, Ontario Canada is the newest member of the Mustang Club of America, having been assigned Membership No. 25,654. We welcome Jerry and the many other new members listed here to MCA.

Lee Benson Muncy, PA
 Robert Brian Fairless Hills, PA
 Lawrence/Wendy Katz Rockville, MD
 Patrick Bocato Virginia Beach, VA
 Jerry Gibson Mullins, SC
 Leroy Gardner Stone Mountain, GA
 C.M. Gazaway Rex, GA
 Richard Hanner Gainesville, GA
 Christopher Paige Palatka, FL
 Gary Wieland Port Charlotte, FL
 M. & G. Kochel Ft. Knox, KY
 Tom Mystrom Grand Forks, ND
 Ken Schumacher Henry, IL
 Jerry Wood Bridgeton, MO
 Robert Simmons Baton Rouge, LA
 David Stockfinger Baton Rouge, LA
 W.A. Tate Caddo Mills, TX
 John T. Coffey Jr. Peoria, AZ
 Fred Sargott Rosthern, Canada
 John Crandall Monchton, Canada
 Mark Nerfurth Carteret, NJ
 Arthur Mezzo Murray Hill, NJ
 J. Michael Coyne II Toms River, NJ
 Craig Chepeleff Potsdam, NY
 Joela Schmid Rochester, NY
 James Alexander Hatfield, PA
 Wilson Eshbach Reading, PA
 Paula Kane Falls Church, VA
 M. Binswanger Richmond, VA
 Cindy Wersching Shelby, NC

William Craig De Funiak Springs, FL
 Ed Turner Fort Payne, AL
 Don Hersko Columbus, OH
 Thaddeus Klejka Niles, PH
 Rick Dynes Ansonia, OH
 J. Michael Caylor Greenwood, IN
 Georgia Johanning Poynette, WI
 Dan Adams St. Louis, MO
 Richard Mason Independence, MO
 John Henderson Brock NC
 Anthony Griffith Houston, TX
 Charles Boehler Albuquerque, NM
 Frank Gray Albuquerque, NM
 Capt. I. Chancellor Sultanate of Oman
 Jerry Tisdale Ontario, Canada
 Crews Classic Cars Dedham, MA
 Jack Emanuel Brookfield, CT
 Kenyon Brede Danbury, CT
 Carol T. Hafer Port Washington, NY
 Gary Green Hornell, NY
 Vic Freeman Collegeville, PA
 Ken Dunlap New Martinsville, WV
 David Lee Schaich Marietta, GA
 Matthew Jarvis Snellville, GA
 Thomas Gamble Warner Robins, GA
 John Czyski Miami, FL
 Phillip Petry Valrico, FL
 Scott Guinn Henagar, AL
 Jay Riggs Lancaster, OH
 Tom Sechich Painesville, OH
 David Kansa Akron, OH
 Alan Hoffman Jasper, IN
 Mike Engel Davenport, IA
 Jack Erdmann Watertown, WI
 Kent Sharpe West Bend, WI
 James Evans Crystal Lake, IL
 Mr./Mrs. C.J. McManus Palatin, IL
 Doug Franklin Eufaula, OK
 Jack Durrett Bullard, TX
 David Miller Pearce, AZ
 B.J. Aday Portales, NM
 Stan Apperson Portland, OR



Stones Retire '70 Mach I

Malcolm and Nita Stone of Brandon, MS (MCA Membership #3600) recently retired their 1970 Mach I SCJ Mustang. The car has won numerous MCA National and Grand National events from the early 1980s to the present. Former MCA National Head Judge Bob Perkins made the presentation of the retirement plaque to the Stones.

Dr. Hufnagel Gunter of Omaha, NE acquired his 1970 Mustang convertible in June of last year and uses it as a daily driver during the summer months. The Candy Apple Red Pony has a black deluxe interior and a 351C-2V. Though Dr. Gunter says his Mustang is an "older restoration, it's still in good condition." The odometer now shows 167,000 miles. Dr. Gunter's MCA Membership Number is 25460.



Andy Weiser of Smyrna, GA purchased his '85 Mustang GT hatchback last September and he says he is now in the process of rebuilding and restoring it. He has modified the Pony by lowering it five inches all around and "giving it more horsepower." The red Pony has gray and black deluxe interior and is Andy's "main transportation." His MCA Membership Number is 25,282.

David Jones of Monroe, LA is the owner of this 1966 Mustang hardtop, which he uses for weekend pleasure driving. A member of the Quachita Valley Mustangs, David purchased his Pony in March, 1991. The '66 is Wimbledon White with black vinyl top, has Cruise-A-Matic, air, and a luggage rack. The 200 CID six has 107,000 miles on it. David's MCA Membership Number is 24342.



CALENDAR OF EVENTS

February 9 **Nashville, TN**
The Fourth Annual Nashville Automotive Swap Meet will be held at the Tennessee State Fairgrounds in Nashville. The event is sponsored by the Stones River Region of the Antique Automotive Club of America. There will be a \$3 donation at the door. For more information contact Jesse Harvey at (615) 896-3404 after 6 p.m. or Butch Roth at (615) 893-8004 days.

February 11 **Atlanta, GA**
The February meeting of the Board of Directors of the Mustang Club of America will be held at the Marriott Courtyard Hotel at I-75 and Windy Hill Road north of Atlanta. The meeting begins at 7:30 p.m. and is open to all current MCA members.

March 1 **Atlanta, GA**
Applications for the 1993 Mustang Club of America Grand National must be received by the MCA Board of Directors. For application forms or additional information contact Jim Watson, National Show Coordinator, C/O MCA, P.O. Box 447, Lithonia, GA. 30058.

March 6-7 **Jackson, MS**
The Mid-Mississippi Mustang Club will present "The Biggest Little Indoor Car Show of the South" in the A&I Buildings on the Mississippi State Fairgrounds. Modified MCA rules apply. Discounts are available for early registration. Indoor space is limited to 125 cars and vendors. For registration and lodging information write: The Mid-Mississippi Mustang Club, P.O. Box 2063, Jackson, MS 39225-2063 or call Susanne Dalton at (801) 857-2923 or Kim Barnes at (601) 546-2930.

March 10 **Atlanta, GA**
The March meeting of the Board of Directors of the Mustang Club of America will be held at the Marriott Courtyard Hotel off Windy Hill Road at I-75 north of Atlanta. The meeting begins at 7:30 p.m. and is open to all current MCA members.

March 22 **Irvine, CA**
The Saddleback Mustang Association will present its fifth annual car show from 10 a.m. to 3 p.m. at Western Digital Corporation, 8105 Irvine Center Drive. Pre-registration is \$12 per car and must be received by Feb. 28. Show day registration is \$15. Participant cars will be permitted to enter the show area between 6:30-9 a.m. Shelby's, modifieds, Saleens, special interest and other Ford vehicles are welcome. There will be 19 classes and 56 trophies awarded. No outside vendors, parts cars or cars for sale will be permitted. All cars entered must remain in place until the awards presentation. For additional information call Jim Howell at (714) 249-1291 or David Renwick at (714) 551-2479.

March 27-28 **Pensacola, FL**
The 13th annual Gulf Coast Regional Mustang Show will be held at University Mall, I-10 at Exit 5. Early tech inspection will begin at 8 a.m. March 27 and continue until 5 p.m. A fish fry and hospitality party will be held at Hampton Inn from 6-11 p.m. Friday. Registration, tech inspection and parking will resume at 7 a.m. Saturday and judging will be held from noon to 5 p.m. An awards presentation will be held at 7 p.m. Saturday. Vendors are welcome, and must pre-register by March 15. All show vehicles must remain in place until 5 p.m. March 28. A 1968 Mustang convertible will be given away Saturday. Proceeds from the project car will benefit Ronald McDonald House, Transportation Fund for the Shrine Hospital for Burned Children, and Sacred Heart Children's Hospital. A registration form for the Gulf Coast Regional Mustang Show is included in this issue of *The Mustang Times*.

April 1 **Atlanta, GA**
Applications for 1993 Mustang Club of America sanctioned National Shows must be received by the Board of Directors. For application forms or additional information contact Jim Watson, National Show Coordinator, C/O MCA, P.O. Box 447, Lithonia, GA 30058.

April 11 **Braselton, GA**
The Northeast Georgia Mustang Club's Chateau Elan Show and Shine

will be held at the winery off I-85 north of Atlanta. For information contact Kitty Wilmot at (404) 992-1729.

April 14 **Atlanta, GA**
The April meeting of the Board of Directors of the Mustang Club of America will be held at the Marriott Courtyard Hotel off Windy Hill Road at I-75 north of Atlanta. The meeting begins at 7:30 p.m. and is open to all current MCA members.

April 17 **Detroit, MI**
The 28th anniversary of the introduction of the Ford Mustang, which made its debut April 17, 1964.

April 25 **O'Fallon, IL**
The Shiloh Valley Mustang Association will host its second annual MCA Regional Mustang/Ford Show and Swap Meet at the Wal-Mart parking lot, one-half mile west of I-84 on Highway 50. A total of 42 classes will be offered and MCA rules will apply to the 20 judged Mustang classes. The remaining 22 classes will be judged by participant vote. Three trophies will be awarded per class. All Fords and Ford-powered vehicles are welcome. Vendors are also invited. A Pony Corral will be available. Pre-registration closes April 15. Registration and tech inspection will be held from 7 a.m. to noon the day of the show. Judging begins at noon. Awards will be presented at 4:30 p.m. For information contact Henry at (618) 537-4225 or Bob at (618) 277-6838.

May 1-3 **Oxnard, CA**
The Mustang Owners Club of California will present its 13th annual West Coast Meet at the Casa Sirena Hotel, Channel Islands Harbor. Admission to the show is free and cars will be on display Saturday from 10 a.m. to 4 p.m. Concours and peoples' choice classes will be available. There will be approximately 100 cars on display. Entry fee is \$27 per car. Pre-registration is required and must be received no later than April 22. No car registration show day. For show or registration information contact Joe at (805) 529-3245 or Wayne at (818) 343-2091.

May 3 **Rockville, MD**
The annual National Capital Region Mustang Club Spring Concours Show will be held at Montgomery College's Rockville campus. 1965-73 Mustangs, Shelys, and special interest Fords are welcomed. The show will include vendors and a car corral. Admission is free. For information contact NCRMC, 814 Woodley Drive, Rockville, MD 20850 or phone (301) 762-1451 or (703) 528-8254.

May 12 **Atlanta, GA**
The May meeting of the Board of Directors of the Mustang Club of America will be held at the Marriott Courtyard Hotel off Windy Hill Road at I-75 north of Atlanta. The meeting begins at 7:30 p.m. and is open to all current MCA members.

May 14-16 **Las Vegas, NV**
The third "Great American Classics Mustang Show" will be held, sponsored by the Mustang Club of Las Vegas. In addition to the car show, there will be an open track event and a "Las Vegas-style" weekend. For additional information call or write Don & Sharon Hafen, 6648 Costa Brava, Las Vegas, NV 89102, (702) 365-1099.

May 16 **St. Petersburg, FL**
The fifth annual Mustangs and Ford Muscle on the Pier will be held. The event is sponsored by the Suncoast Mustang Club of Florida. More than 22 classes will be featured. Florida Council rules will apply with trophies and 200 dash plaques. A model car show will also be held. Pre-registration is \$14. Show day registration is \$17. Spectator admission is free. For information contact Bob Wilhelm at (813) 522-0858 or John Moody at (813) 786-3048.

May 23-24 **Kennawick, WA**
The 12th annual Spring Show-N-Shine and Fun Run, sponsored by the Pacific Northwest Mustang Club will be held at Cavanaugh's, 1101 Columbia Center Boulevard. The Fun Run and a hospitality party will be held on the 23rd and the show on the 24th. Participant voting and peoples' choice voting will be included with 60-plus awards to be

presented. An awards banquet will follow the show. Guest speaker for the banquet will be Drew Alcazar of Concours Restoration. The show is open to all Mustangs, Bosses, Shelbys, and Ford-powered cars. Non-Fords and vendors are welcome. Contact Harold L. Odahlen at (509) 377-4171 days or (509) 783-6309 evenings.

June 9 **Atlanta, GA**
The June meeting of the Board of Directors of the Mustang Club of America will be held at the Marriott Courtyard Hotel off Windy Hill Road at I-75 north of Atlanta. The meeting begins at 7:30 p.m. and is open to all current MCA members.

June 12-14 **Belle Fourche, SD**
The Center of the Nation All-Car Rally will be held. Events will include a Friday Cruise Night and a Saturday Show 'n Shine. Registration will be held from 8 a.m. until noon and judging will be from noon to 3 p.m. An awards ceremony will be held at 5 pm. Saturday followed by a picnic. A fun run and a demolition derby will be held Sunday. For additional information contact Center of the Nation All-Car Rally, P.O. Box 41, Belle Fourche, SD 57717 or phone (605) 892-2154.

June 14 **Fayetteville, OH**
The third annual Rocket Run '92 will be held with classes for all makes and models of collectible cars, including classic Mustangs. The event will include an auction and flea market. The event is sponsored by the Fayetteville PTA and the Brown County Cruisers Inc. For information contact Debbie at 3940 Anderson State Road, Fayetteville, OH 45118 or phone (513) 875-3647.

June 20 **Murfreesboro, TN**
The seventh annual All Ford Show and Swap Meet, hosted by the Performance Ford Club of America's Central Tennessee Region will be held at Central Middle School. There will be first, second and third place trophies, parts vendors, a car corral, a model car contest, games, door prizes and dash plaques to the first 200 entries. Spectator admission is free. For more information call Frances Stacey at (615) 896-5514.

June 27-28 **Indianapolis, IN**
The Mustang Club of Indianapolis will host the first MCA National Show of the 1992 season. Complete details and registration information will be forthcoming in later issues of *The Mustang Times*.

July 14 **Atlanta, GA**
The July meeting of the Board of Directors of the Mustang Club of America will be held at the Marriott Courtyard Hotel off Windy Hill Road at I-75 north of Atlanta. The meeting begins at 7:30 p.m. and is open to all current MCA members.

July 18 **Alton, IL**
The 15th annual Mustang Round-Up Car Show and Swap Meet, sponsored by the Southern Illinois Mustang Association, will be held at Roberts Ford-Chrysler-Plymouth, Alby Street and Beltline. Rain date is July 19. Registration will be held from 8 a.m. until noon judging will begin at 3 p.m. Entry fee is \$10. Swap spaces are \$15. Trophies will be awarded in all classes. For additional information call (618) 465-2482 or (618) 585-3081.

July 19 **Georgetown, OH**
The 11th annual Car Show Cruise-In '92, sponsored by the Brown County Cruisers and the American Heart Association will be held at the Brown County Fairgrounds on Route 125. More than 25 classes will be offered for all makes of cars, trucks, street rods, classics and antiques. A model car show and swap meet will also be held. For additional information contact Gary at (513) 379-1495 or John at (513) 378-6536.

August 11 **Atlanta, GA**
The August meeting of the Board of Directors of the Mustang Club of America will be held at the Marriott Courtyard Hotel off Windy Hill Road at I-75 north of Atlanta. The meeting begins at 7:30 p.m. and is open to all current MCA members.

September 4-6 **Marietta, GA**
The 1992 MCA Grand National will be held at the Marriott Hotel off I-75 north of Atlanta. The event will be sponsored by the Georgia Regional Mustang Club, the Northeast Georgia Mustang Club and the Cherokee Mustang Club. Additional information will be forthcoming in upcoming issues of *The Mustang Times*.

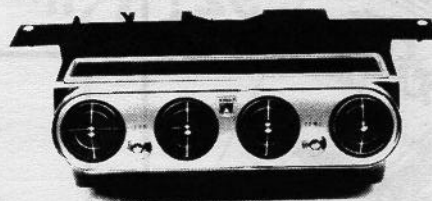
September 8 **Atlanta, GA**
The September meeting of the Board of Directors of the Mustang Club of America will be held at the Marriott Courtyard Hotel off Windy Hill Road at I-75 north of Atlanta. The meeting begins at 7:30 p.m. and is open to all current MCA members.

October 9-11 **Lynchburg, VA**
An MCA National Mustang Show will be held, sponsored by the Lynchburg, VA Area Mustang Club, an MCA regional group. Additional details will be provided in forthcoming issues of *The Mustang Times*.

October 13 **Atlanta, GA**
The October meeting of the Board of Directors of the Mustang Club of America will be held at the Marriott Courtyard Hotel off Windy Hill Road at I-75 north of Atlanta. The meeting begins at 7:30 p.m. and is open to all current MCA members.

The Mustang Times welcomes items for its monthly calendar of events. To have your regional group or club's activity listed, send all pertinent information to "Calendar of Events," *The Mustang Times*, P.O. Box 447, Lithonia, GA 30058. Be sure to include the name and telephone number (with area code) of a contact for readers who desire more information. Please submit items at least 60 days in advance of the event to assure publication on a timely basis.

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1966 "K" GT coupe, Pony interior, four-speed, completely restored, all numbers match. SS wheels. If you have been looking for that beautiful "K" GT coupe, this is it. No disappointments. Price: \$15,500. Call (510) 799-2502. MCA Member #19031.

1983 GT convertible, 65,000 miles, 5.0 five-speed, tilt wheel, power windows, cruise control, new white top, red with red interior. One of 993 made. Call Randy Church at (404) 778-3413 after 7 p.m. EST. MCA Member #17916.

1966 and 1967 convertibles, 1966 is white with new blue top with blue Pony interior, 200 CC, three-speed. 1967 is light green with Ivory Gold

interior, 289, three-speed, 89,000 actual miles, PS, AT. Price: \$9,000 for either. Call (601) 323-8203. MCA Member #24368.

1987 Mustang Saleen, No. 190. White with blue Saleen graphics. All original with only 3,700 miles. Will sell for \$19,000 bank payoff. Call (904) 862-1240 after 7 p.m. MCA Member #1292.

1973 Mustang convertible, Gold-Glo exterior, 351 Cleveland, AT, two-barrel, AC, PT, PS, PB, PW all four, Rim Blow Deluxe tilt steering wheel, Ginger interior, knitted vinyl seats, console, AM Radio with 8-track, interval windshield wipers, tinted glass. Price: \$6,000. Call (513) 821-4928. Farrel Buis, 399 Marycrest Drive, Cincinnati, OH 45237. MCA Member #10287.

Pair of 1965 GT "K" HiPos, one white fastback and one turquoise convertible. Both have factory AM/FM, four-speed, SS wheels. Convertible has Pony interior. Both cars national show winners. Will sell separately. Serious inquiries only, please. Contact Steve at (305) 561-1243, Ft. Lauderdale, FL. MCA Member #12795.

1964 1/2 convertible, very early production, 260 V-8, AT, PS, power top. Original black paint with red stripe. Red interior with console. New tires, brakes, shocks, and complete exhaust system. Restoration started with genuine Ford parts. Price: \$5,000. Call or write for details. Frank Zuest, 1817 Pulaski Drive, Blue Bell, PA 19422, (215) 272-3821. MCA Member #23649.

1968 Shelby GT 350, 8T02J 192428-0211, totally disassembled. Call for details. Price:

\$12,995. Jimmy Austin, (214) 286-2100. MCA Member #16683.

1973 convertible, red with white top, Cleveland engine, new paint, excellent condition. Sacrifice. Call Jack Cashin at (404) 664-1533. MCA Member #25051.

1967 Mercury Cougar, 289-2V, four-speed, PS, AC. In family since 1973. Driven daily. Numerous recent mechanical improvements. Needs cosmetic restoration. Excellent and rare restoration project. Price: \$1,500 OBO. Call Tom at (615) 255-4850 days or (615) 399-1416 nights. MCA Member #959.

1973 Mustang sportroof 302, 2V, three-speed, 78,000 miles. Burgundy with black and Burgundy interior. 90 percent restored. Not driven in winter. 8 1/2 chain link steering wheel. Have photos. Won trophies last two years. Price: \$2,800. Call Don at (216) 848-1422. MCA Member #24207.

1970 Boss 302, restored, show winner, white and black, spoilers, slats, shaker hood, drag pack, deluxe interior, console, AM/FM, clock, gauges, Magnum 500s, new clutch, tires and front suspension. VIN 0F02G151869. Best offer or trade. Call (404) 448-8081. MCA Member #24745.

1970 Mach 1, 351-2V, AT (FMX), AC, PS, PB, original stereo, sport seat, bright blue metallic, fully restored. Price: \$12,500 OBO. Call Larry at (215) 745-6638. MCA Member #24541.

1968 Mustang convertible, 289, AT, PS, PB, factory AC, new white power top and tires, interior and exterior completely restored. Interior Parchment, exterior Candy Apple Red with clear coat finish. Price: \$10,900. Call (813) 426-6570. MCA Member #25247.



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1965 Mustang fastback, yellow with black interior, dependable six-cylinder, AT, PS, solid body, everything is factory original. Price: \$6,200. Call Pete at (407) 859-0800. MCA Member #25047.

1965 Mustang convertible, 289-2V, AT, PS, PB, PT, Pony interior, console, Maroon exterior, spinner hubcaps, excellent condition. Best offer over \$12,500. Also, 1965 Mustang hardtop, 289-4V, four-speed, white with black interior, spinners, very good condition. Original owner. Price: \$10,000. Call (203) 265-2443. MCA Member #22509.

1969 Mach 1, 351, AT, PS, PB, Jade and white. Needs floors and smokes, but nice original car. Price: \$3,650. Also, 1969 convertible, S code 390, rare deluxe interior, PS, PB, rusty and missing drivetrain. Call (314) 832-2758 days or leave message. MCA Member #22490.

1965 Mustang CP, 289, AT, PS, PB, factory AC, bench seat, 66,538 original miles. Red with red interior. Good interior and mechanical condition. Strong floor and unibody. Garage kept. Needs minor rust repair and vinyl top. Price: \$4,000. Call Mike at (215) 365-0228. MCA Member #17506.

1966 Mustang GT fastback, Nightmist blue metallic, Parchment and blue interior. Four-speed, AC, Magnum 500s, woodgrain steering wheel, disc brakes, fold-down rear seat, completely restored in and out. Price: \$13,500. Call (404) 351-9698. MCA Member #24881.

Parts For Sale

Restored 1969-70 deluxe steering wheels, \$225. With center pad, \$275. Restored 1968 deluxe steering wheels, \$250. With center pad, \$350. Your deluxe steering wheel (1968-73) restored, \$100 and up, depending on condition. Standard wheels also restored, \$50 and up. Contact Sunset Mustang, 7846 Chasewoods Drive, Jonesboro, GA 30234 or phone (404) 447-0072. MCA Member #16313.

1964 1/2-73 switches, all are NOS in box: 1964 1/2-66 turn signal, \$28; 1967-69 tilt/signal, \$35; 1967-69 signal, \$30; 1969-70 headlight, \$10; 1965-66 four-speed backup, \$20; 1967-68 four-speed backup, \$25. Prices limited to on-hand stock. Normal shipping applies. Metro Mustang, (404) 767-3378. MCA Member #24252.

C8ZZ-9030-C NOS pop-open gas cap, \$55. C7ZZ-9030-A repro standard gas cap, new, \$20. Call Mike Kavalukas at (412) 276-2156. MCA Member #22109.

1967 Mustang front fenders, chemically stripped and primed, left and right, \$150 each. 1967 rear exterior vent panels, \$50 pair. 1967 NOS right coupe quarter C7ZZ-6527840-A, \$300. Mustang custom rotisserie, \$600. Call for details, (205) 883-2948 or write Howell

Hooper, 8817 Bridlewood Drive, Huntsville, AL 35802. MCA Member #20994.

Pot metal hood scoop inserts for 1971-73 Mach 1 style hoods, \$85 with NOS air scoop grill plates. \$75 without plates. NOS air scoop grill plates D1ZZ-16A625-A or D1ZZ-16A624-A, \$12 each or \$20 for both. Richard Waddle, (501) 631-2731. MCA Member #21638.

NOS Mustang parts. Over 1000 part numbers. Also, rebuilt original 1965-71 vintage starter relays, radiator caps, voltage regulators, front suspension. Boss and Super CJ vacuum advance unit rebuilding. Send \$1 for "Mustang List" to Max Kotlowski, 210 E. College, Broken Arrow, OK 74012 or call (918) 251-0362. MCA Member #23986.

Parts Wanted

1968 fastback deluxe interior passenger side armrest. Good condition only. No cracks or cuts. Any color, but aqua preferred. Call (908) 270-5832. Evenings best. MCA Member #23388.

1968 California Special grill for Marchal

foglights. Also, one side scoop grill insert. Call (801) 776-4230. Larry Kerr. MCA Member #25523.

1965 disc brake set-up. Preferably complete and must be working or rebuildable. Call (713) 480-2206. MCA Member #25583.

1971-73 Mach 1 racing-type gas gap in very good condition. 1971-73 optional bumper protection group. Also, 1975-78 radiator shroud, Mustang II '78 King Cobra front air dam and Cobra caps for lacy spoke wheels, Phil Schmidt, (612) 448-2931. MCA Member #24387.

Miscellaneous Wanted

Shelby or Mustang Monogram, Hot Wheels, Matchbox, Yatming, 1/59th, 1/43rd, 1/40th or 1/32nd scale cars in good condition to expand my collection. Send information to Brian Fenech, PSC Box 665, McClellan AFB, CA 95652 or call (916) 643-4259, Room 51. MCA Member #25030.

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(Training and Communication), back issues of *Ford Times* (10/83), (5/84), (6/84). Joe Greene, (614) 889-1962 or write to 1962 Starbridge Court, W. Worthington, OH 43235-1876. MCA Member #25513.

Miscellaneous

Pony portable parts washer. Air operated. Environmentally safe. Fast, efficient, hands-off cleaning of carburetors, brake cylinders, small parts. Fits inside five-gallon solvent container. Unit comes complete with lid, air motor, degreasing basket with heavy duty handle and one year guarantee. \$129 including shipping and handling. Distributors wanted. Call (314) 921-PONY. MCA Member #10045.

Model kits, banks, books, decals, etc. Send for free list. Bill Koivu, P.O. Box 7, Lithonia, GA 30588. (404) 482-9219. MCA Member #758.

1965-73 Mustang tachometer, clock, speedometer, gauge and motor repair and conversions. Also, NOS parts: mirrors, clocks, moldings, ornaments, lenses. Over 6000 items. Send \$3 for list. State model and year. Joe Russell, 11 MacGregor Drive, Mahopac, NY 10541. Phone (914) 628-4866 after 6 p.m. MCA Member #21337.

Zymol Car Care Products. Derived from 110-year-old German carriage wax formula. Each product is natural. We utilize only plant oils and their derivatives as opposed to chemicals and synthetic waxes. Protect your investment with the best car care products available. For information call Corco West, Car Care Division, at 1-800-533-5743. MCA Member #22426.

Mustang models. Made of pecan shell and select fine woods. Handcrafted. Intricately detailed, 1965 hardtop, 1965 fastback, 1970 Boss, 1968 Shelby. Only \$9.95 each plus \$3 shipping and handling. For free brochure, send large SASE to C.C. Miniatures, 4930 Park Boulevard, Suite 3, Pinellas Park, FL 34665. MCA Member #24625.

Playboy Pink Registry! All owners of the Playboy Pink cars are asked to respond, sending complete data plate info with VIN to Robert L. Finney, P.O. Box 1036, Price, UT 84501. Will reply to all responses. MCA Member #23655.

Gold Plated Keys and NOS Keys. For free catalog send large (No. 10) SASE (two stamps) to Joey Jesser, 26 West Street, Akron, OH 44303-2344 or phone (216) 376-8181. MCA Member #23296.

1992 Calendars! The official Mustang Club of America 1992 wall calendar, featuring 12 of the most outstanding Mustangs in the nation. This collector's item is a high-quality, beautifully designed tribute to the Ford Mustang. Perfect for your own collection or as a gift for

any Mustang lover. Send \$8 plus \$2 for shipping and handling (via first class mail) to: MCA 1992 Calendar, P.O. Box 447, Lithonia, GA 30058. Club discounts available for quantity purchases.

Brake booster rebuild, \$75. One-day turn around. Free UPS. Rebuild yours or exchange. Plating available. One-year warranty. Call "Booster" Dewey at (503) 238-8882. Portland, OR. MCA Member #24831.

For sale: Mustang brochures, post cards, performance catalogs, posters, 1964½-1991. Send SASE for free list to Randy Church, P.O. Box 7, Baldwin, GA 30511 or call (404) 778-3413. MCA Member #17916.

Consoles restored. Send us your broken, cracked, unusable console for quote. Correct woodgrain (laminated on metal) installed or we

have kits for sale. We also do glove box doors, heaters and AC units to show quality. Mustangs and Thangs, 2114 Bloomingdale Pike, Kingsport, TN 37660. Call (615) 288-8488. MCA Member #231.

Scale replicas for sale: 1/24th and 1/25th scale. NASCAR Fords, Mustangs, etc. All years available. Built or unbuilt to your specifications in die cast metal or plastic. Also sell complete line of models and NASCAR replicas. 134 Cottonwood Court, Stockbridge, GA 30281, (404) 907-0472. Send SASE for list. MCA Member #24252.

Mustang tach and clock repair. Clocks updated to quartz. Tachs repaired, calibrated. Complete 1965-66 Rally-Pac restoration, including dial refacing. Gary Herbert, 4 Clear Creek Court, Simpsonville, SC 29681. Call (803) 967-7719. MCA Member #17909.

Classified Advertising

Classified advertising is **free to all members** of The Mustang Club of America. To take advantage of this valuable service, submit your classified ad to **The Mustang Times**, P.O. Box 447, Lithonia, GA 30058-0447. Please include your **membership number** on your advertising copy to insure its inclusion in our next issue.

Advertisements are **limited to one insertion of no more than 50 words per month**, per member. Advertisements exceeding 50 words will be edited or refused, at the discretion of the magazine's staff. **The Mustang Times** will not be responsible for the correction of illegible advertising copy. **Please type or print plainly** to help us avoid errors. It is also essential that you include an **area code** for all telephone numbers to be listed in the classified advertising section. Ads submitted without area codes will not be published. Non-member commercial advertising is not permitted in the classified advertising section.

All correspondence relating to classified advertising must be handled by mail. We are not able to return long distance telephone calls relating to classified advertising nor are we permitted to accept classified advertising by telephone.

Advertisements to be repeated must be resubmitted each month. The deadline for classified advertising is the first of the month for the next month's edition (March 1 for the April edition, April 1 for the May edition, etc.)

Classified advertisements received after the first of the month will be held for inclusion in a later edition.

Display Advertising

Display advertising is available to vendors, restorers, businesses and other organizations interested in marketing their products and services to the Mustang Club of America's worldwide membership.

One-time insertion rates and discounted contract advertising rates are available.

Display advertising deadlines are the first of the month for the next month's issue (March 1 for the April issue, April 1 for the May issue, etc.)

All advertising must be accompanied by full payment. Advertising submitted without full payment will be returned unpublished. Contract advertisers are required to submit two month's pre-payment with their initial copy and will be billed monthly thereafter.

For advertising rate information contact Steve McMullan, 3719-A Oakwood Hills Drive, Oakwood, GA 30566, (404) 535-1566 between 9 a.m. and 7 p.m. EST Monday through Friday.



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