

Vol. 23 No. 8



MUSTANG TIMES

The Official Publication of The Mustang Club of America

August 1999



Mustang Club of America presents Official MCA Accessories



Mustang Club of America Khaki and Navy All-Cotton Baseball Cap
(new logo)

Price: \$13.00 ea.
Quantity requested: _____

100% Cotton T-shirt with new logo
(new printing technique gives word "Mustang" embroidered appearance)

Sizes: S ___ M ___ L ___
XL ___ XXL ___
Price: \$15.00 ea.
(add \$1.00 for XXL)
Quantity requested: _____

New Navy Blue and Khaki Logo Jacket *(water resistant microfiber material with sanded finish).*
Sizes: M ___ L ___ XL ___ XXL ___
Price: \$51.00 ea. (add \$1.00 for XXL)
Quantity requested: _____
S & H: \$7.00 domestic
\$15.00 international

Herringbone/Jacquard Golf Shirt.
Colors: White/Navy trim (new logo)
Sizes: M ___ L ___
XL ___ XXL ___
Price: \$27.00 ea.
(add \$1.00 for XXL)
Quantity requested: _____

Mustang Club of America Navy Blue Baseball Cap with Mesh Back
(new logo)
Price: \$13.00 ea.
Quantity requested: _____



All apparel is direct embroidered except T-shirt which is silk-screened.

Shipping for Apparel Items:
For US orders --
\$6.00 for totals less than \$25.00
\$7.00 for totals \$25.01 to \$49.00
International orders --
\$15.00

Payment Method:
Check ___ Visa ___ MC ___
Card no. _____

Expires: _____
Signature: _____

Sales Tax (Ga. residents) _____
Shipping: _____
Total enclosed: _____

Ship to: _____
(no P.O. Boxes, please)

Additional Mustang Club of America Items Available

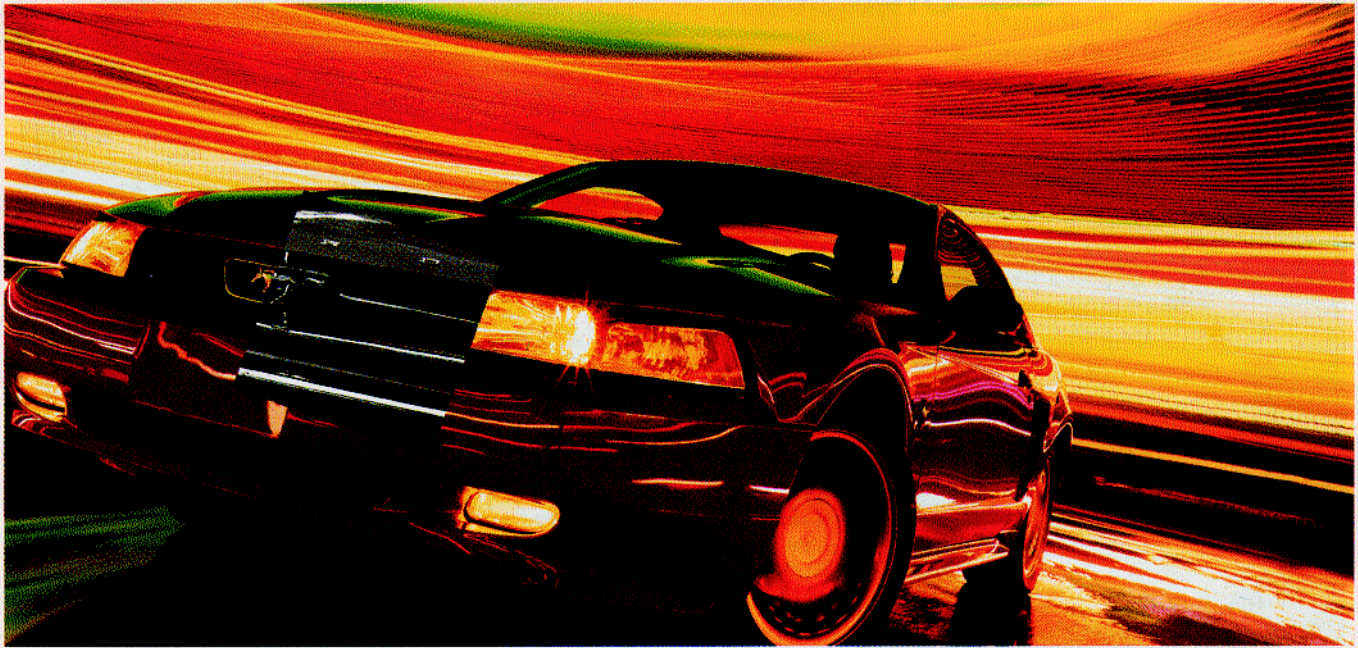
Hat Pin	\$4.00 ppd	Qty. _____
Brass Key Ring	\$5.00 ppd	Qty. _____
Windshield Decal	\$2.00 ppd	Qty. _____
3" Stick-On Decal	\$2.00 ppd	Qty. _____
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MCA front license plate	\$10.00ppd	Qty. _____
Vehicle ID Decoder Book (1964 1/2 - 73)	\$6.00 ppd	Qty. _____
1997-98 Judging Rule Book	\$9.00 ppd	Vol1 ___ Vol 2 ___
25" Stick-On Decal	\$17.50 ea. or 2 for \$30.00*	
11" Stick-On Decal	\$ 8.00 ea. or 2 for \$15.00*	
11" Magnetic Decal	\$12.00 ea. or 2 for \$20.00*	

* Add \$2.00 per order for shipping.

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Make check payable to and forward to:**

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Phone _____



Jake claims his old '64 Mustang GT was so powerful that if he'd jumped on the accelerator hard enough, he could've sheared the rear lugs off.

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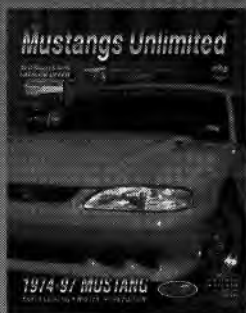
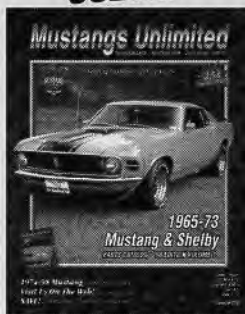
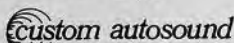
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August 1999

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Carolina Bound

by Teresa T. Vickery
photos by VTC & Co.



after 35 years of existence, it isn't unusual to find that most of the very first Mustangs have lived in many different areas, most of them far removed from their original DSO codes. But there are those few that seem to always remain close to home.

Such is the case with this Rangoon Red 1964 1/2 convertible owned by Johnnie and Rachel Garner of Rock Hill, South Carolina.

The Garners are a true Mustang family. When Johnnie and Rachel first started dating in 1968, Johnnie was a man-about-town in a blue 1967 390 GT fastback. When the honeymoon came along in 1970, the couple began their life-long trek together in

a red 1967 390 GTA fastback. Son Richard has always been a part of the Mustang scene, too. His first car in high school was a blue 1967 coupe, restored by dad. A Candyapple Red 1968 coupe was Richard's transportation to college and remains his daily driver today.

The Garner corral includes a Bright Red 1971 Mach 1 (awaiting restoration) that they purchased new, a 1968 T-5 convertible purchased from the original owner, a 1967 T-5 convertible also regularly seen on the show circuit, and a Pebble Beige 1968 convertible which serves as Johnnie's daily driver. Rachel points out that she drives a Ranger pickup, but says she is

tempted to fabricate a sign for the truck that would state "I want to be a Mustang when I grow up".

The Garners owned most of the aforementioned Mustangs by 1996 and really had no plans to expand their collection. But there's always room for one more, especially when the deal falls into your lap.

Rachel, who is involved with bible study fellowship at her church, had planned to carpool with a friend to class one day in June 1996. Upon arriving at the friend's house, which was a mere five miles away, Rachel noticed a cloaked car under the carport. After asking to see what was hiding underneath, she was surprised to find a 1964 1/2 Mustang convertible up on blocks. The friend's son-in-law was restoring the vehicle but had run into a stumbling block and needed to sell it. The ragtop had been

painted but was in need of additional work and re-assembly. Plus the South Carolina inspection decal was dated 1994 indicating that the pony had been sitting for quite a while.

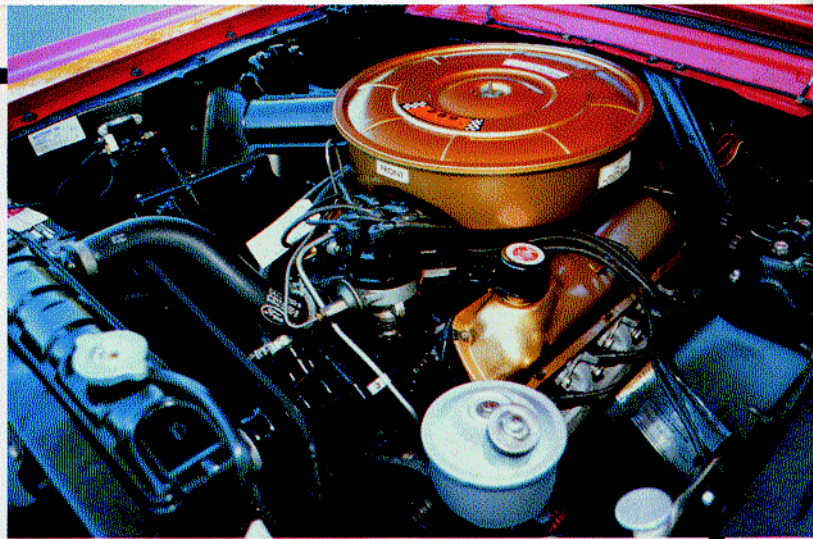
Information on the find was passed along to Johnnie, but since the couple had no plans to purchase any more cars, no further action was taken.

After a few weeks, the disabled convertible's owner called. Johnnie went to inspect the car and found that a purchase package would include five new tires,

a new battery, all interior components, plus a few extra items. Definitely a package too good to pass up.

A week was spent putting the droptop back together just in time for the summer show season. Numerous awards were accumulated from local shows.

Since Carolina Regional Mustang Club and Mustang Club





It isn't often that the perfect license plate is arbitrarily issued to a Mustang. Renewing the license plate for Johnnie's 1968 Pebble Beige daily driver yielded the above tag. The letters JHG are perfect since these are Johnnie's initials.

of America memberships had long been established, the Garners joined the Antique Automobile Club of America (AACA) in November 1996. To participate in AACA competition as well as National MCA shows, additional time and effort would have to be invested in the red pony.

Eddie Wray of Dixie's Auto Paint in Rock Hill carefully matched the several-years-old Rangoon Red hue. Although the expense of a new paint job was deemed unnecessary, it looked as if a new white top would be needed due to overspray. However, plenty of elbow grease successfully cleaned the top to the point that most people assume it is new.

To complement the sparkling clean roof, Rachel purchased black fabric dye from a local shoe repair shop and carefully touched up the underside.

Johnnie pulled the engine for detailing and also replaced the owner-installed dual exhaust system with the 289 D-code-correct single exhaust with resonator. He detailed the undercarriage in preparation for the rigors of Concours Driven competition.

The red standard cockpit was also in need of attention. Before it was all said and done, the steering column had been painted, and new carpet, seat covers, and door panels had been installed.

Having plenty of experience

owning and restoring Mustangs was certainly a plus in this situation. The hard work, knowledge, and attention to detail has paid off several times over. Rachel tells us, "This is the fourth year we have shown this 1964 1/2 in MCA and AACA National shows. In March of 1997, on our way home from an AACA show in Venice, Florida, where we won our first Junior award, we stopped in at a show in Riverview, Florida, and won the Best Interior trophy. Since then we have won Senior, Preservation Awards, First Grand National AACA, with a true highlight being when the car was driven to an event in Tucson, Arizona, in April 1999 where we received a Senior Grand National (AACA). We also have enough Golds in MCA Driven Concours to retire when that special National MCA show comes along. Other awards received include North Carolina Region AACA Red Bird, Best of Show, Best Engine, Best Ford, People's Choice, and we also received from Lowes Motor Speedway in Charlotte, North Carolina, a Concord Concours Best Restoration By Owner award."

This top notch example of an early model Mustang has had several owners during its lifetime, but most have resided in the Carolinas. With a DSO code of 22, the Carolina bound pony has remained close to home. MT

The following information was released by Ford Motor Company in April 1964 —

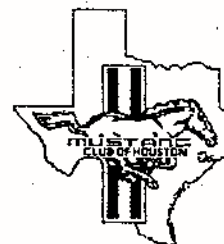
"The Ford Division of Ford Motor Company presents a new American automotive concept with the Mustang. The compact design combines with eight engine and transmission choices to tailor Mustangs ranging from fun-to-drive economy cars to high-performance road cars — all with luxury and sport options as desired.

Both Mustang models — hardtop and convertible — feature a spacious two-plus-two seating arrangement with front bucket seats as standard equipment and a bench-type rear seat. Shift levers for all transmissions are tunnel-mounted. A between-the-seats sports console is

optional. The Mustang's interior combines family practicality with sports appeal.

In the Mustang, Ford actually has created three different 'personalities' to make it truly unlike any other production car ever to come off an American assembly line — an economical car . . . a high-performance car . . . or a high style luxury car geared either to economy of operation or to sports car performance. Low initial cost, coupled with high style, easy and precise handling, excellent ride, a host of options, and a choice between high-performance and compact-car economy enable the Mustang to span several major segments of the new car market.

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Adam's Mark Hotel, Houston, Texas
Hosted by The Mustang Club of Houston

Thursday, Sept. 2, 1999
Early registration 1pm-5pm

Friday, Sept. 3, 1999
Registration 8am-5pm
Tech Inspection 8am-5pm
Vendor Set-up 8am-5pm
Hospitality Time\Ballroom 6:30pm-9pm

Saturday, Sept. 4, 1999
Registration 8am-Noon
Tech Inspection 8am-Noon
Judging Noon-5pm
Banquet\Ballroom 7pm-9pm

Sunday, Sept. 5, 1999
Show 8am-2pm
Judging 8am-Noon
Awards 2pm

Host Hotel & Show Site: Adam's Mark, 2900 Briarpark Dr. @ Westheimer, Houston, Texas 77042, 1-713-978-7400
Room Rate: \$69.00, please reference Lone Star Grand National Mustang Show.

Registration

(Please print)

Name _____ MCA# _____ Exp. Date _____

Address _____ City _____

State _____ Zip _____ Phone () _____

Year _____ Body Style: (circle one) Coupe Fastback Hatchback Conv.

Color _____ VIN# _____ Lic. Tag # _____

**Early Registration Deadline, August 1, 1999
Limited To First 600 Cars**

Entry Fees	Quantity	Total(s)
Car Registration	\$45.00 _____
MCA Members deduction	(-) \$10.00 _____
Deduct for early registration	(-) \$5.00 _____
Vendor spaces 10x20 (each)	\$45.00 _____
Pony Corral	\$45.00 _____
Banquet Tickets (each)	\$30.00 _____
Total enclosed.....		\$ _____

Car Classes

Please indicate

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 Concours Driven _____
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 Street Driven _____
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 Thoroughbred _____
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 Third Generation _____
 Saleen _____
 Current year _____
 Special Interest
 (Ford Powered) _____

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Bellaire, Texas 77402-2671

For more information call: Jerry Moye, 281-487-5546, Mel Cohnen, 713-772-4430
Or visit our web site: <http://gullofm.com/mcoh>

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 HOUSTON, MUSTANG CLUB OF AMERICA, ADAMS MARK HOTEL AND ALL OTHER ORGANIZERS FOR ANY DAMAGE, INJURY OR LOST/STOLEN MERCHANDISE FROM THIS EVENT.

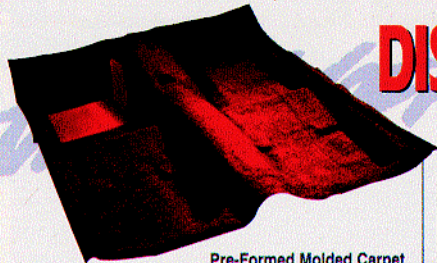
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67	Cpeea.	259.95	68ea.	279.95



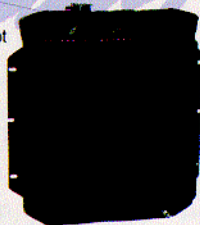
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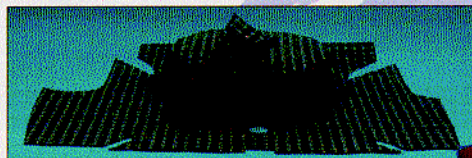
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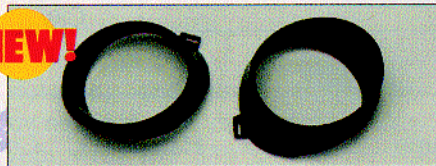
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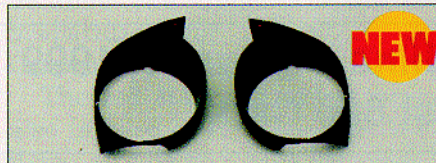
65-69	Std. 2 buckets	115.95	69	Mach 1 full set	289.95
65-69	Std. full set buckets	159.95	70	Mach 1 full set	279.95
65-66	Pony 2 buckets	146.95	70-73	Std. 2 buckets	149.95
65-66	Pony full set	214.95	70-73	Std. full set	199.95
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NEW!

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71-72 Front Fender Eyebrow Chrome

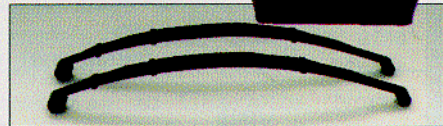
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 Ken Sechrist Kernersville, NC
 Kelsey Crago Matthews, NC
 Jon Knapp Mooresville, NC
 Burke Dawson Raleigh, NC
 Rev. Steven Landry Rutherfordton, NC
 Ronnie Thompson Salisbury, NC
 Max Herrell Wilmington, NC
 Chris Linares Hackensack, NJ

Juttie Holmes, Jr. Fairport, NY
 James Moore Horseheads, NY
 James Beck Huntington Station, NY
 Allen Zuck New Hartford, NY
 Darrin Stevens Troy, NY
 Scott Becker Bexley, OH
 Don Miller Kent, OH
 Shirley Ferris Ravenna, OH
 Kurt Langreder W. Farmington, OH
 Brandon & Heidi Jadro Imperial, PA
 Brad Farry Stroudsburg, PA
 Morgan & Celene Mitchell Washington, PA
 Ricky Gantt Aiken, SC
 Robert Friedman Anderson, SC
 Brad Whiteside Beaufort, SC
 David & Connie Gill Greenville, SC
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 Glenn & Connie Loffis Simpsonville, SC
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 Tim Carter Limestone, TN
 Ric & Michelle Robbins Maxwell, TX
 Lou Leger Salt Lake City, UT
 Larry Rummez Chesapeake, VA
 Richard Obenschain Staunton, VA
 Talbert De Haven, Jr. Winchester, VA
 Neil Gray Vancouver, WA
 James & Tony Bergman Ellsworth, WI
 Paul Daniel Davidson Princeton, WV
 Ronald Robertson Ontario, Canada
 Dwight & Marg Lawrence Ontario, Canada
 Ernest Edmunds Quebec, Canada
 Goran Forsberg Balsta, Sweden
 John Vaillancourt Haver Hill, MA
 Nancy Peterson Plymouth, MI
 Rick & Michelle Careway Columbus, OH
 Phyllis Pracker Novelty, OH
 Keith Black Chattanooga, TN
 James & Christine McKeown Benbrook, TX
 Todd Rozon Williamstown, Ontario, Canada
 John Halvorsen Olstykke, Denmark
 Harvey & Terri Clark Percy, AR
 Paul Crute Mesa, AZ
 L. M. Dale Prescott, AZ
 Layne Watkins Carmichael, CA
 Phillip Ellis, Sr. Carmichael, CA
 Bill Packer Elk Grove, CA
 Mike Sarikakis Millbrae, CA
 A. Pulliam Oakdale, CA
 Michael Drum Tarzana, CA
 Loran Blaize Vista, CA
 Jeremy Bykowski North Haven, CT
 George Abbott, III Newark, DE
 Aldis Grands Casselberry, FL
 David Barker Delray Beach, FL

New Members

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Vincent Perfetto	Ft. Myers, FL	Allan Kovach	Allentown, NJ
Rex Strickland	Longwood, FL	Michael Vernotica	E. Hanover, NJ
Mike & Dana Thompson	Oak Hill, FL	Thomas De Luca	Marlton, NJ
Bob Minner	Orlando, FL	Ray Cherniak, Jr.	Pompton Plains, NJ
John Lewis	Orlando, FL	Elizabeth Kelly	Pt. Murray, NJ
Scott Metz	Palm Bay, FL	Peter Freund	Stanhope, NJ
Charles Tucker	Palm Springs, FL	James Pierce	Albuquerque, NM
Dwight Hill, II.	Acworth, GA	Susan Maresco	Medford, NY
Kevin Driskell	Conyers, GA	Deborah Araujo	New York, NY
Alexis Thomas	Decatur, GA	John Hussey	Patchogue, NY
Gary & Jeanne Rabourn	Fayetteville, GA	Bryan Roberts	Ronkonkoma, NY
William McKay	Marietta, GA	Darrell & Brenda Mollett	Chickasha, OK
Jeffrey Shaw	Marietta, GA	Pam Curtis	Edmond, OK
Erick Detteway	Smyrna, GA	Bill Bissey	Tulsa, OK
Harry James Cobb	Stone Mountain, GA	Cory Hoffman	Barto, PA
Jeffery Mays	Sugar Hill, GA	John Guzik	Bensalem, PA
Harlan Balsley	Norwalk, IA	Joe & Pat Milioto	Canonsburg, PA
William & Meredith Ritchie, III.	Oak Park, IL	Robert Hatfield	Douglasville, PA
Allen Strong	Urbana, IL	Jack & Robin Stark	Finleyville, PA
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Denise Egan	Indianapolis, IN	Edgar Smith	Jim Thorpe, PA
Dave Springmann	Valparaiso, IN	Pamela Garmong	Kittanning, PA
Lloyd & Nancy McGee	Clay Centr, KS	John & Margaret Stoudt	Nazareth, PA
Arnold & Earlene Cool	Benton, KY	William Merrlman	Pittsburgh, PA
Bobby West	Monticello, KY	Michelle & Terance Silliman	Pittsburgh, PA
Russell Magness	Paducah, KY	Michael Velez Diaz	Guaynabo, PR
James La Bauve	Baton Rouge, LA	Justin Hall	Awendaw, SC
Alvin Martin, Jr.	Chauvin, LA	Henry Richardson	Fair Play, SC
Danny Burns	LaFayette, LA	Gerald Lee	Florence, SC
Twila Renee Tullier	Pt. Allen, LA	Donald Parnell, Jr.	Gaston, SC
David Clayman	Newtonville, MA	John & Kay Jones	Iva, SC
Albert Watson	Baltimore, MD	Gary Arthurs	Johnsonville, SC
Frederick Zigan	Laytonsville, MD	Werner Aspelmeier	Spartenburg, SC
Neil Hammelz	N. Potomac, MD	Lore & Todd Ksenych	Watertown, SD
Bryan Cyr	Mapleton, ME	Terry & Helen Toney	Brush Creek, TN
Richard & Jacqueline Collard	Saco, ME	Cdr. Bob Nozigila, Jr.	Germantown, TN
Joseph Evans	Durand, MI	Mary Kay Childress	Knoxville, TX
Gary Gerweck	Monroe, MI	James Farr	Maryville, TN
Ray & Aleta Johnson	Two Harbors, MN	J. M. Morris	Springfield, TN
David Reed	Creve Coeur, MO	Jerome Hickman	Straw Plains, TN
John Carey	Springfield, MO	Wayne Hoyt	Bartonville, TX
John Sharp	Webb City, MO	Don Raines	Burleson, TX
Michael Krueger	Charlotte, NC	Richard & Pamela Carter	Carrollton, TX
Michael Paccione	Charlotte, NC	James & Margarita Hall	Devine, TX
Earl Mangum	Durham, NC	G. L. Whittaker	Guy, TX
Gregg Croxton	Huntersville, NC	Pam Goldston	Helotes, TX
Dan Savu	Huntersville, NC	Kenneth & Ruby Slater	Houston, TX
Nils Nordstrand	Matthews, NC	George Dysinger	Humble, TX
Tom Kintner	Monroe, NC	Greg McWaters	Killeen, TX
Gene Lightfoot	Morrisville, NC	Zikie & Pam Graham	Longview, TX
Joshua Munday	Newton, NC	Joe Sledge	Wichita Falls, TX
David Fridley	Rugemont, NC	K. Richard Edsall	Sandy, UT
Wynn Krasky	Sanford, NC	Ralph Cox, Jr.	Collinsville, VA
Norwood Wolfe	Wilmington, NC	Steven & Cindy Khan	Fredericksburg, VA

2000 Grand National

In our last edition of News & Notes we brought you a brief bit of information on the National and Grand National events planned for 2000. Since that time, we have learned that the venue for the Grand National has been changed.

The dates of September 1-3, 2000, remain the same; however the site has been changed to the Sheraton Imperial Hotel in Raleigh, North Carolina. Original plans were to hold the event at the fairgrounds, but details could not be satisfactorily worked out.

Mark you calendar now to join us for the last MCA Grand National of the 20th Century.

PAL and DARE Need Our Help

MCA recently received a letter from Chief of Police Steve J. Cader of the Town of Atherton (California), Department of Police concerning the acquisition by the Department of a 1966 GT Mustang.

The Police Activities League (PAL) and the DARE program are working together to refurbish this Mustang to aid them in their campaign to attract local youth into their responsibility-building programs.

As is the case with many early model Mustangs, this one is need of nearly everything imaginable. Some of the items needed include upper and lower radiator hoses, battery, battery tray, fan belt, spark plug wires, air cleaner, starter, window and door weatherstripping, rear window gasket, trunk mat, engine and trunk decals, bumpers and grill, gas

tank, shifter spring kit, lower shifter boot, high output alternator for extra equipment, starter, clutch, carburetor kit, shocks, upper and lower ball joints, windshield washer bag, fender letter "N", rear brake line, rear brake hose, rear wheel cylinder, front brake hose, fuel pump, dual master cylinder, brake cylinder proportioning valve, and motor mounts.

The 2+2 is equipped with a 289 and four-speed transmission. If you have any parts you can supply or would be able to assist them in locating parts, please contact Officer Brad Mills, Officer Rich Maher, or Officer Eric Oster at (650) 323-8471. Officer Mills may also be contacted via E-mail at mills@ci.atherton.ca.us.

PAL is a 501(3) C non profit organization. All donations will receive a letter of receipt with the donation value and PAL tax identification number for accounting purposes.

Let's show the Atherton Police

Department what the Mustang spirit is all about!

1999 Judging Rules Meeting

The Eastern MCA 1999 Judging Rules Meeting is scheduled for Saturday, October 23, 1999, at the Comfort Inn in Springfield, Virginia.

The purpose of this meeting is to outline any necessary changes for the early model (1964 1/2 - 73) judging rules. A meeting of proposed changes to the late model rules will be held sometime in 2000.

The Comfort Inn is located at 6560 Loisdale Court off Loisdale Road in Springfield, Virginia, on the west side of Springfield Mall. Reservations must be made before October 9, 1999, by phoning (800) 228-5150 or (703) 922-6944. Special rates of \$79 plus tax or \$84.14 (which includes

Joining the Ranks of the Retired

Terry McCoy, co-author of the Third Generation News and Beyond column, finally took the big step and retired his 1985 GT convertible at the Smoky Mountain National Mustang Show held Memorial Day weekend in Oak Ridge, Tennessee.



News & Notes

deluxe continental breakfast) under code name Mustang are available.

The host group, National Capital Region Mustang Club, is arranging for a catered lunch at a cost of \$12 per person. Therefore, it is imperative that they know how many people will be in attendance.

Those who are not able to attend this meeting but wish to suggest changes in the rules may send those recommendations to National Head Judge Ricky Simmons at the address listed on page 3 of this publication.

For additional information concerning the rules meeting contact Arley Whitsell at (703) 455-0568, E-mail whitsela@concentric.net, or Richard Porter at (703) 590-4512, E-mail ranessa@erols.com. (Information on this meeting is also listed in the Event Calendar of this issue.)

Anything But Vanilla

While perusing the April newsletter of the Classic Mustangs of Tampa, we spotted the following piece titled "The Mustang Saga Continues". Credit for this piece was not listed.

A complaint was received by the Mustang Division of Ford Motor Company.

"This is the second time I have written you, and I don't blame you for not answering me, because I kind of sounded crazy, but it is a fact that we have a tradition in our family of ice cream for dessert after dinner each night. But the kind of ice cream varies so, every night, after we've eaten, the whole family votes on which kind of ice cream we should have and I drive down to the store to get it. It's also a fact that I recently purchased a new Ford Mustang and since then my trips

to the store have created a problem.

You see, every time I buy vanilla ice cream, when I start back from the store, my car won't start. If I get any other kind of ice cream, the car starts just fine. I want you to know I'm serious about this question, no matter how silly it sounds. What is there about a Ford Mustang that makes it not start when I get vanilla ice cream and easy to start whenever I get any other kind?"

The Ford plant manager was understandably skeptical about the letter, but sent an engineer to check it out anyway. The latter was surprised to be greeted by a successful, obviously well educated man in a fine neighborhood.

He had arranged to meet the man just after dinner time, so the two hopped into the car and drove to the ice cream store. It was vanilla ice cream that night and, sure enough, after they came back to the car it wouldn't start. The engineer returned for three more nights.

The first night the man got chocolate. The car started. The second night he got strawberry. The car started. The third night he got vanilla. The car failed to start.

Now the engineer, being a logical man, refused to believe that this man's car was allergic to vanilla ice cream. He arranged, therefore, to continue his visits for as long as it took to solve the problem. And toward this end he began to take notes. He jotted down all sorts of data; time of day, type of gas used, time to drive back and forth, etc. In a short time, he had a clue — the man took less time to buy vanilla than any other flavor. Why?

The answer was in the layout of the store. Vanilla, being the most popular flavor, was in a separate case at the front of the store for quick pick up. All the other

flavors were kept in the back of the store at a different counter where it took considerably longer to find the flavor and get checked out. Now the question for the engineer was why the car wouldn't start when it took less time. Once time became the problem, not the vanilla ice cream, the engineer quickly came up with the answer — vapor lock. It was happening every night, but the extra time taken to get the other flavors allowed the engine to cool down sufficiently to start. When the man got vanilla, the engine was still too hot for the vapor lock to dissipate.

So the moral of this story is obviously "Mustang owners should leave vanilla ice cream for the owners of vanilla cars!"

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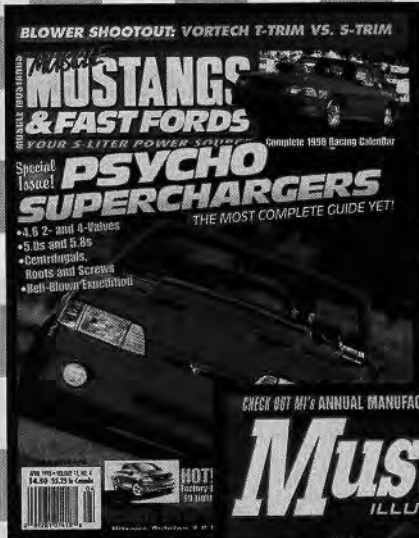
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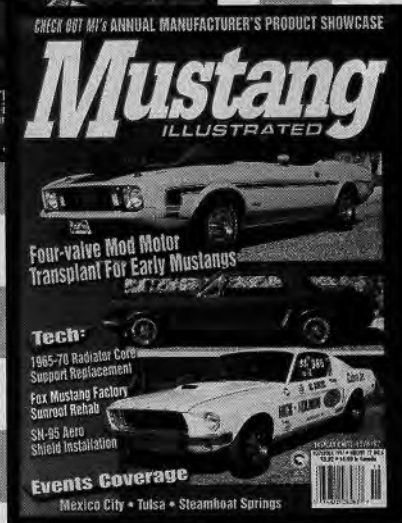


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2FAST4U2C



This black 1991 LX is owned by Tom Stidd, Jr., of Doylestown, Pennsylvania. Equipped with a 5.0L powerplant and five-speed transmission, the hatchback has accumulated only 76,000 miles, a portion of which resulted from a trip to North Carolina for the 35th Mustang Anniversary Celebration.



Joe & Debra Frost of Gray, Kentucky, enjoy the thumbs-up reactions they receive when driving their Laser Red 1967 fastback. Equipment on the sloped-roof pony includes 289 4V, four-speed transmission, factory air conditioning, and black standard interior.

Originally purchased in 1993, Travis Daughtry of Kenly, North Carolina, enjoyed driving this 1987 GT hatchback in high school. He later decided to transform the pony into a show car, performing most of the customization work himself. Some of the equipment installed includes 3.55 rear gear, Lakewood traction bars, off-road Turbo exhaust, 190 lb. fuel pump, 24 lb. injectors, mass air conversion, underdrive pulleys, Hurst shifter, Saleen rear wing, and Cervini ram air hood.



Not F-F-Fade Away

Rear Wheel Disc Conversions Offer High Performance Safety

by Rod Short

When it comes to upgrading your Mustang, usually it's in terms of appearance, creature comforts, or performance. That's fine, but when it's time to think of stopping instead of going, things can sometimes get dicey. With traffic congestion and aggressive driving the norm in many areas nowadays, it's important to think about upgrading your car's braking ability. Not only could this protect your Mustang, but it could also save your life. That's why a disc brake conversion can be the best insurance you ever bought.

Introduced as standard equipment on the Corvette in 1965, four-wheel-disc brakes have become more and more popular over the last 35 years. As such, four-wheel-disc brakes have long been the standard on many luxury sedans and sports cars because of their sure performance and dependability in high-demand driving.

Discs units offer advantages over drum brakes in that they offer less brake fade and aren't affected as much by either wear or expansion due to high temperatures.

Since weight transfer goes from back to front when slowing, traction is increased on the front wheels and is lessened on the rear. This increases demands on the front brakes, which provides 60% to 70% of a vehicle's stopping power. That's why so many manu-

facturers use a front disc/rear drum configuration on production passenger cars.

Stainless Steel Brakes Corporation of Clarence, New York, solves the problem of finding road-worthy performance brake systems for many Mustang owners with their extended line of on- and off-road disc brake conversion kits. On early model 'Stangs, front conversion kits are available with either the OE-type single master cylinder or the later model dual reservoir design. Prospective buyers should note, however, that six cylinder 1965-67 cars will require a spindle and suspension changes, while the V8 cars do not.

Owners may also go from non-power to power brakes on 1968-73 models, although it may be necessary to change the brake pedal unit. Rear conversion kits for 1960-73 Fords with eight- and nine-inch axles are available also.

Vintage Mustangs are not the only ones that can benefit from a Stainless Steel makeover. Braking is not a strength of the third generation

cars, so Stainless Steel put together a very affordable big brake kit for 1987-93 models with either four- or five-lug patterns. Rear conversion kits for 1979-93 Mustangs are also a worthwhile investment, as we found when we did the rear disc brake conversion on the 1983 Mustang shown here.

Rear disc brake conversion kits can be very simple. This kit for 1979-86 Mustangs doesn't need a replacement master cylinder, distribution blocks, or proportioning valves. Installation time takes four to five hours.



Although you may not feel a huge difference after you bolt on a rear disc brake kit, drive it for a while and then get behind the wheel of another Mustang with standard front disc/rear drum arrangement. The difference will be quite noticeable.

You'll be pleased with the quality of the parts. Cores are not required, all new parts are used, and no special tools are needed to make the changeover. Stainless Steel also offers the convenience of selling individual parts from many of

their kits, as well as rebuilding services for brake boosters. Owners wanting even more braking power may want to take a look at Stainless Steel's Turbo-Slot™ rotors or high performance brake pads.

Investing in any of SSBC's well engineered, high quality disc brake conversion kits will not only raise the performance level of your braking system, but will add to the safety of your vintage or third generation Mustang as well.



Removal of the shoes and hardware from the old drum rear brake system is the first step. SSBC's conversion kit uses the original brake lines and offers a connection for the parking brake as well.



With the C-clips removed, sliding the axle shafts out is a pretty easy job. This is a great time to inspect the axles for signs of wear and replace the axle bearings and seals, too.

Axles with oversized flanges sometimes find their way onto cars, with the result causing improper seating and excessive run out. Careful measurement of the diameter helps determine if the axle will need reworking before proceeding.



SSBC uses a special one-piece casting of their own design to mount the calipers which makes this conversion possible. Brackets are different on each side of the car and are marked accordingly.



Tech Corner



With the caliper bolted in place and adjusted as seen here, installation of the splash shields follows next. Reconnection of the original brake lines is easy with all the hardware and flexible stainless steel tubing provided.



With the parking cables reconnected, you're ready to roll with a clean and well-engineered installation. Be sure to spin the wheel to check for any rubbing of the splash shield. Should there be a problem, bending the shield out is a simple fix.



A look at the old rear drum components when you take them off reveals the kind of environment brake systems have to endure. Use this opportunity to inspect the rest of your system for wear and remember to flush the brake system and replace with fresh fluid.

Our Source

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Clarence, NY 14031
(800) 448-7722

Customer & Tech Service (716) 759-8666
Fax (7126) 759-8688
www.stainlesssteelbrakes.com

MT

Dear Fred,

I have a 1966 GT fastback. I am re-installing the quarter vents. Was there any gasket or caulking used or did Ford install against the body?

Thanks,
Stephen

Dear Stephen,

The Ford Assembly Manual, and numerous original cars we have seen, show no sealer of any kind around the edge of the extractor. One thing many people miss, however, is that the cavity the vent fits into should be painted flat black to prevent seeing body color in the openings.

Fred

Dear Fred,

I want to replace the single reservoir master cylinder with a dual reservoir type. I have heard that a Ford F-Series or van dual-bell master cylinder will work but I don't know what year, tonnage, etc., to ask for. I have a 1965 fastback with manual drum brakes all around. When I go to the parts store, what master cylinder should I ask for? Is there anything else I should know before doing this conversion?

Jon

Dear Jon,

The best way to do what you want is to use the 1967-70 manual drum brake master cylinder and distribution block. You will need to make your own connecting lines from commercially available lengths. If you custom cut your own, be sure to double-flare them. You will need to switch the pushrods and get a used distribution block.

Fred

Dear Fred,

What can you tell me about this car VIN — 8R03S164050;

Do you have a problem with your Mustang that no one seems able to fix? Are you confused by the various replacement parts that are currently on the market? Do you have a technical or mechanical problem that seems impossible to answer?

Then —

Ask Fred

c/o Glazier's Mustang Barn
531 Wambold Road
Souderton, PA 18964

also data plate 76A, Trim 2A, Date 06F, DSO with no color, and then #721478? The car looks like Rangoon Red under the carpets. It has a bench seat. Is this a good restoration project?

Thanks,
SG

Dear SG,

Your car is a 1968 convertible, built in San Jose, with the 390 GT engine, standard black bucket seat interior, built June 6, and apparently special ordered for an unusual color. 1965 Poppy Red is most likely the color you have found, since it was available in 1968 as a Mercury color called Calypso Coral. If this unusual car has not been hit by a train, you would probably want to restore it.

Fred

SG then corresponded with the following:

Dear Fred,

What do you think about the fact that it has a bench seat and looks like a factory set-up. Also, is there any way of finding the build sheet or some type of invoice for this car just to see how it was built? Is there some service that could do the research?

Also how unusual (rare) is this car? What do you think a car

would be worth if fully restored?
SG

Dear SG,

You could easily have a factory 1968 bench seat, but there is no record of a bench seat/convertible option. The seat may be part of the special order, or may be dealer installed. If the interior build sheet is in the car, it may be possible to determine if the seat was installed at the factory.

There were 22,037 1968 convertibles built. How many of these had the 390 GT engine or special color is unknown. However, even ignoring the seat question, a 1968 GT convertible/390 GT/Calypso Coral Mustang may be one-of-a-kind. How's that for rare?

Fred

Dear Fred,

I have a 1968 coupe with a 302 V8 and manual steering. Since I drive it every day, comfort is very important. I'd like to install power steering, but I'm not sure if that may affect the safety and overall handling of the car (considering some modifications may be necessary). Also, is there a kit to do this modification or do I need to buy each component separately?

Any suggestions will be appreciated.

Roger

Dear Roger,

You can purchase in kit form everything you need to add power steering. This would be identical to the 1968 dealer installed power steering which used the existing 19:1 steering gearbox. The factory unit used the quicker 16:1 gearbox which is also available. No change in handling or safety would occur, except of course that it would be a lot easier to steer the car.

Fred

Team Mustang

From Art Hyde, Mustang Chief Program Engineer and Team Mustang Members

Have you ever wanted to ask the people responsible for Mustang about how Ford works or why your Mustang looks or works the way it does? Have you ever wanted to have input into future Mustangs? This column is your chance to do all those things.

Let's continue with our introduction of key Team Mustang leaders started in last month's column:

Tom Scarpello, Special Vehicle Team Marketing Manager is responsible for the SVT franchise network including marketing and distribution of the SVT Contour, Lightning, and Cobra. Tom is 33 years old and single. Tom has been a car enthusiast all his life and now enjoys attending races and driving his SVT Contour.

Julie Rosen, Mustang Project Manager is responsible for product planning and program control for future Mustang models. Julie has been with Ford for 13 years. She is 40 years old, married with one son, and is currently looking for a 1965 Mustang to restore.

Mike Whitens, Mustang Plant Vehicle Team Manager at the Dearborn Assembly Plant leads the resolution of design-related production quality issues. Mike is 37 years old, married with one daughter, and has been with Ford for 12 years. Mike caught the Mustang bug when his uncle acquired a Candyapple Red 1968 Shelby GT 500 convertible.

Now, on with your questions:

Q. Has the legroom been increased in the '99 models? If so, how was this accomplished?

A. We did increase the seat track travel by one inch and we added a tilt cushion feature to our power seat option in 1999. The sheet metal floor attachments were not changed from 1998. These improvements help both taller and shorter drivers achieve more comfort behind the wheel. Feedback from buyers of 1999 Mustangs indicate these changes are being well received. Lack of front legroom was one of the top complaints in 1998; now it is not on the radar screen. Please go check it out and let us know what you think.

Q. More power and more performance seems to be at the top of enthusiasts' lists these days. Is there a factory supercharger in Mustang's future?

A. We have evaluated adding a supercharger to Mustang; however, we have found it difficult to provide a good value proposition to our customers. As compared to aftermarket kits, customers expect us to provide full warranty coverage and high mileage durability. Ensuring that the powertrain and all other affected parts of the vehicle can meet these expectations adds considerably to the cost of developing a supercharged engine. Mustang has always been about providing aggressive performance



at a low price. Consistent with that mission, we have decided to concentrate on improving the base engines to benefit the greatest number of customers. Enthusiast owners can then use that base to modify their cars to get the performance they want.

Q. How are interior/exterior color combinations decided? Why is there a limit as to the combinations?

A. Once we have selected the interior and exterior colors according to the process we discussed in our last column, our color people match the interior colors to the exterior colors by looking at tonal compatibility. From there, we look at build complexity. Today, we have 87 combinations of interior and exterior colors. There are hundreds of color-keyed parts on the Mustang which must be coordinated throughout the assembly process for each of these combinations. As you can imagine, this is difficult for Dearborn Assembly to handle. What we try to do is strike a balance between maximizing customer choice flexibility and minimizing plant complexity for improved quality. Every year we revisit our plan based on prior year demand to make sure we have the optimum lineup.

Q. The attributes of the SVT Cobra appeal to enthusiasts of all ages (including the slightly older crowd). While performance is great, not everyone enjoys constantly running through a shift pattern. Is it possible an automatic transmission will be available for Cobra?

A. First, I would like to make sure we are aligned on the SVT principles which apply to Cobra, SVT Contour and Lightning alike: performance, substance, exclusivity, and value. Our intention is to make these products as uncompromised as practical, consistent with these principles, to create a focused image for the Ford SVT brand. Automatic transmissions do not fit into the SVT principles and are not made available on any SVT products except

Team Mustang

From Art Hyde, Mustang Chief Program Engineer and Team Mustang Members

Lightning which had no capable manual transmission to use from the base F-150. We would very much like to hear from MCA members on how big a problem the decision to not offer an automatic transmission is and what alternative approaches might be used to meet the desires of the manual-shift-challenged buyers.

Q. It seems the 1999 SVT Cobra has lost some of the unique appearance normally associated with this particular Mustang. Why has it been "dressed down"?

A. The 1999 Cobra has one less item of visual differentiation from the GT model versus what we had in 1998 — rear bumper fascia reading "Mustang" rather than "Cobra". The 1999 Cobra does have one item of increased functional differentiation from GT — independent rear suspension (IRS). From an affordability standpoint, Team Mustang was challenged to make some tough decisions as part of the 1999 program. In the end, we decided that to be consistent with the SVT principles, IRS was an important improvement for the Cobra. Along the way to contain the program investment, we had to delete the unique

Cobra rear fascia. The good news is that due to our excellent sales in 1998 and 1999, we have now been able to fund the Cobra unique rear fascia for the 2000 model year.

Q. As the owner of a 1998 convertible, I've noticed that the fuel pump is rather noisy. Has the noise been reduced for 1999? Is it possible to reduce the noise in my '98?

A. Actually, we don't have much input about fuel pump noise being a problem on 1998 Mustangs. To help us check out the situation in more detail, we would like to make sure we understand the symptoms from the owner better. Please advise.

We look forward to sharing more with you next month. Be sure to send your questions to:

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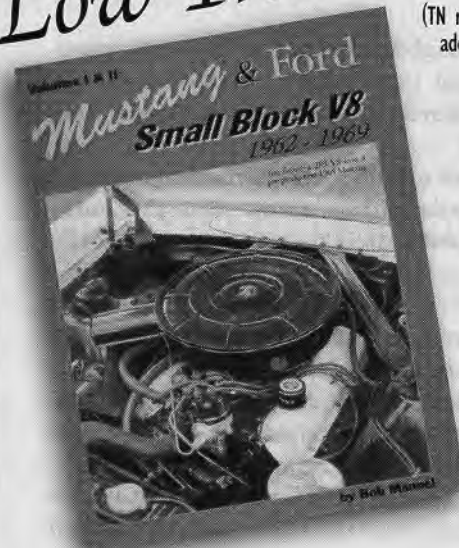
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- D – Exhaust** (exhaust manifolds, locking tabs)
- E – Lubrication** (oil pumps, oil pressure senders, oil pan, oil filters, oil dipsticks & tubes)
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- H – Ignition** (distributors, coils, ignition wires, spark plugs)
- J – Generator/Alternator** (generators from 1962 to 1964, alternators from 1962 to 1969)
- K – Accessories** (vacuum ports, power brake tubes, power steering, air conditioning, thermactor systems)

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- A – Engine Application, Tags, and Colors** (engine codes & tags, change levels, valve cover & air cleaner colors, engine components colors)
- B – Belts, Pulleys, and A/C Magnetic Clutches** (application, markings, sizes)
- C – Carburetors** (application, tags, jet sizes, venturi sizes, bore diameters, booster codes, settings & adjustments, spacers & casting numbers, T/E hose markings)
- D – Distributors** (application, stamped numbers, advance curves, 1968/69 vacuum control hose routings, ignition wire sets)
- E – Casting Numbers** - fully documented! (cylinder blocks, timing chain covers, cylinder heads, harmonic dampers, water pumps, thermostat housings, intake manifolds, exhaust manifolds)
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Third Generation News and Beyond

From Third and Fourth Generation Gold Card Judges Stewart Jones and Terry McCoy

Watching a Dream Become Reality

Many Mustang enthusiasts have at the top of their "wish I had list" a dream Mustang. For some it may be a Boss 429, a K-code '66 fastback, or a KR Shelby convertible. For Terry McCoy, co-author of this column, it turned out to be a 35th Anniversary Limited Edition convertible.

The idea to secure one of these special ponies came by way of a conversation with fellow enthusiast Barry Bower. With Barry's encouragement, Terry decided that a deal was possible if he could sell his 1993 Canary Yellow Feature Car to its previous owner (who just happened to be Barry).

A trip to Campbell Ford / Lincoln-Mercury in Niles, Michigan, was in order. Here Terry met with Doug Campbell (dealership owner), Jeff Wills (general sales manager), and Matt O'Brien (Terry's sales rep). An order was placed for a Performance Red (ES) 35th Anniversary Limited Edition Mustang which was to be outfitted with every available option including the Smoker's Package and engine block heater. Terry opted, however, to stay with the standard five-speed transmission due to the unique round aluminum shifter knob. Notification would be sent as soon as a VIN and build date were assigned. Terry requested that all paperwork be retained and that the ragtop not be dealer prepped. Within two weeks the necessary information was received.

Calls were made to once again obtain permission to photograph a Mustang being assembled at Dearborn Assembly Plant. (This column previously tracked the building of a 1998 Chrome Yellow convertible.) The go-ahead was given but with instructions that cameras not be brought inside. Terry states, "At first that was a huge disappointment, but Ford had a better idea. They suggested having their own photographer, Michael Joseph, who has been with Ford for over 20 years, take pictures for us!"

Since Terry's luck seemed to be on a roll, he requested that the car be built on VIP status (or show car status). This is usually reserved for Ford executives and special situations, but once again luck was good and the necessary arrangements were made. Terry tells us, "When a Mustang receives the show car list VIP treatment, it stays an extra day in the body prep and paint room to ensure there are no flaws in the body or exterior paint. There are also several line sheets (build sheets) that come with the car, including one for the instrument panel, engine, rear end chassis, and body. Each line sheet for this car specified '35th Anniversary Show Car.' These line sheets are exposed on the car during the assembly process which enables employees to see that it's on the show car list to give it that special treatment during assembly."



Danny Mickle, who has over 20 years with Ford, makes sure that every car in the "show car prep area" gleams before it leaves his hands. Notice the silver Anniversary car parked on the other side.

The order had been placed and clearance to follow the assembly line had been obtained. April 6, 1999, was the target date.

•Join us next month for the second part of "Watching a Dream Become a Reality". •

When the moment came for Terry's convertible to be cranked for the first time on the assembly line, he was given the honor. Note the Mustang Club of America magnetic decal on the door.



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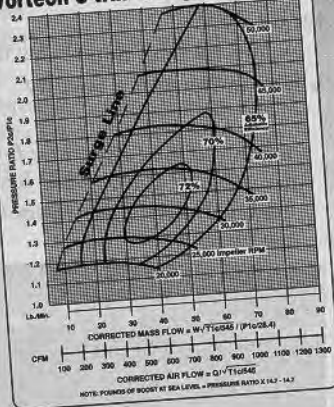
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Vortech S-trim Compressor Map



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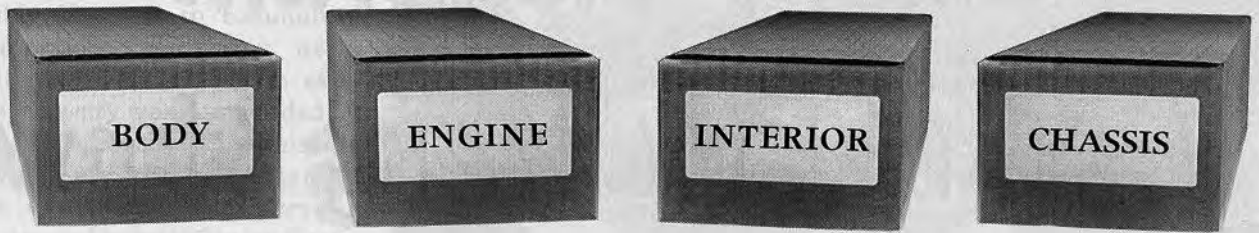
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Smoky Mountain National Mustang Show

*by Teresa T. Vickery
photos by VTC & Co.*

After the excitement and flurry of activities associated with the 35th Mustang Anniversary Celebration, no doubt many enthusiasts yearned for a relaxing vacation. The Smoky Mountain National Mustang Show hosted by the Tennessee Valley Mustang Club provided just that on May 28-30, 1999.

Geared more on a regional level than the national level we've come to expect, the laid-back low-

key atmosphere was a most welcome change of pace. Mustang owners had plenty of time to visit, share memories of the 35th Celebration, and generally relax.

Held at Oak Ridge Mall in Oak Ridge, Tennessee, it seemed most appropriate that a group of people gathered together in this city for a specific purpose.

Originally known as Site X in late 1942, the Manhattan Engineer District reservation in

East Tennessee was one of three sites selected to move our country from nuclear theory to an operational atomic weapon. The other two sites were at Hanford, Washington, on the Columbia River (Site W), and Los Alamos, outside Santa Fe, New Mexico (Site Y). All were part of the Manhattan Project which ultimately yielded the bombs dropped on Hiroshima and Nagasaki.



Deemed a "secret city", due to the work and research conducted there, Oak Ridge was the most populated of the three sites and possibly the best in community organization. However, as a result of the nature of its existence, this city was surrounded by barbed wire fence with admission allowed only through guarded gates. Outsiders were required to have special permission and purpose to attain entry to the area.

However, the nature of Oak Ridge began to change on August 6, 1945, with the bombing of Hiroshima. Eventually the gates would be opened and life, for those remaining on the reserva-



tion years later, would take on some normalcy.

All in all a very unusual beginning for a city that now played host to Mustang enthusiasts. *(If you're interested in learning more about the fascinating history of Oak Ridge, pick up a copy of "City Behind A Fence" by Charles W. Johnson and Charles O. Jackson.)*

Friday was the traditional set-up day with vendors making ready for Saturday, early entrants giving their pony the once-over, and show committee personnel handling last minutes details.

An added attraction for those arriving early was tours of the

engine development laboratories at Oak Ridge National Lab.

By late afternoon, those manning the tech inspection area were busy with a steady stream of vehicles interested in beating the Saturday morning crowd.

A hospitality party that evening featured hamburgers, hotdogs and all the trimmings for show participants. A special area was set aside at the show site for the party.

The close of registration Saturday found 219 vehicles in place for the 10th anniversary show of the Tennessee Valley Mustang Club. Among those entered was an eclectic mix of special interest vehicles which seemed to encompass nearly





everything including a brand new Lightning truck.

The Super Stallion was on display as well as the SVT Cougar Eliminator which we first spotted last November at the SEMA convention in Las Vegas. We later learned that the Eliminator was an exercise in what could be accomplished by purchasing components via aftermarket sources (Vortech, Brembo, Recaro, etc.).

Despite the fact that the Super Stallion has been around for a few

years now, it always grabs plenty of attention.

Vendors outlined the show area which took up a large portion of the parking lot at Oak Ridge Mall. A few food vendors were set up at the show or for those more adventurous souls, numerous restaurants and fast food eateries were located around the perimeter of the mall. Located across the street (from the show area) is the American Museum of Science and Energy.

Local radio station Oldies 102 was on hand doing several remote broadcasts throughout the weekend. The station is giving away a Poppy Red 1965 coupe, so this show was a terrific tie-in with their promotional efforts. (We noted that quite a few folks were busy filling out entry forms on Saturday, including one Mustang Times editor.)

A public address system made it possible to entertain participants and visitors alike through-



of information on some of the
Group's projects such as an SVT





While guests enjoyed their meal, key members of the host club were introduced and a bit of background information was given on this MCA-chartered organization. Through hard work and fund raising efforts, TVMC has, through the years, been able to help several sick children. A few have been able to visit Disney World, one met racing legend Richard Petty while another was able to meet master magician David Copperfield, and a computer was supplied to yet another sick child. Obviously giving back to the community is a key ingredient for this East Tennessee organization.

out the weekend, with not only music and announcements, but also games such as "the first person to bring a non Ford key ring to the announcer's booth wins a prize".

A truly big hit during the very sunny and warm weekend was the sale of ice cold bottled water by church youth groups. These enterprising youngsters pulled around wheeled coolers filled with the refreshing liquid.

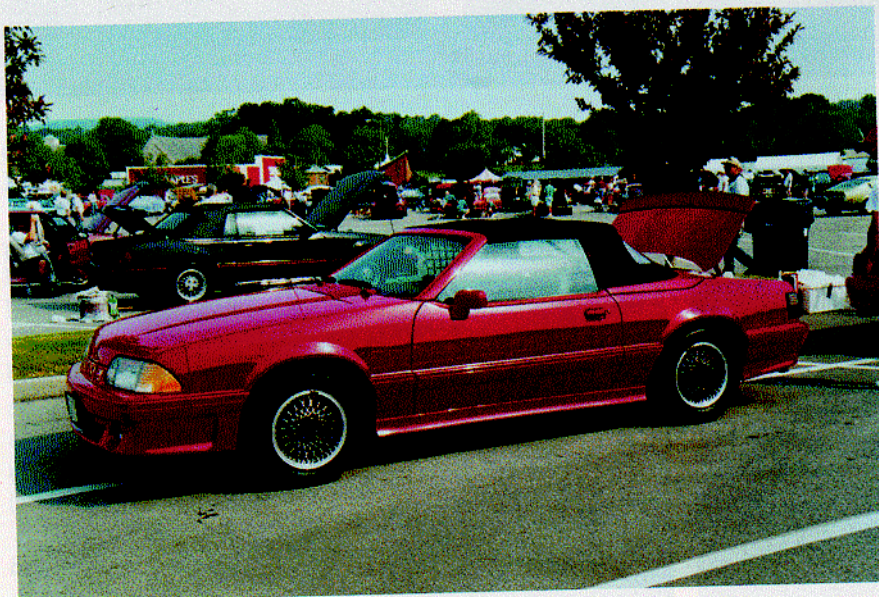
Catered by Oliver's Restaurant, the evening banquet was held in the gymnasium of the Oak Ridge Civic Center. Food was self-serve and nearly "all you can eat" as an invitation for seconds, including dessert, was issued.

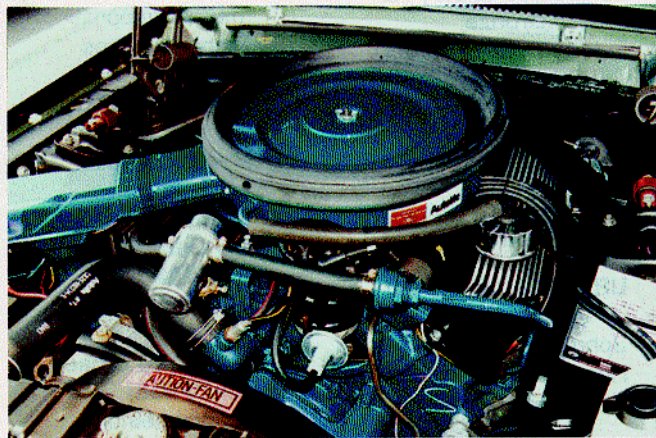
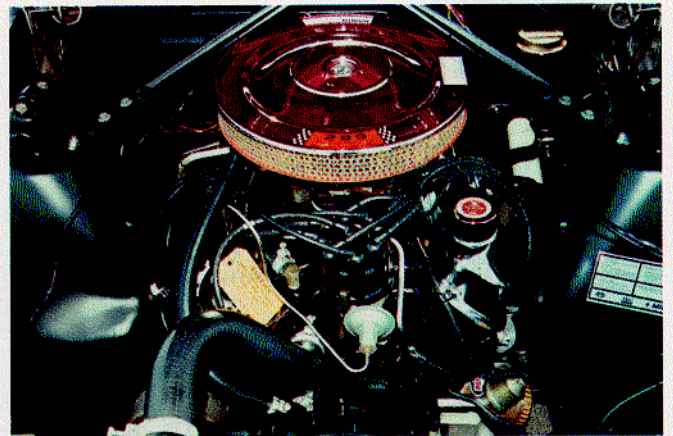
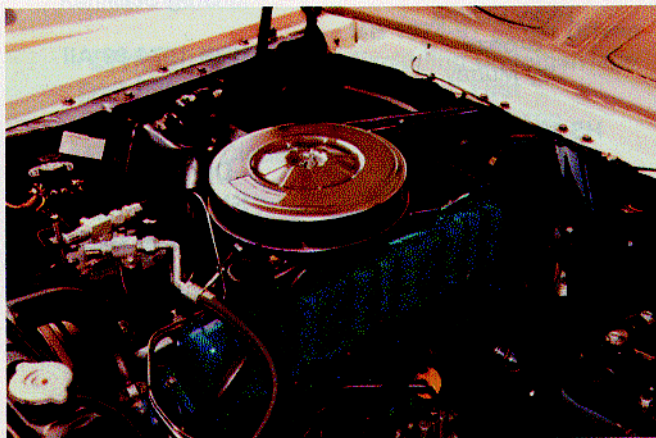


Representing Special Vehicle Engineering (SVE), Mike Ryan showed several slides and provided information on some of the group's projects such as an SVT version of the Crown Victoria which excited police departments but was ultimately never produced. Work is now underway on a vehicle named "Focus".

At the end of the presentation, a video was shown which incorporated footage from past films along with new, exciting footage.

Since most judging had been completed on Saturday, Sunday morning meant attendees need not be in such a hurry to start the





day. This also gave friends from across the country ample time to catch up on the latest goings-on in their respective areas.

The event closed out with the mid-afternoon presentation of trophies.

Congratulations and thanks to all who enjoyed the spirit of friendly competition on this Memorial Day weekend.

Smoky Mountain National Winners List

Division I Concours Trailered

AT 1964 1/2 - 65 Closed Gold

Larry Morris
Evyonne Tyler
Glenn Jones
Jonny Serrano
Silver
Teddy Bolling
Bronze
Don Lane

BT 1964 1/2 - 65 Open Gold

Brian McDonald
Al Friedel
Brian Salyer

CT 1966 Closed Gold

Dale Richeson

ET 1967-68 Closed Gold

Wendy Bradshaw

FT 1967-68 Open Gold

Pete Morgan

GT 1969-70 Closed Gold

Preston Morgan
Bob Masrum

IT 1971-73 Closed Silver

Russ Gilbert
Bronze
Aida Tashyian

JT 1971-73 Open Gold

Frank Deibert

KT 1965-66 Shelby All Gold

Dennis Crow

LT 1967-68 Shelby All Gold

John Hanson
Farrel Buis
Mike Denton
Tom Smith

MT 1969-70 Shelby All Gold

Richard Salazar

NT 1969-71 Boss All Gold

Tom Podemski
Carson Anglin
Silver
Dennis Francis

Division I Concours Driven

AS 1964 1/2 - 65 Closed Gold

Greg Patrick
Mat Michaels
Mike Wray
Gary Grice
Bronze
Tom Hansom

BS 1964 1/2 - 65 Open Gold

Dave & Libby Phillips
Mack Bone
Beverly Thornsberry
Jim Sheldon

CS 1966 Closed Gold

James Kerr
Bill Cabaniss
David Farmer
Jim Reynolds
Wanda Whitsell

DS 1966 Open Gold

Leonard Paquette
Silver
Bill Beasley
Bronze
Dale Semigan

ES 1967-68 Closed Gold

Art & Lynn Payne
Silver
Reggie Newman
Gary Dempsey
Bronze
Deborah Shaver

FS 1967-68 Open Gold

Gary & Bobbie Richart
Stan Walz
Jim Chism
Johnnie & Rachel Garner

GS 1969-70 Closed Gold

Ricky Elmore
Bronze
Jay Murray

HS 1969-70 Open Gold

Kelly Hewitt

JS 1971-73 Open Silver

David Lashlee

KS 1965-66 Shelby All Gold

Jerry Joyner

LS 1967-68 Shelby All Bronze

Jerry Duncan Ford

NS 1969-71 Boss Bronze

Richard Young

Division II Unrestored

URA 1964 1/2 - 68 All Gold

John & B. G. Skavlem
Robert & Mary Richart
Jim Schuster
Silver
Bob Hunt

URB 1969-73 All Bronze

Beth & Jeff Mays

URC 1974-89 All Gold

Don Kasson
Ken Mays
Stewart Jones
Ed Gribble

Division III Thoroughbred

THBA 1964 1/2 - 63 All Gold

Tom Mynes
Bronze
J. C. Dudley
Greg Scalf

THBB 1974-89 All Gold

Tom Smith

Division IV Street Driven (Occasional Driver)

First

Keith Owens
Dick Gillette

Second

Pete Kokemueller
David Boling

Third

Gary Jump
Richard Groves

SDB 1964 1/2 - 66 Open First

Mac Crosswhite
Second

Kathy Jackson
Jerry Duncan Ford
Third

Dorothy Hunter

SDC 1967-68 Closed First

Johnny Lemons
Second
Bob & Jeannie Hawsey
Third

Bob Hatmaker

SDD 1967-68 Open First

Diane Stalnaker

SDE 1969-70 All First

Walter Stewart
Second
Norm Demers
Third
Joe Walters

SDF 1971-73 All
First
Peggy Farmer
Second
Rob Parsons
Third
Terry Toney

SDG 1974-78 All
First
Shawn Townsend

SDH 1979-89 All
First
Phillip Hinson
Second
Kennon Ledbetter

Division V
Daily Driven

DDA 1964 1/2 - 66 Closed
First
Katrina Leedy
Paul McCarty
James Peacock
Second
Elly Tupper
Third
Connie Weiss

DDB 1964 1/2 - 66 Open
First
Jim Zimmerman
Second
Howard Bennett
Third
Tricia Zimmerman
Connie Seal

DDC 1967-68 Closed
First
Robert Love
Second
Larry Stein

DDF 1971-73 All
First
Steve Snyder
Second
Ralph Scott

DDH 1979-87 All
First
Charles Mullins

DDI 1988-93 All
First
Bob Davis
Malcolm & Nita Stone
Cris and Rick Hall
Bryan Rookard
Second
Travis Claunch

DDJ 1994-97 All
First
Jodi Krumpelman
Mary Kay Childers

Division VI Modified
MA 1964 1/2 - 73 Street
Driven Excluding
Undercarriage
First
Robert Jake
Steve Jones
Second
Andrew Adams
Third
Crystal Day

MB 1974-97 Street Driven
Excluding Undercarriage
First
Mark Wilson
Brent Gibson
Second
Glenn Bailey
Third
Ed Gribble

MC 1964 1/2 - 73 Street
Driven Including
Undercarriage
First
Lisa Shaver
Thomas Waroway
Second
Grace Satterfield
Third
Haskel Noe
Joe Frost

MD 1974-97 Street Driven
Including Undercarriage
First
Fred Barkley

ME 1964 1/2 - 97
Trailered All
First
Stanley Kagley
Second
Lynwood Pendleton
Third
Brad Cross

Division VII
Retired All
Robert Dedeluck
Chip Hill
Nikki Diss
Terry McCoy

Division VIII

Second Generation

SGA 1974-78
Gold
Dave Lamper

Division IX
Third Generation

TGA 1979-89 Concours
Trailered All
Gold
Danny Barnhill

TGB 1979-89 Concours
Driven All
Gold
Chris Kirtley
John Garner
Tom Ostrowski
Charlie Thomas
Carol Podemski

TGC 1990-93 Closed
First
Tom & Ellen Ostrowski
James Garrett
William Gill
Jack Bosis
Keith Hildreth
Chris Ammong

TGD 1990-93 Open
First
Porter & Claudia Wallace
Bill Rettig
Marcie & Curtis Greer
Second
Gary Lynn

TGE Special Interest
Mustang (McLaren,
Steeda, etc.)
First
Scott Boismenu

Division X
Fourth Generation

FGA 1994-97 Closed
First
Deborah Shaver
Second
Dick Ziegler
Third
Joe Ingarra

FGB 1994-97 Open
First
Mike Crowe
Dwayne Clifford
Ronda Kiser

Lynn & Art Payne
Nadine Burnett

Second
Mike Bazan
Third
Jimmy Boles

Division XI Saleen

SA 1984-89 All (Including
Pioneer and SSC)
First
Richard Young
Second
Brandon Stepp

SB 1990-93 All (Including
SC and SA10)
First
Bill Price
Second
Clayton Guinn

SC 1994-97 All
First
Charles Cross
John Garrett
Brian Crowe
Second
Teresa Gregory

SD 1984-97 Trailered All
First
Scott Smith
Second
Judd York

Division XII Current
Year 1998-99 All
Popular Vote

First
Linda Watson
Second
Steve Prewitt
Third
Margie & Rich Riley
Ray Leedy

Congratulations
to
Everyone!

Moment
of

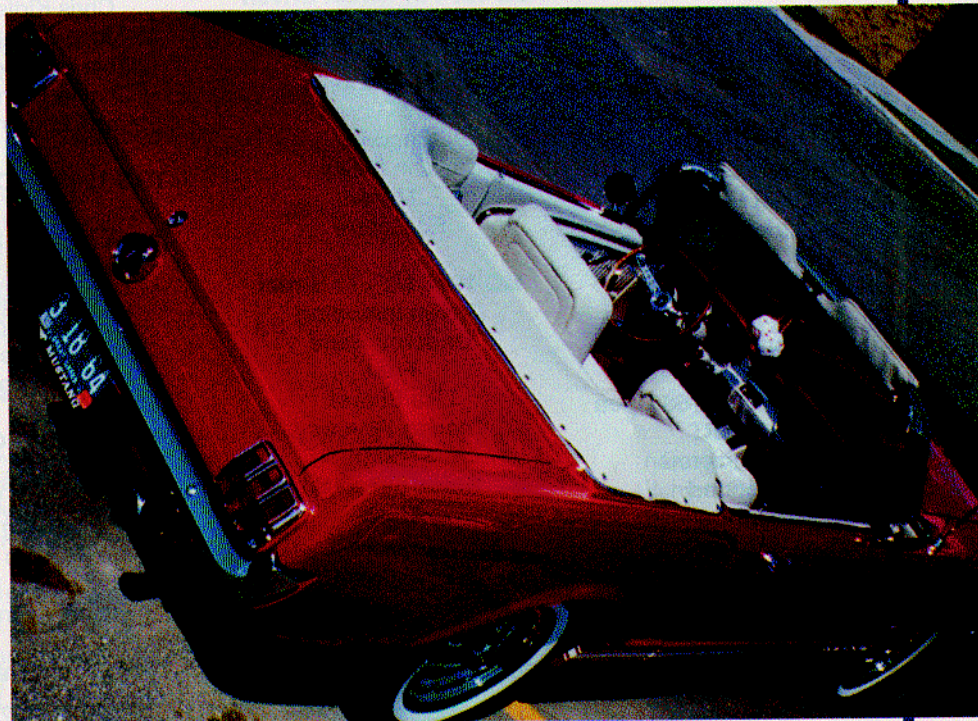
Glory

by Teresa T. Vickery
photos by Phil Wolfe

It is said that, deep down inside, we all yearn for a moment of fame and glory — our minute in the spotlight. As Mustang enthusiasts, that yearning spills over to our beloved cars. After all, quite a few of us enter show competition and display our cars on a regular basis, don't we?

Imagine that your pony was chosen to play a special part in Mustang history by way of a Mustang dealership brochure. Imagine that a great deal of pomp and circumstance took place to capture that magic moment of nostalgia that seems to sell most everything these days. Imagine that you are Phil Wolfe of Livonia, Michigan, and it's your Rangoon Red 1964 1/2 convertible that appears in the 1999 Mustang brochure.

In August 1998 a search by J. Walter Thompson was underway for an early model convertible to be used in the 1999 Mustang sales brochure.



An agent for Jim Haefner, a photographer contracted to J. Walter Thompson, contacted the Mustang Owner's Club of Southeastern

The subject of the photo shoot was transported in grand style to its garage-away-from-home setting.



Along with a rolling photo lab, plenty of equipment was brought in including props and a portable generator.





These are some of the props used to “decorate” the garage walls.



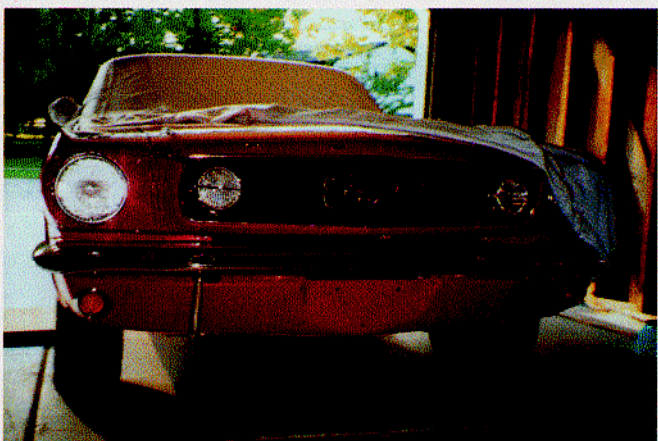
Instant landscaping takes place just outside the garage entrance.



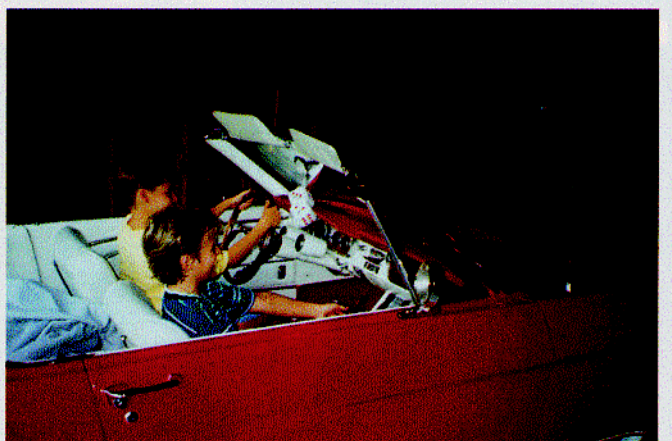
Props are carefully arranged along the interior walls of the garage. Notice how leaves have been strategically placed to give a natural wind-blown effect.



A make-shift studio replete with camera and appropriate lighting will see plenty of action before the day’s work is completed.



The star of the photo shoot and its cover were carefully positioned inside the garage.



As further proof of Mustang’s appeal to all ages, the two youngest models asked that their pictures be taken sitting in the convertible.

Michigan for possible candidates. Phil Wolfe’s name and phone number were passed along.

A few snapshots of the car were submitted to Bob Laperriere, art director for J. Walter Thompson, who

immediately liked the car giving his okay for a photo shoot.

On September 17, 1998, at 8:30 a.m., an enclosed car carrier from Ford arrived at the Wolfe household to transport the Rangoon Red ragtop

to a house in Troy, Michigan. (It seems that this particular house was chosen as a result of its exposure to the late afternoon sun, along with a beautiful stand of trees that could be seen looking out from the garage.)

An instant landscaping project took place so that flowers and shrubs would be visible just outside the garage, along the driveway. Props such as gardening equipment, old auto tags, tools and tool box, toys, etc. were carefully placed along the garage walls. Plus leaves were strategically placed to create a wind-blown effect. (Needless to say, a small

crew was needed to handle all the behind-the-scenes chores.)

Several hours were spent setting up the camera, lights, reflector boards, and the generator which powered the make-shift photo studio. Polaroid pictures helped achieve the desired positioning of the car and the four models ("Dad, teenage son, young son, and young son's friend").

By late afternoon, Jim Haefner (photographer) was satisfied with the arrangement and took several pictures.

Phil pointed out that by the time the "set" was dismantled, equipment loaded, and his Mustang returned home, it was 8:30 p.m. A 12-hour span of time went into creating a completely natural-looking picture that could be the scene in most anyone's garage.

The storyline accompanying the brochure picture states, "Stuart removed the cover and ran his finger along the finish. 'I wouldn't do that if I were you,' Bart advised. 'My brother's taking Dad's Mustang to the prom tonight, and he wants it spotless.' Stuart shrugged, 'What's a prom?' Bart considered the question: 'Prom's a time when you pretend you like girls, but really you go out driving all night.' Stuart was ecstatic, 'Cool!'"

Of course this is not the first time that this droptop has received some type of recognition. Originally built March 18, 1964, the early production pony was outfitted in Prairie Bronze with Palomino interior and a D-code powerplant. It resided in California until 1981 when a Michigan resident became the new owner.

A ground-up restoration, which began in late 1990, yielded a Mustang very different in appearance and equipment from that which rolled off the assembly line. The exterior was changed to Rangoon Red, the interior became white Pony, and dealer-available GT equipment was added. The result was a head-turning convertible that netted several awards.

Phil acquired the car in 1994 after finding it at the Wilson Barn Mustang Show in Livonia, Michigan. It took some time to reach an agreeable price, but Phil indicated that he and his wife Peggy have not regretted the decision to add one more member to the family.

Not everyone is able to attain that elusive moment of glory. Many times we simply hope our children fare better. Phil Wolfe's moment of glory came courtesy of one eye-catching ragtop and an "all-American" picture that will last a lifetime.

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	Commerce, Georgia
Houston Raceway Park	May 1, 2
	Baytown, Texas
Montgomery Motorsports Park	May 22, 23
	Montgomery, Alabama
Gainesville Raceway	June 5, 6
	Gainesville, Florida
Virginia Motorsports Park	June 26, 27
	Richmond, Virginia
Norwalk Raceway Park	July 17, 18
	Norwalk, Ohio
Bristol Dragway	August 7, 8
	Bristol, Tennessee
New England Dragway	August 21, 22
	Epping, New Hampshire
Cordova Dragway Park	September 11, 12
	Cordova, Illinois
The Texas Motorplex	October 9, 10
	Ennis, Texas



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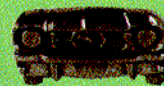
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- ★ BEST STREET ROD
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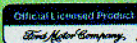
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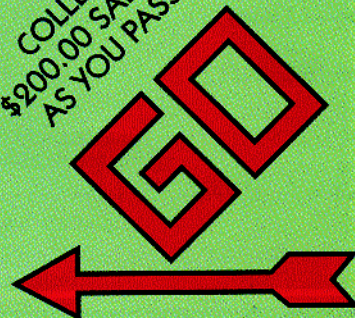


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Mustang Times



Rocket City Mustang Club Hosts 19th Annual Event

The Rocket City Mustang Club, along with Woody Anderson Ford and Sears Auto Center, hosted the 19th Annual Mustang and Ford Show on May 8, 1999, at the Madison Square Mall in Huntsville, Alabama. A beautiful, sunny day with temperatures in the mid 80s attracted some of the finest show vehicles in the South. In fact, by noon a total of 152 vehicles had gone through registration!

There were 13 vendors present with a huge variety of new, used, and specialty items for sale. Those vendors drove from parts of Alabama, Tennessee, Georgia, Mississippi, and Kentucky. We enjoyed having the vendors with us for the day. A special "thank you" goes to each who donated door prizes.

The day passed by much too quickly with lots of door prizes given away which had been donated by Club members and dozens of local businesses. Games and activities for the whole family were also included in our day of fun.

The awards presentation began at 4 p.m. At least 100 trophies were presented including five specialty awards. We would like to thank everyone who

attended our show, and also those who volunteered to work and to help judge. All of these small things put together is what makes our show such a success year after year.

Special thanks to our sponsors Woody Anderson Ford and Sears Auto Center, and the dozens of local businesses who made this show possible.

Submitted by Mike Denton for the Rocket City Mustang Club.



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Mustang Times

1999 MCA National Events

1999 Grand National

September 3-5

Houston, Texas

The Mustang Club of Houston will be hosting the Mustang Club of America's end of the millennium Grand National. For information contact Jerry Moye at (281) 487-5546. (Additional information under "MCA Events".)

Regional Shows at a Glance

August 1 Bourbonnais, IL

Northern Mustang Corral (815) 932-5285

August 1 Cincinnati, OH

Tri State Mustang Club (513) 821-4928

August 1 Erie, PA

Lake Erie Mustang Owners Club (814) 825-5421

August 6-7 Amarillo, TX

Texas Panhandle

Mustang Club (806) 293-2447

August 7 Chesapeake, VA

Mustang Club of Tidewater (757) 531-1953

August 7-8 Muncy, PA

North Central Mustang Club (717) 584-5547

August 8 Northampton, MA

Mustang Car Club of

New England (508) 674-5462

August 8 Livonia, MI

Mustang Owners Club

of Southeastern Michigan (734) 728-3685

August 14 South Bend, IN

Michiana Mustang Club (219) 874-4488

August 14 Gillette, WY

Hoof Beats Mustang Club (307) 682-4735

August 14 Kingsport, TN

First Tennessee Regional Group (423) 349-0815

August 14-15 Fort Worth, TX

North Texas Mustang Club (214) 373-4835

August 15 Lakewood, WA

Pierce County Mustang Club (253) 535-2653

August 15 Coopersburg, PA

First Pennsylvania

Mustang Club (215) 343-4885

August 15 Sharon, PA

Mahoning Valley Mustangs (330) 448-0215

August 15 Decatur, IL

Central Illinois Mustangers (309) 888-4142

August 21 Chattanooga, TN

Thunder Valley Mustang Club (423) 842-6054

August 21 Rancho Cordova, CA

Sacramento Area Mustang Club (916) 973-1854

August 21 Arlington, WI

Badgerland Mustang Club (608) 938-4191

August 28 Mechanicville, NY

Adirondack Shelby

Mustang Club (518) 899-4249

August 29 Columbus, OH

Classic Mustang Club of Ohio (614) 882-8858

September 10-12 Carrollton, KY

Derby City Mustang Club (502) 241-8170

September 11 Winchester, VA

Shenandoah Valley

Mustang Club (540) 662-5084

September 11 Mustang, OK

Oklahoma Mustang Club (405) 354-1475

September 11 Ft. Smith, AR

Arkansas Valley Mustang Club (918) 626-4986

September 12 Manchester, CT

Mustang Car Club

of New England (508) 674-5462

September 12 Mt. Laurel, NJ

South Jersey Mustang Club (609) 768-8428

September 12 Springfield, MO

Greater Ozarks Mustang Club N/A

September 17-18 Tulsa, OK

Green Country Classic Mustangs (918) 838-2863

September 17-19 Channel Islands, CA

Mustang Owners Club

of California (818) 991-6937

September 18 Wilson, NC

Tarheel Mustang Club (252) 446-6639

September 18 Milan, TN

Golden Circle Mustang Club (901) 686-1580

September 19 Birch Run, MI

Mustang Club of

Mid-Michigan (517) 823-8802

September 19 Long Island, NY

Classic Mustang (516) 798-6223

September 19 Randolph, NJ

Garden State Region

Mustang Club (201) 666-8022

September 25 Matthews, NC

Carolina Regional

Mustang Club (704) 541-5842

Event Calendar

September 25 Nashville, TN
Music City Mustang Club (931) 359-4064

September 26 Oxford, AL
Model City Mustang Club (256) 831-6251

October 2 Sanford, NC
Heart of Carolina Mustang Club (919) 460-2326

October 2 Memphis, TN
Mustangs of Memphis (901) 758-0654

October 10 North Little Rock, AR
Central Arkansas Mustangers (501) 262-4209

October 23 Springfield, VA
Northern Capital Region Mustang Club (703) 455-0568

MCA Events

August 1 Bourbonnais, IL
Northern Mustang Corral hosts its 9th Mustang and Ford Powered Car Show. 36 classes, 27 classes for Mustangs alone. Music and games, food on site and restaurants within walking distance. Dash plaques for the first 150 cars. Well organized participant judging. Modified MCA tech inspections per class. Club discretion for classes. Recommended hotels in walking distance of shopping mall. Registration fee is \$8 preshow post-marked by July 26, 1999; \$10 day of show. Show held at Court Street Ford, 558 Latham Drive, rain or shine. For more information call Terry Hebert (815) 932-5285, or Jeff Henderson (815) 476-0108.

August 1 Cincinnati, OH
19th Annual All-Ford Show hosted by the Tri-State Mustang Club at Eastgate Mall, I-275 and State Route 32 (Exit 63B). Registration 9 a.m. - noon. Open to all Mustangs and Ford-powered cars and trucks. For additional information contact Farrel Buis (513) 821-4928 or Mike Edquist (513) 677-2218.

August 1 Erie, PA
Lake Erie Mustang Owners Club and Sears Tire & Auto Center present the 11th Annual Mustang Round-Up at Sears Tire & Auto Center, Millcreek Mall, Erie, Pennsylvania. Nine Mustang classes; 1964 1/2 - present, three trophies per class plus best of show and other special awards. Awards presented at 4 p.m. Wall plaques to all participants. Registration 9 a.m. - noon; preregistration \$7, day of show \$10. For more information call (814) 825-5421, (814) 838-8153, or (814) 664-9460.

August 6-7 Amarillo, TX
Ford Fun Day '99 annual car show and swap meet with pony corral. Hosted by the Texas Panhandle Mustang Club and John Chandler Ford. For complete information contact Jerry James (806) 293-2447.

August 7 Chesapeake, VA
The Mustang Club of Tidewater will host its 19th Annual Mid-Atlantic Car Show at the Chesapeake City Park. Show is open to all makes of cars and trucks. There will be goody bags, dash plaques, a raffle, and food for sale. This promises to be the biggest and best car show in the Mid-Atlantic region this year. Trophies to all classes, classes decided the day of the show. For additional information call Brian Kelly (757) 531-1953 or Patrick Brocato (757) 468-2325.

August 7-8 Muncy, PA
The North Central Mustang Club presents "Fords at the Mall" all Ford-powered car show. 48 Mustang and Ford-powered show classes, SCCA autocross, Ford SVE display, door prizes, vendors, picnic, etc., For information contact Tom Shreiner (717) 584-5547, or Rod Dieffenbacher (717) 435-0807.

August 8 Northampton, MA
21st Annual New England Regional All Ford Show and Swap Meet, Northampton Airport, off I-91, Exits 19N and 20S. Hosted by Mustang Car Club of New England. Two divisions, one for all years Mustangs, Shelbys, and Cougars, and for Ford family cars and T-Birds. Super Wheels Showdown qualifying show. Entry fee \$10. Vendor registration begins at 8 a.m. Vendor space (20' x 20') \$15. Information MCCNE club line (508) 674-5462 any time including day of show, or Peter Payne (413) 584-0394 (days), (413) 584-5721 (evenings). Rain date August 15.

August 8 Livonia, MI
Mustang Memories All Ford-Powered Car Show and Swap Meet hosted by the Mustang Owners Club of Southeastern Michigan at Wilson Barn, 29350 West Chicago, Livonia, Michigan, 9 a.m. - 3 p.m. Dash plaques for the first 250 preregistered vehicles. Car corral and vendor spaces. (734) 728-3685, <http://members.aol.com/mocsem>.

August 14 South Bend, IN
Michiana Mustang Club will host their 16th annual all Mustang show at Montgomery Wards Auto Express, Scottsdale Mall, 1300 East Ireland Road, South Bend, Indiana. Both participant vote and

judged classes are available. Dash plaques and goody bags will be given to all participants. The grounds will open at 8 a.m. with awards at 4 p.m. Proceeds benefit Mothers Against Drunk Driving. Entry fee is \$15. Send preregistration to Carl Kindig, 3719 Vistula Rd., Mishawaka, IN 46544. For more information contact Bob Christena (219) 874-4488, E-mail furnace@adsnet.com.

August 14 Gillette, Wyoming
The Hoof Beats Mustang Club presents their first annual show at Thunder Basin Ford, 1000 West 2nd, Gillette, Wyoming. Hours are 9 a.m. - 2 p.m. For more information call (307) 682-4735.

August 14 Kingsport, TN
The First Tennessee Regional Group of the Mustang Club of America is hosting "Stampede to the Park" Mustang and all Ford cruise and show. Cruise begins at Dobyns-Bennett High School parking lot at 2:30 p.m., then on to Warriors Path State Park. Dash plaques, top 10 awards, and food. Entry \$5 per car. Call Steve (423) 349-0815 or Bob (423) 323-2262.

August 14-15 Fort Worth, TX
10th Annual Yellow Rose Classic All Ford Show hosted by the North Texas Mustang Club. Air conditioned indoor show at the Amon G. Carter, Jr., Exhibit Hall, Will Rogers Memorial Center. Space limited to about 200 cars plus vendors. Registration deadline is July 15, 1999. For information and registration call (214) 373-4835.

August 15 Coopersburg, PA
The First Pennsylvania Mustang Club will host the 23rd Annual Antique and Classic Car show at Southern Lehigh Living Memorial Park on Route 309 and Fairmount in Coopersburg, Pennsylvania, (five miles north of Quakertown). There will be a car corral, swap meet, vendors, dash plaques for the first 450 cars, and more. Bring a toy for Toys For Tots for a special drawing. Preregistration \$8 by August 9, \$12 day of show. For more information contact Scott Houston at (215) 343-4885 before 10 p.m. EST.

August 15 Sharon, PA
Mahoning Valley Mustangs Regional Group hosts its 2nd Annual All-Mustang Stampede, 8:30 a.m. - 4 p.m. at the Hot Rod Cafe off Route 62, downtown Sharon, Pennsylvania. A judged show with 17 classes and 52 trophies presented at 3:30 p.m. Proceeds will benefit Tod Children's Hospital. Those preregistered by August 1 will receive an event t-shirt,

dash plaque, and a 1/2 bucket of wings courtesy of the Hot Rod Cafe. Registration is \$15 per car. Restaurants on site, shopping within walking distance. For more information call John Hougelman at (330) 448-0215 or E-mail jhoug@infonline.net.

August 15 Decatur, IL
The Central Illinois Mustangers club is hosting their 21st Annual Regional Mustang & All Ford Show at Northtown Ford located at 455 E. Pershing Road, Decatur, Illinois. Entry forms are now available. Entry fee prior to August 1 is \$12 (after August 1 entry fee is \$15.) 26 classes are available with trophies awarded to the top three places in each class. The club will host a hospitality party on Saturday, August 14, beginning at 7 p.m. at the Best Western Shelton Inn in Decatur and is free to all entrants in the show. For entry forms or more information, please contact Jim Fannin at (309) 888-4142 or Floyd Scranton at (217) 877-0604.

August 15 Lakewood, WA
Pierce County Mustang Club will host its 7th Annual Show and Shine at Lakewood Mall, Lakewood, Washington. Participant's choice vote show for Mustangs, Fords, and non Ford vehicles. Dash plaques for the first 125 participants who turn in their ballots. Entry fee is \$10 preregistered or \$12 day of show. For more information contact Robert Baily (253) 535-2653 or write to the Pierce County Mustang Club, P. O. Box 44853, Tacoma, WA 98444-0853 Attn: Show Chairs.

August 21 Chattanooga, TN
Thunder Valley Mustang Club will host their 4th annual Mustang and Ford show at the Northgate Mall located on Highway 153, rain or shine. Judging will be by popular vote. Classes for all Fords, Mustangs, Cobras, Shelbys, and Saleens. Goody bags to the first 100 entries. Registration from 8 a.m. - noon. Entry fee \$20 (non MCA members) and \$15 for MCA members. Vendor fee is \$20. Judging will be from 12 p.m. - 2 p.m. Awards ceremony at 3 p.m. For more information call Dale Wrinkle at (423) 842-6054, Jeff Cardwell (423) 344-5585, or David Leff (423) 899-2321.

August 21 Rancho Cordova, CA
The Sacramento Area Mustang Club will host its third annual "Mustangs and Fords in the Park Car Show and Picnic" in Hagan Park, Rancho Cordova, California. There will be participant judging in several Mustang and Ford classes with awards. Dash plaques to the first 200 registered entrants. Food, music, and raffle prizes available. Hours from 9

Event Calendar

a.m. - 3 p.m. \$10 preregistration fee, \$12 day of show. For more information contact Michael Hess (916) 973-1854, E-mail m_hess@msn.com. Visit the club's Web site at www.geocities.com/motorcity/downs/8549.

August 21

Arlington, WI

The Badgerland Mustang Club will host its 5th Annual All-Ford Show at Bell Motors in Arlington, Wisconsin. Registration from 9 - 11:30 a.m. \$20 for judged vehicles, \$5 for show only; 20 judged classes with best of class trophies awarded to top two vehicles in each class. Dash plaques, goody bags to first 100 registered vehicles. Door prizes, model car contest, coloring contest/games for children, food and refreshments by Big Brothers & Big Sisters of Columbia County. Awards at 3 p.m. with a cruise at 4 p.m. For additional information call (608) 938-4191 or (608) 439-4648.

August 28

Mechanicville, NY

8th Annual Dealer Day Car Show hosted by the Adirondack Shelby Mustang Club at Jack Byrne Ford & Mercury, Routes 4 and 32. Registration 10-12; awards to be presented at 3. Classes for Mustangs and all other Ford products, plus two

classes for non Fords. To benefit Make-A-Wish Foundation of Northeast New York. For more information call Steve Freed at (518) 899-4249.

August 29

Columbus, OH

Classic Mustang Club of Ohio Mustang Show celebrating the 25th anniversary of the club and the 35th for Mustang. All years Mustangs welcome. Located at Krieger Ford on Morse Road between I-71 and I-270. Registration 10:30 a.m. - 1 p.m. Jim (614) 882-8858, Mark (614) 895-7059.

September 10-12

Carrollton, KY

The Derby City Mustang Club will host the second annual September In The Park Mustang and Ford Weekend Getaway Show at General Butler State Resort Park located at Carrollton, Kentucky, just minutes off I-71 between Louisville and Cincinnati. Lodge rooms and cottages have been set aside for show participants. If park accommodations are filled, additional motels are available two minutes from the park entrance. All cars will be tech inspected and judged. A preregistration deadline of August 14 is a must in order to be guaranteed a room in the Park Lodge. For more information contact Linda Smith (502) 241-8170, Larry Watson (502) 228-5281, or Barbara Hall (502) 538-7648, www.DerbyCtyMC@aol.com.

September 11

Winchester, VA

15th Annual Fall Spectacular Car Show at Jim Barnett Park in Winchester, Virginia. Registration 9 a.m. - noon, show time noon - 3 p.m. Dash plaques to first 100 cars registered; first, second, and third place trophies in each class; judging in six different classes. Show open to any make of car. Hosted by the Shenandoah Valley Mustang Club. Rain date September 12. For additional information call (540) 662-5084 or (540) 869-7483.

September 11

Mustang, OK

The Oklahoma Mustang Club hosts the 1999 Stampede Mustang and Open Car Show. All Mustang classes judged by modified MCA rules. Open Class cars judged by popular vote. This show is in conjunction with the Mustang Oklahoma Western Days celebration in Mustang, Oklahoma. Tech and registration 8 a.m. - 11 a.m.; trophies at 4 p.m. Hospitality at show site Friday at 6:30 p.m. for all participants. Show site is Mustang Road and Highway 152 at the Mustang Trade Center. For information contact Bob Rollinger (405) 354-1475, brsvo@pipe.com, or Bob Mollohan (405) 262-6650.

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September 11 **Ft. Smith, AR**
Arkansas Valley Mustang Club presents the 19th Annual Show and Swap at the Sam's Club parking lot at 7700 Rogers Avenue from 9 a.m. - 4 p.m. All Mustangs welcome, special interest class for Ford-powered vehicles. Registration encouraged by September 6. For additional information contact Bill Whitman (918) 626-4986 or Larry Hall (918) 427-5346.

September 12 **Manchester, CT**
20th Annual Summer Show and Sale hosted by Mustang Car Club of New England and Connecticut Cougar Club at Mustangs Unlimited, 185 Adams Street, approximately one mile south of I-84, Exit 62. Three divisions for all years of Mustangs, Shelys, Cougars, and special interest Fords, stock, modified, and custom. Super Wheels Showdown qualifying show. Entry fee \$10 (sorry, no vendor spaces). Information MCCNE Club Line (508) 674-5462 any time including day of show, or Joe Dinella (203) 348-3144 (days), (203) 322-4916 (evenings). For CCC information, Eric Bernier, (860) 742-3002. Rain date is September 19.

September 12 **Mt. Laurel, NJ**
The 19th Annual Mustang and Ford Fall Car Show hosted by the South Jersey Mustang Club at Holman Ford, Rt 73. Dash plaques, door prizes, and three awards per class. Preregistered only \$8, day of show \$12. Ford-powered vehicles only. Rain date September 19. For more information call Herb Sharp at (609) 768-8428, Joe Rementer at (609) 694-1471 or Frank Lokaj at (609) 468-3971, E-mail lokaj@delanet.com or write to SJMC Fall Show, 1013 Chateau Ct., Atco, NJ 08004.

September 12 **Springfield, MO**
The Greater Ozarks Mustang Club will be hosting their annual All Ford Show and Swap Meet at Chesterfield Village from 9 a.m. - 3 p.m. For information write to Greater Ozarks Mustang Club, P.O. Box 4725, Springfield, MO 65808.

September 17-18 **Tulsa, OK**
The Green Country Classic Mustangs will host the 20th Annual Mustang Show and Swap meet at the Eastland Mall in Tulsa, Oklahoma. Registration is from noon till 5 p.m. on Friday and 8 a.m. till noon on Saturday. Free hospitality Friday night for entrants and guests. MCA modified judging rules. For more information contact David Bacher (918) 838-2863 or Randy Voyles (918) 367-3758.

September 17-19 **Channel Island, CA**
20th Annual West Coast MCA Regionals. Hosted by the Mustang Owners Club of California at Sheraton Four Points Hotel on the water. Friday night social and harbor tour, Saturday concours and people's choice show divisions, awards banquet Saturday night. Information MOCC (818) 991-6937.

September 18 **Wilson, NC**
Tarheel Mustang Club Regional Ford and Mustang Show at Lee Motor Company Ford-Lincoln/Mercury, Wilson, North Carolina. Contact Bill Weaver at (252) 446-6639. More information forthcoming.

September 18 **Milan, TN**
Golden Circle Mustang Club will sponsor its annual all Mustang car show at Steve Marsh Ford in Milan, Tennessee. For more information contact Larry Connel (901) 686-1580, James E. Mills (901) 968-8617, or Gene Privett (901) 784-5494.

September 19 **Birch Run, MI**
The Mustang Club of Mid-Michigan will host their 6th Annual All Mustang and Ford Show. Sponsored and hosted by Expressway Ford of Clio and Prime Outlets of Birch Run on I-75, Exit 136. The Outlets has over 100 stores to choose from. The show includes classes for all Mustangs and Ford-powered cars and trucks. Preregistration \$8; \$12 day of show. Vendor space available. Judged show 8 a.m. - 4 p.m. Contact Brian at (517) 823-8802, or Stan at (810) 688-3909, E-mail mustang2@mill.tds.net.

September 19 **Long Island, NY**
Classic Mustang and Ford Car Show held at Country Ford, Hempstead Turnpike, Levittown, Long Island, New York. Preregistration by August 31, \$12; day of show, \$15. All years of Mustang and all Fords/Ford products welcome. Trophies, music, food. For information write to Classic Mustang, P.O. Box 1011, North Massapequa, NY 11758 or (516) 798-6223. Rain date September 26.

September 19 **Randolph, NJ**
The Garden State Region Mustang Club hosts the 10th Annual Fords at Trebour all Ford car show from 9 a.m. - 4 p.m. (rain date September 26). The location is Jac Trebour Ford, 906 Route 10 West, Randolph, New Jersey. Limited to 125 vehicles. Registration 9 a.m. to noon. Preregistration recommended. Portion of proceeds donated to MDA. For information call Wendy at (201) 666-8022 or Ed at (973) 267-7146.

Event Calendar

September 25 Matthews, NC
 Carolina Regional Mustang Club's 19th Annual Mustang and Ford Show at Matthews Festival Shopping Center in Matthews, North Carolina. For more information call Woody Woodruff at (704) 541-5842 or E-mail mabarker1@msn.com.

September 25 Nashville, TN
 19th Annual Music City Mustang Club Mustang and All Ford Show and Swap Meet will be held at the new Tennessee Titans NFL Stadium on the east bank of the Cumberland River in Nashville. There will be many specialty classes including SVO, Saleen, Pantera, as well as many all-Ford classes. MCMC will host a Friday night hospitality fish fry at the stadium. Followed by a tour of the Ford Glass Plant in Nashville. For more information contact Ed Potts at (931) 359-4064, Rick Roberts at (931) 276-2650, or Jim Chism at (615) 446-0520.

September 26 Oxford, AL
 The Model City Mustang Club will host its 17th Annual Car Show sponsored by Sunny King Ford at 900 Quintard Avenue (across from Quintard Mall)

in Oxford, Alabama. Registration from 7 a.m. to noon. For information call Larry Maddox at (256) 831-6251 or John Sudduth at (256) 835-1190. All Ford-powered cars and trucks welcome.

October 2 Sanford, NC
 North Carolina Research Triangle Park Mustang and All Ford Show. Sponsored by SanFord, Sanford, North Carolina. Hosted by the Heart of Carolina Mustang Club. Rain date is October 9. Car corral and vendors are welcome, but must be pre-approved. \$15 prior to September 25, \$20 thereafter. For additional information contact Al Dulaney (919) 460-2326, Bobby Summerlin (919) 481-3873, Chip Hill (919) 493-0341, or Marv Shaner (919) 848-6786.

October 2 Memphis, TN
 The Mustangs of Memphis will hold their 18th annual Mustang and All Ford car show. 30 judged classes. Registration 8 a.m. - noon. For details call (901) 758-0654 or (901) 854-9896.

October 10 North Little Rock, AR
 The Central Arkansas Mustangers will host their 18th Annual Mustang Show at North Point Ford, 4400 Landers Rd., North Little Rock, Arkansas. Modified MCA rules. Non Mustang, Ford-powered vehicles welcome. For information contact Charlotte Fason at (501) 262-4209 or Linda Webb at (501) 227-5487.

October 23 Springfield, VA
 The Northern Capital Region Mustang Club is proudly hosting the Eastern MCA 1999 Judges Rules Meeting for early model (1964 1/2 - 73) Mustangs at the Comfort Inn which is 20 to 30 minutes via the Metro subway to the Nation's capital, Washington, D.C. Hours are 7:30 a.m. - 4:30 p.m. Please call or E-mail one of the following so we may get an idea of how many guests to expect, including the number who wish to participate in a catered lunch for the meeting; Arley Whitsell (703) 455-0568, E-mail whit sela@concentric.net, or Richard Porter (703) 590-4512, E-mail ranessa@erols.com.

September 3-5 Houston, TX
 The Mustang Club of Houston will be hosting the Mustang Club of America's end of the millennium Grand National at the

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Event Calendar

Adams Mark Hotel in Houston, Texas. This will be the last show of the decade and will prove to be "the" show of the season. Please make plans to attend and be part of the fun. For further information contact Jerry Moyer at (281) 487-5546, evenings, for applications and updates.

Non MCA Events

August 15 **Waterloo, IA**
The Classic Mustang Club of Waterloo Iowa is holding its Mustang and all Ford car show at Brooster's, 3555 University Avenue. There will be 22 classes with first, second, and third place trophies awarded by vote of participants. Dash plaques to the first 80 cars. Registration 8 a.m. - 11:30 a.m., awards at 3 p.m. Pre-entry \$10, day of show \$15. Call (319) 345-6400 or (319) 232-8700.

August 20 **Lexington, OH**
5th annual Ohio SAAC Region open track event at Mid-Ohio Sports Car Course. Open to all closed-wheel vehicles that are Shelby- or Ford-based (using Ford power). Limited spaces. Information: Rod or Bev Harrold (330) 497-9683.

August 21 **Galesburg, MI**
7th Annual All Ford Car Show and Swap Meet, Advantage Ford. Sponsors: Mid Michigan Mustangs and Advantage Ford. Show chairman; John Newberry, 82 N. Main St., Quincy, MI 49082. Phone (517) 639-4703 after 4 p.m.

August 22 **St. Paul MN**
Upper Midwest Region SAAC 16th Annual Fall All-Ford Show and Swap at the Twin Cities Ford Assembly Plant in St. Paul, Minnesota. For information contact Doug Haftings at (612) 535-6691 or the hotline at (651) 222-2022.

August 22 **Pointe-Claire, Quebec, Canada**
Montreal Mustang Club hosts their 6th annual show at Ford of Canada, 7800 Transcanadienne Highway West, Pointe-Claire, Quebec, Canada. Open to all Mustangs, Shelybs, Ford and Mercury products, and trucks. Prizes and trophies. Information: (514) 333-9674, fax (514) 288-0595.

August 29 **Wisconsin Dells, WI**
14th Annual Dells All Ford Show sponsored by the Dells Auto Museum and Northwoods Region SAAC at the museum. Vehicles must be Ford- or Mercury-powered. Information: Lance (920) 648-2151 (days or (920) 648-8762 (nights).

Classified Advertising Information

Classified ads are free to Mustang Club of America members.

To take advantage of this service, submit your ad to Mustang Times, 3588 Highway 138, Suite 365, Stockbridge, GA 30281 or mcetimes@bellsouth.net. Please include your membership number on your advertising copy to ensure insertion 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 staff's discretion. "Cars For Sale" is limited to Mustangs only. Mustang Times will not be responsible for the correction of illegible copy. Please type or print to help us avoid errors. It is also essential to include your area code for all telephone numbers to be listed in the ad. Those submitted without area codes will not be published. Non member commercial advertising is not permitted in "Marketplace."

All correspondence relating to classified ads must be handled by mail. We are not able to return long distance phone 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 this advertising is 45 days in advance of the cover date, i.e., March 15 for the May issue, April 15 for the June issue, etc.

Display Advertising

Display advertising is available to restorers, vendors, businesses, and other organizations interested in marketing their products and services to MCA's worldwide membership.

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

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Ad copy must be accompanied by payment in full. Ads received without full payment will be returned unpublished. Contract advertisers are required to submit a two-month payment with their initial copy and will be billed monthly thereafter.

For advertising rate information phone (770) 477-1965 between the hours of 10 a.m. - 5 p.m. Monday through Friday.

Cars For Sale

1965 T-5 European Mustang. Unrestored, 33,000 actual miles. Have all documents on car. Rangoon Red, black interior, 200 six-cylinder, three-speed. All original except paint job in '80s. New tires, new brakes, new battery. \$12,500. (601) 986-2857. MCA #17452.

1965 GT coupe with good HiPo and four-speed. Body and interior need complete restoration. \$6,900 OBO. 1971 convertible, 302, automatic, runs good. New red paint, white top, tires, and many miscellaneous parts. \$6,900 OBO. 1973 convertible, 302, automatic, AC. Drivetrain good but interior and body need complete restoration. \$4,900. Will consider trades of boats or older guitars and amplifiers. (609) 854-5866. MCA #39612.

1965 convertible, 289 C-code, PB, PS, PT, AC, console, Pony blue/white interior, Wimbledon

White exterior. Many new items: paint, top, single exhaust system, rear leaf springs, tires, shocks, carpet, front end components. Good condition. Mike Knuckles (770) 499-7177 evenings or mikek@foothillcapital.com. MCA #41504.

1966 convertible, six-cylinder, automatic, alarm system, full console with new humphugger, new carpet. Runs and looks good. Car is garaged. Many extras. See to appreciate. Call Dave after 6 p.m. at (256) 820-4077. \$10,500. MCA #05460.

1966 GT fastback, black with black Pony interior, A-code, automatic, console, AC, SS wheels with new BFG radial T/A tires. Car was originally rare '67 Beige Mist (E7) exterior with Parchment and Palomino insert (F9) interior. Excellent original mechanicals, needs paint. \$7,800. (706) 884-5806 (Georgia). MCA #24899.

1967 fastback, Acapulco Blue, blue on blue interior, C-4 automat-

ic, console, PS, tinted windows, folding rear seat, Exterior Decor Group, 289 C-code, Styled Steel wheels, 6,000 miles after total professional rotisserie restoration (stripped to bare metal). Epoxy painted undercarriage and engine compartment, completed to MCA specs. Engine rebuilt for unleaded. 100% detailed throughout, trophy winner, ready to drive anywhere. Have photo history of restoration. \$14,000. Call Mark Spaude at (715) 421-3162 (Wisconsin), or E-mail spaude@tznet.com. MCA #44250.

1970 Boss 302, very clean, Lime Green Metallic, Ivy Deluxe interior, Shaker hood, front/rear spoilers, four-speed, PS, PB, Boss motor rebuilt in 1990, factory quality paint job in 1991. Same owner since 1975. See photo on the Web at www.geocities.com/motorcity/Garage/2806 (capital "G" in Garage). \$18,900. Call Jim at (814) 825-5495 (Pennsylvania) or E-mail gtscoupe@juno.com. MCA #41816.

1970 coupe, 62,000 original miles, restored to Concours Driven. Six-cylinder, automatic, radio, heater, Light Ivy Yellow with Dark Green interior. Head is rebuilt with hardened valves and seats, new fuel tank, car cover. Featured in Car Collector magazine. \$7,500 OBO. Bill Lauck (618) 465-2482 (Illinois). MCA #3150.

1971 convertible, 351, automatic, PS, PB, AC, light blue, white interior, new white top. Call George at (217) 243-9230. MCA #22670.

1971 Mach 1, 351C 4V with Ram Air, C-6 transmission, PS, PB, AC, tilt wheel, Magnum 500s, red with black interior, engine and transmission rebuilt in 1995. This car is a MCA Concours National and Grand National winner. Garage kept. \$16,000. Call Nathaniel at

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(770) 981-2208 (Georgia). MCA #00385.

1971 rare German T-5 Mach 1. M-code 351C 4V, C6, Bright Blue Metallic, Deluxe black interior, metric speedometer, export suspension, T-5 ID tags, Magnum 500s. Restoration complete 8/1/98 to MCA standards. Currently the only T-5 Mach 1 351C 4V in registry. Appraised \$25,000 OBO. Dan (814) 455-7268 or E-mail kilan@worldnet.att.net. MCA #19034.

1986 GT, 5.0L, five-speed, black/gray cloth, 29,000 miles, original owner, never in rain/snow, always garaged and covered, PS, PB, cruise control, tilt wheel, AM/FM stereo cassette with Premium Sound, AC, rear

defroster, Traction Lok axle with 2.73 gear. Showroom condition. \$10,000 OBO. Call (704) 786-7761 before 9 p.m. EST (North Carolina). MCA #42152.

1986 SVO, Jalapeno Red, cloth interior, excellent condition in all respects. Many new components including turbo, brakes, PS, AC compressor. Babied including garage and synthetic oil. 80K miles. \$8,700. (803) 649-4543 (South Carolina), E-mail robert.gilbert@usa.net. MCA #43158.

1989 LX 5.0 coupe (Special Service Vehicle), Florida Highway Patrol Mustang. Black with tan interior, good condition inside and out. Five-speed, completely stock engine, drivetrain, wheels, etc.

Runs and drives great. Many new parts. \$5,500. Chris Broomfield (407) 633-8238 (Florida). MCA #28443.

1990 5.0 LX convertible. 46,000 actual miles, Wild Strawberry exterior, red interior, white top, five-speed, loaded, well maintained, no wrecks, no rust, no winters, excellent driver condition. \$7,995. Will send photos, or can see on Web at <http://userdata.acd.net/line.eric/eric5.0.htm>, E-mail line.eric@acd.net. (517) 374-6923 (Michigan). MCA #38458.

1993 Canary Yellow convertible, white top, white leather, five speed, 1,500 miles. Full documentation. The best there is. Best offer over \$26,500. Call Barry at (616) 782-1135. MCA #41593.

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1996 Cobra coupe, limited production Mystic Clearcoat paint. All papers and certificates from Ford and SVT. Brand new with only 660 miles! \$26,500. Bill Valis (816) 537-6570 (h), (913) 381-3000 (w), E-mail (BillVsarav@aol.com). MCA #44598.

1998 Cobra, Chrome Yellow, Recaro leather seats, complete Saleen suspension with tri-ladder bars, Cobra "R" wheels, Borla exhaust, supercharged, pillar gauges, bra, car cover, Saleen SR wing, tinted windows, Saleen side skirts, custom touches throughout, Roush induction, 6K miles. \$31,000 OBO. (253) 891-1849. MCA #42829.

factory stripe kits. Kevin Martin, Marti Auto Works, 12007 W. Peoria, El Mirage, AZ 85335. Phone (602) 935-2558, fax (602) 935-2579. MCA #24193.

NOS carburetors, in original boxes, 4 bbl. 289 cid #C7DZ-9510-M, 4 bbl. 428 cid #C8AZ-9510-B, single bbl. 170 cid #C5OZ-9510-H for 1965-67. Inquire toll free (800) 327-2897, Mustang Corral, Inc., www.mustangcorral.com. MCA #07214.

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NOS 1971-73 sheet metal. 1971-72 LH front fender, \$250; 1973 front fenders, \$350; Ram Air plenum, \$300; outer wheel houses, \$350/pair; door skins, \$600/pair; LH outer rocker panel, \$250; RH inner wheel well, \$175; Boss stripe kits, \$150. Used hood, mint condition, \$100. Ram Air set-up, \$950. Will not ship sheet metal. Tom (610) 759-3355. MCA #38151.



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Cars Wanted

1965 convertible, 289, Rangoon Red with red or white interior, white top. Prefer concours/concours driven. (423) 349-0815, ws_smith@hotmail.com. MCA #32592.

Parts For Sale

Available! Correct Autolite, FoMoCo, Motorcraft radiator hoses, battery cables, fan belts, heater hoses, rubber gas and colored vacuum lines (all MCA approved), 1965-76 door data plates, build tags, owner cards, spark plug wire sets, 3-M

Radios; 1969 AM/FM stereo (2), neither works, with speakers, all wiring, one grill. No knobs. \$250 OBO takes all. 1972 AM/8-track, needs belt, \$90. 1970 Mach 1 wheel covers, \$65/set. All plus shipping. Craig Rickard, 7 Eddie Ct., Petaluma, CA 94952, (707) 773-1291. MCA #01620.

Toploader four-speed transmission; one close ratio and one wide ratio for Mustangs. One close ratio with long tail shaft for 428/429 engine. (706) 629-8929. MCA #24218.

Parts Wanted

Part wanted for 1966 200 six-cylinder. I need the small clip that holds the fuel line and vacuum line in place at the right front of the valve cover. This clip attaches to a bracket that is welded to the valve cover and holds the two lines in place. The clip was on all 200 six-cylinder engines from 1966 to 1968 regardless of model of car, so a Falcon or Fairlane could also have this clip. Please call Kevin Riley at (813) 855-8357 or E-mail a66sprint@aol.com. MCA #39469.

Wanted for 1964 1/2 convertible: two red (color-keyed) door lock plungers and one eye bolt set for front seat belt. Will pay top dollar. Grant Frey, (760) 385-4599, E-mail mp5803@aol.com. MCA #36773.

Needed for 1972 Mach 1: map light (in console); spring clip behind power window switch (passenger door and quarter panel windows); original type door speaker grill. Steven R. Janik, 27820-154th Pl. SE, Monroe, WA 98272, (360) 793-0912, E-mail JJ4051@aol.com. MCA #42173.

Miscellaneous

Mustang Club of America's ultimate 35th Anniversary Celebration. Racing Arts Digital Video presents "Mustang Madness" - Charlotte Speedway. 5,980 Mustangs, people from 15 countries. Largest event of this kind ever. See our ad in this Mustang Times or call (941) 954-1987 for information. Get "Mustang Madness" now. Also available - "Twilight Track Drive". MCA #45142.

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Shop manuals: 1989 Taurus SHO Vol. 1 and 2, FPS-12055-89-1 & 2. Vol. 1 covers standard engines, chassis, bodies, etc. Vol. 2 covers all the special items for SHOs including the 220hp 3.0 V6. \$40 plus shipping, OBO. One SHO K & N filter, also fits 1986-93 Taurus 3.8. \$20 plus shipping,

OBO. Bruce (336) 744-5733 (North Carolina). E-mail sawickb@rjrt.com. MCA #34650.

Folding chairs: These are great for shows. They fold up to about 8" in diameter and 38" long. They have a cup holder in each arm, and you can get the single chair for \$43 or \$60 with the optional head and footrest, plus shipping. They come in blue, black, green, and burgundy. Also have love seat and couch. Call Tim Crosslen at (414) 375-1851 or E-mail mustang1@execpc.com for information. Please include MCA number for these prices. MCA #39148.

Attention Cobra Jet owners. The "1969 Mustang 428 Cobra Jet Engine Reference Manual" is your complete guide to the restoration of these engines. By Joe Sikora, owner/restorer of many of these cars including a Thoroughbred award-winning SCJ Mach 1. 40 pages on heavy bond paper. \$19.95 (\$2 shipping - free to MCA members). The Detail Shop, P.O. 9575, Norfolk, VA 23505, (757) 583-4873, detailshop@rcn.com. MCA #1170.

Classic Mustang Analyzer, WIN95/98 (\$19.95) version covers 1964-93 and includes window sticker template, research guide, accurate specifications, and much

more. Visit our Web site at <http://members.aol.com/johnpalm/cma.html> for free stuff. Payment by Visa, MasterCard, Discover, or check or money order plus \$3.50 shipping and handling to John Palmisano, 43 Hunter St., Lodi, NJ 07644, (973) 471-7842. MCA #28877.

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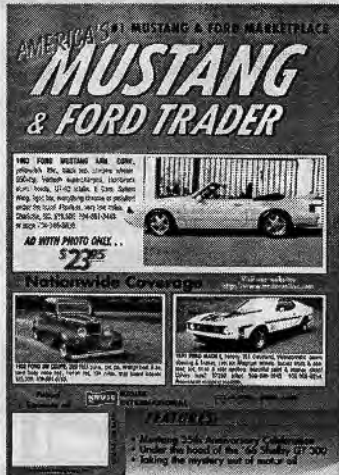
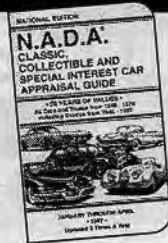
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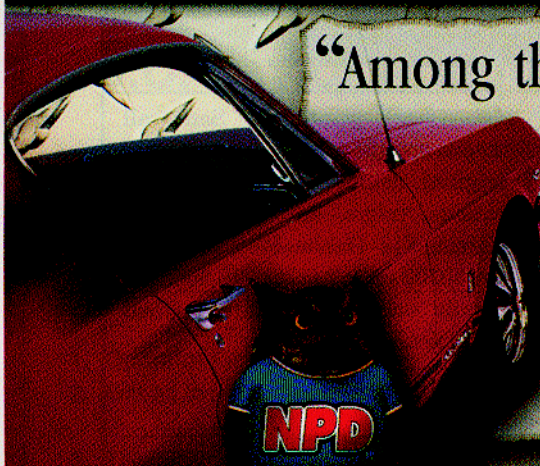
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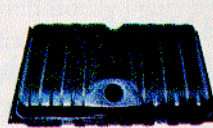
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Pure Pleasure

by Teresa T. Vickery
photos by Bill Wells

When Mustang first appeared on the scene it was touted as a car "designed to be designed by you". With its innovative looks and long list of options, this concept held true for many, many years. Even today the Mustang platform is such that enthusiasts can individualize their pony thanks to an amazing array of products available through after-market venues.

And thanks to today's technology and yesterday's go-fast products, owners of first generation Mustangs can customize to their heart's content.

Bill Wells of Bloomfield Hills, Michigan, is what he deems a "limited collector". Several years ago he was on the lookout for a vintage Mustang to keep his two 1957 Thunderbirds company. He tells us, "In November 1994, I attended the Kruse Classic Car Auction in Novi, Michigan, and immediately fell in love with a beautifully restored Shelby clone. I told myself that I was going to buy this car but the bid prices got too high for my blood. The bids did not reach the reserve level and the car did not sell. I was determined to find another car just like it, but

never did. While attending the Kruse auction in Novi again in April 1995, the same Mustang was there. But to my disappointment, it had already been sold 'off line'. In November 1995, I was once again at the Novi Kruse auction and the same Mustang re-appeared. I was determined to not let this car slip through my grasp this time."

Although Bill has been unable to verify who performed the restoration, the car was represented at the Kruse auction as having "less than 400 miles since a \$34,000 professional body-off restoration by Arizona



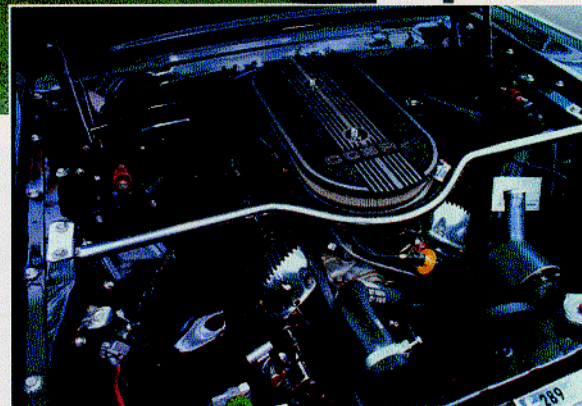


Mustangs. Bill was able to determine, however, that the seller in November was the same young lady who purchased the car in April. It seems she made the deal not realizing the pony was equipped with a manual transmission. She drove it only four times.

The owner before her was a car collector indirectly associated with R & M Classic Cars in Canada who

acquired the vehicle at the Kruse Toronto auction for his private collection. This leads the trail back to a Canadian classic car dealer who claimed that he had been commissioned to rebuild the car to "Shelby specifications", only to find it sitting on his showroom floor for two years.

Since the convertible had not spent much time on the road, it was in need of a few



items such as a new fuel pump, water pump, power steering pump, etc. (those components whose seals tend to dry out). Plus Bill wanted to replace the small non Ford items such as hose clamps, battery, radiator hoses, etc. The bottom line, however, was that Bill was delighted with his purchase.

The Raven Black 1965 convertible began life at the San Jose Assembly Plant and was equipped with a C-code 289 powerplant and Palomino-colored Pony interior.

In an effort to take the head-turning restomod he purchased in 1985 to a level





that would yield nothing short of pure pleasure, Bill decided to take the modification process even further.

Under the hood lives a 289 K-code engine which has been balanced and bored .040 over and features solid lifters, Milodon stainless steel valves, Crane aluminum roller rocker arms, Reed high performance cam, Petronix electronic ignition, Holley 715 cfm 4V carburetor, Shelby high-rise aluminum intake manifold, and Shelby aluminum valve covers and air cleaner.

Other performance goodies include heavy-duty 10 1/2-inch clutch, front disc

brakes, 11-inch rear drums, limited slip 9-inch rear axle, Tremec T-5 five-speed transmission, 2 1/2-inch side exiting exhaust, heavy duty suspension, and Shelby seven-quart finned aluminum oil pan.

Inside, the Palomino Pony interior is highlighted by a Haneline instrument panel with Teleflex analog gauges, Kenwood AM/FM stereo cassette, Shelby three-inch racing belts, Shelby wood steering wheel and horn center, and Shelby dash-mounted tachometer. Additional amenities are a power antenna, remote trunk release, and power top.

Outside, the black beauty wears the famous Hertz colors of black and gold with plenty of Shelby touches such as a fiberglass hood and scoop, rear quarter scoops, gas cap, GT 350 stripes, and Magnum 500 wheels featuring the distinctive Shelby center cap.

This unique droptop is lucky enough to live in a heated garage with two Thunderbirds and a hoist. Bill uses the hoist to keep the bottom side of his toy as clean as the top. Although show-ready is the key word here, there is no doubt that driving is the fun word.

Out of 90,500 miles registered on the odometer, a mere 6,500 have been added since the car's transformation. Although the mileage may now be slow to accumulate, the awards continue to build at a rapid rate. Parades, special Ford displays, and first place trophies further enhance the history of this very interesting pony.

When asked if he would consider selling the car, Bill replied, "No, it's just the way I want it."

It's hard to argue with pure pleasure. MT

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