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Official Publication of the Mustang Club of America



MUSTANG TIMES

June 2004 / Volume 28 / No. 6

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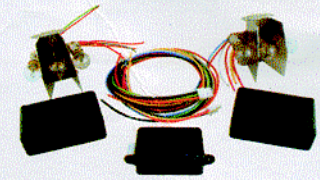
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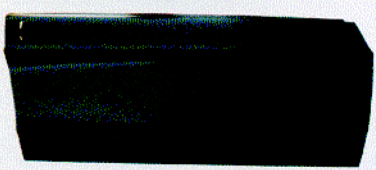
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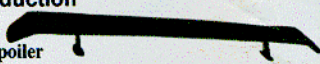


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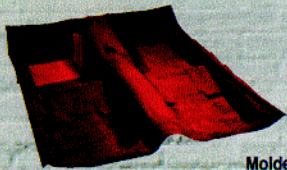
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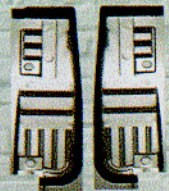


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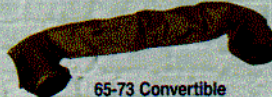
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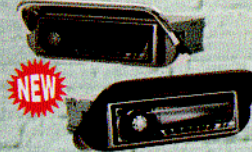
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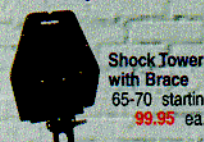
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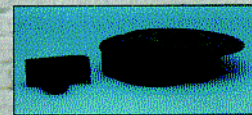


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MUSTANG TIMES

June 2004 / Volume 28 / No.6



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ON THE COVER:

Charles Espenlaub in the Steeda number 20 car in action during the high-spirited Late Model Celebrity Challenge. See pages 20-24.



from the driver's seat



W O W !

Where do I begin? If you were at the Mustang 40th Anniversary Celebration and you were asked to describe it, what would you say? How about just WOW!

The MCA Board of Directors perception of the "40th" had a lot to do with its planning and execution. Executive Director, Jim Chism, and the Associate Directors Art Hyde and Austin Craig, did more behind-the-scenes planning than any of us will ever know. In fact, the entire 40th Committee gave more of their time to the event than we can ever thank them for. The Music City Mustang Club threw their collective weight behind registration, layout, parking, complaint management, and who knows what. Behind this unbelievably loyal group were area service clubs and Chambers of Commerce, and tons of local people who volunteered to work the event.

Looking at the "40th" Anniversary from the standpoint of a Dick and Jane Mustang fan, their perception had a lot to do with convenience, accessibility, and pleasure. Their feedback to me went something like this, "This was the best Mustang event we have ever attended." It is quite a feat to pull off a show that is 35-miles from the host hotel. Had it been anything other than the Gaylord Opryland Hotel, with its constant activities after hours, things could have fallen apart quickly.

There were some 300 vendors booths, displays, constant racing, and magnificent cars, all designed to overwhelm the senses. The best estimates that we have are that over the four days of the show, more than 100,000 people were on the grounds.

This was really an international event, with 150 Mustang lovers from the Netherlands, and dozens more from Sweden, Norway, Great Britain, Mexico, New Zealand, Australia, and so many other countries. Where could you ever go to listen to the original designers and promoters of the Mustang—Joe Oros, Gale Halderman, Donald Fry, Carroll Shelby—tell the story of the Mustang?

How about the vendors? This event was a bonanza for nearly every kind of item that you could sell. The response I got from almost every vendor was, "I wish I had brought more items." The MCA benefited from a huge number of new advertisers. These advertisers and major supporters praised the advance planning and the

onsite execution. I cannot thank them enough for their loyalty and their support. And, as you see their ads in *MUSTANG TIMES* and other Mustang publications, consider buying from them. It's also a way of thanking them.

What did the Ford Motor Company think of the 40th Mustang Anniversary? Ford's involvement, financially and physically, is the answer. Ford sent me a media summary listing the print, online, and broadcast outreach of this event. This is an unbelievable promotion list for the Mustang, and all of the Ford products. Edsel Ford and I were up at 5:00 Thursday morning to do interviews on a Satellite Media Tour on 17 Stations and networks from San Francisco to Detroit, to Dallas and Cleveland. All told, over 2.2 million impressions were made meaning millions of dollars of good promotion for Ford Motor Company and the Mustang. Thank you Ford!

How about the car owners who came to the 40th Anniversary and allowed us to see their Mustangs? How did they feel? Well, those who survived the dust and the pressure of thousands of people walking by praised the event. After all, dust wipes off. By the way, the Nashville Superspeedway is a fairly new track, and I was told that the gravel show field would be paved soon.

Probably the most angst at the show centered on judging. There were 3,300 Mustangs registered for judging with just 75 volunteer judges to do the job. Adding to this daunting task were the facts of misplaced or absent cars, or registration cards not displayed in the window. The lesson we learned from the 40th was, "Don't try to judge 3,300 cars." A new plan will be in the works for the future.

Remember, this was a total volunteer event. If there was a glitch, we apologize. The planners and the volunteers gave their best in Nashville. Great thanks to all of the 40th attendees who came to the show, and saw a place to help—and volunteered.

What did I think of the event? WOW! I can hardly wait for the next Anniversary, I'm just glad it is at least five years away, I need to catch up on my sleep.

Will there be a 45th Anniversary? Well, let me tell you this. I was approached by a couple of Regional MCA Clubs who are already throwing their hats in the ring for the 50th, so there has got to be a 45th. Until then, happy driving!

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GADZOOKS



I always wanted to find a place to use the word gadzooks and I guess that my thoughts about Nashville are as good as any. It is one of those words that you can't often fit into every day conversations, and since I don't work

those images.

Now let's convert those days into dollars, for Arley's sake: 219 days in the Gaylord Opryland at \$140 per night is equal to \$30,660. A \$25 per day food allowance is another \$5,475, and the Budget rent-a-Mustang would be \$10,731 for the full 219 days. For an estimate on gas I'll use \$40 a week to and fro, which equals \$1,251. The grand total for shooting all 3,500 Mustangs in Nashville: only a cool \$48,117. And, that doesn't include laundry. Believe me, you would want me in clean clothes at some time in those 219 days.

All that time and money would also mean that you would be reading this issue of *MUSTANG TIMES* in January 2005 rather than June of 2004. Additionally, I think Arley would have hunted me down and shot me, and not with a Nikon D100 either. If not Arley, than surely my fiancée Cathy would have inflicted some kind of hurting on me.

So you can see for an editor there could have been a lot more work just devoted to shooting Mustangs. But I am not complaining, I love to shoot Mustangs and meet new people.

Meeting new people is one of the most cherished parts of my duties as editor. Nashville presented opportunities to meet people from all over the world. I met folks from Australia, Great Britain, Netherlands, Sweden, France, Germany, New Zealand and Mexico. Some of those fellow Mustang lovers were in Dearborn last year for the Ford Centennial, so it was great to get to see them again. It is amazing that people would travel thousands—for Australians and Kiwis, tens of thousands of miles—just to celebrate a car. What am I saying? The Mustang is not just a car, we all know that.

For this issue we have focused on just the 40th birthday celebration of the Mustang. I had an absolute blast in Nashville and did not lay my head down earlier than midnight each night I was there. I want to extend a special thanks to all the red-shirted volunteers. Without their service and great attitudes Nashville could not be summed up with GADZOOKS.

Josh Bolger
Finger paint specialist

for DC Comics here's my chance. Having more than 3,300 Mustangs and 100,000 people at one show is worthy of a gadzooks. (On Saturday alone more than 75,000 people came through the gate.) So, "GADZOOKS!"

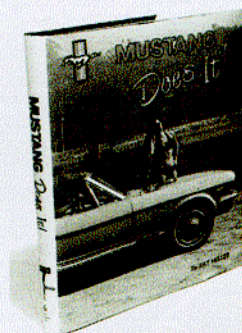
One of the coolest things for me to experience was the overwhelming gathering of the finest Mustangs on the planet. If I'd had time to take one minute to look over each car that would equal 3,500 minutes or 58.33 hours of nothing but looking. But as your editor, I can't just look for just 60 seconds, you make sure of that, plus one minute is too little time.

Let's do some math just for fun. I'll confess I am not a math person. As my little sister reminds me, finger painting and basket weaving were my majors in college, not math. Generally when I photograph a car I spend at least an hour, but for fun I'll say I could've gotten it down to 30 minutes per car in Nashville. Meaning, I would have been shooting (photo slang for photographing) for 1,750 hours or 72.92 24-hour days, or 218.75 8-hour days if you'll afford me sleep and food. So, if you were the last guy in the line of cars I was shooting, you would not get back home until December 19, 2004, *IF* I worked seven days a week.

When I shoot a car I generally take 50 to 100 frames, equaling between 175,000 and 350,000 shots. Ok, those are big numbers. I shoot with a Nikon D100 digital camera, and the image files are generally a little more than one-megabyte. So, 350,000 multiplied by 1mb equal 350,000,000,000. Whew! In English that is equal to 350 billion bytes or 350 gigabytes, I think. My little old Sony laptop only has a six-gigabyte hard drive, meaning I would need 58.33 laptops to hold all

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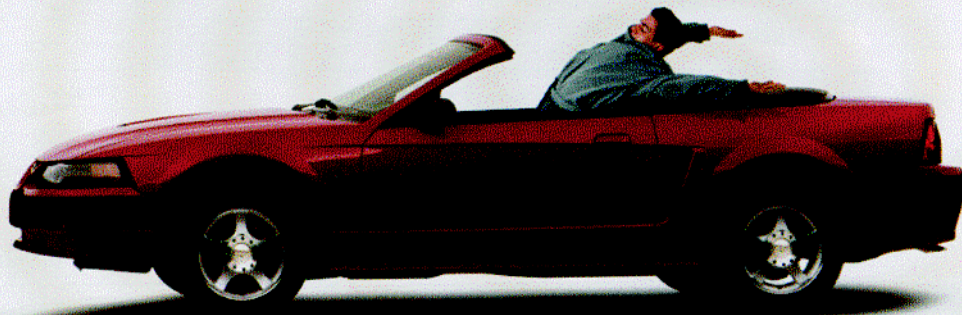
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JUNE 5-6 INDIANAPOLIS, Ind.

25th Annual Mustang All Ford Show & Swap Meet hosted by Mustang Club of Indianapolis at the American Legion on Georgetown Road next to the Indianapolis Motor Speedway. Event hours 7:00 a.m. to 5:00 p.m. Saturday, and 8:00 a.m. to 1:00 p.m., Sunday, Check-in 7:00 a.m. to Noon, Saturday. Registration \$25, pre-registration \$20 before May 25. Dash plaques and goody bags for the first 100 registered, over 70 trophies, Welcoming Bash on Friday, Banquet on Saturday. Vendors Swap Space, \$30 pre-assigned 15' x 30'. For more information, call Karen Fowler at 317-506-3184 or email klgf2002@aol.com or call Jerry Sullivan at 317-244-2935 or email cobra66@iei.net or www.indymustangclub.com.

JUNE 5 & 20 MARSHALLTOWN, Iowa

Mustang Club of Central Iowa solo autocross event at Iowa International Raceway. Registration starts at 8:00 a.m. For more details, contact Chris Hammond 641-752-7145 or Doug Hammond 515-288-1308 or visit: www.mustangclubofcentraliowa.org

JUNE 5 ST. LOUIS, Mo.

All-Ford Car Show Hosted by the Show-Me Mustang Club and Sunset Ford.

EVENTS SUBMISSION GUIDELINES

To submit your event please go online to www.mustang.org then go to the events page and scroll to the link titled SUBMIT YOUR EVENTS HERE and follow the easy to use instructions. Events must be submitted a MINIMUM of FOUR months in advance of the events scheduled month to be published in *MUSTANG TIMES*.

2004 MCA National & Grand National Shows

JUNE 11-13 BILOXI, Miss.

Southern Hospitality Mustang, Shelby and Ford Products Show hosted by the Mississippi Coast Mustang Club. The show will be held inside the Mississippi Coast Coliseum and Convention Center so you will be cool and dry. Host hotel: President Casino Broadwater Resort 228-385-3500. Early registrations are eligible for the two \$50 cash prize drawings. Registration is \$45 per car. MCA members can deduct \$10 and all early registrants (post-marked by May 14, 2004) can deduct an additional \$5. Vendor Space 10'x20'; \$50 for the first space and \$40 for each additional space. The Pony Corral; \$30. For more information contact Jim Currie 228-388-1880 or visit www.mscoastmustangclub.com.

AUGUST 12-15 PARK CITY, Utah

Intermountain Mustang & All Ford Stampede MCA National hosted by Northern Utah Mustang Owners Association at Park City Mountain Resort. Event hours are 9:00 a.m. to 4:00 p.m. for Friday's Pony Trails. Saturday 8:00 a.m. to 5:00 p.m. Sunday 8:00 a.m. to 3:00 p.m. Registration; 7:00 a.m. to 11:00 a.m. Saturday. Registration \$35 (\$30 before July 10). Hospitality begins on Thurs, Aug. 12 at 4:00 p.m. Friday Pony Trails with Jeff Ford. Friday evening plans TBD. Saturday is car show with MCA judged Mustang classes and other Fords in Participant's Choice. Saturday evening banquet and dance. Sunday is SCCA-assisted Autocross. Awards begin at 4:00 p.m. Lodging with Park City Mountain Resort, 1-800-222-7275. For more information, call Mike and Joyce Epperson at 801-269-1364 or email IMAFS2004@aol.com or visit the website at <http://www.numoa.com>.

SEPTEMBER 3-5 SPRINGFIELD, Ill.

PrairieLand Roundup MCA Grand National hosted by the Central Illinois Mustangers. Host hotel and show site is the Crowne Plaza Springfield 800-589-2769 (mention 'Mustang Show' to receive a special rate). For more information, contact Chuck Brenner at 309-836-6606 or brenner@macomb.com or go to www.2004grandnational.com.





Classes for all Fords, 3 trophies per class, BBQ, etc. For a show flyer, please send a SASE to: SMMC P.O. Box 137 Hazelwood, MO 63042. For more info, contact Mike Herbert at 636-282-8388 or Rich Sutorius at 636-916-3696.

JUNE 5 OKLAHOMA CITY, Okla.

Hot Summer Night at Crossroads Open Car Show Hosted by Oklahoma Mustang Club at Crossroads Mall, South I-35 & I-240 (south west corner of mall), Oklahoma City. Registration 4:00 p.m. to 6:00 p.m. Show ends 10:00 p.m. For information call Bill at 405-376-4407 or email bill@okmustangs.com or call Greg at 405-720-0203 or email greg@okmustangs.com. Registration online www.okmustangs.com.

JUNE 6 ARLINGTON HEIGHTS, Ill.

First All-Ford-Powered Car Show Hosted by Stallion's Gate Mustang & Ford Club at Arlington Heights Ford located at 801 West Dundee Road in Arlington Heights. Event hours are 9:00 a.m. to 3:00 p.m. with check-in running 9:00 a.m. to Noon. Registration fee \$20, pre-registration \$15. Stallion's Gate Mustang and Ford Club of Chicagoland along with Arlington Heights Ford is sponsoring one of the year's best shows. Trophies, Dash Plaques, Door Prizes, Goodie Bags and more for the first 150 cars. Pre-registration is only \$15 and includes a show T-shirt. Vendor spaces available for \$20. Gates open for show cars at 8:00 a.m. For more information, call Frank Bartos at 847-445-9617 or email FrankBartos@comcast.net or visit www.stallionsgate.org.

JUNE 6 DES MOINES, Iowa

Join the Mustang Club of Central Iowa as we host our 25th Annual Mustang and Ford

Show at Dewey Ford, Exit 90 off I-35 north of Des Moines, Iowa. MCA judged classes as well as popular vote classes. For more information, contact Kim Barron 641-752-2458 or Roger Fee 515-961-5781 or www.mustangclubofcentraliowa.org.

JUNE 12 CUPERTINO, Calif.

27th Annual VMOA Mustang Car Show hosted by Vintage Mustang Owners Association at Vallco Shopping Center. Event hours are 9:00 a.m. - 3:00 p.m., check-in, 7:30 a.m. Registration fee \$40, pre-registration \$30, before May 29. Peer Judging. Pony Corral, T-Shirts. Open To All Mustangs All Years. Registration fee includes 1 event T-Shirt. For more information, call Collier Granberry at 408-857-3243 or email collier@sanjosemagazine.com or call Stan Ambrozy at 408-274-3602 or email sambrozy@aol.com.

JUNE 12 SHIRLEY, Mass.

The SVT Cobra Mustang Club (New England Region) announces its 2nd Annual "On Track - High Speed Autocross" at the Old Fort Devens Airport. The event starts at 8:00 a.m. A helmet is required for this event. For more information about the track event and to obtain a registration form go to www.svtcobraclub.com or contact Pat Madigan at pmad300hp@aol.com or 781-878-4718

JUNE 12 GRAND RAPIDS, Mich.

23rd Annual Mustang & All Ford Car Show Sponsored by the West Michigan Mustang Club and hosted by Tony Betten & Son's Ford, located 3/4 mile north of I-96, Exit 33 (Plainfield Ave). Show \$10, Swap Meet \$20/space, Cars For Sale \$10. 25 Mustang classes, three awards per class, and top 20 all-Ford-powered class; participant vote. Dash plaques & goody bags to the first 200

participants. Open to all years of Mustangs and all other Ford, Ford Trucks, Mercurys, Edsels, and Lincolns. All cars must be Ford powered. Registration 8:00 a.m. to 11:00 a.m.; awards presentation at 3:00 p.m. Information and flyer available at www.westmichiganmustangclub.com or contact Show Chairmen Steve Kline at 616-361-9408 cobra93t@netzero.com or Steve Morgan 616-891-2139 neccee@triton.net Donations accepted and a portion of the proceeds will go to Gilda's Club Grand Rapids.

JUNE 12 BURLINGTON, N.C.

The Gate City Triad Mustang Club, in cooperation with co-sponsors Colonial Mall of Burlington, N.C., and the Piedmont area Ford Dealers are proud to announce that the 2004 Ford Mustang, Shelby, Saleen, and Roush Performance Car Show will be held at the Colonial Mall parking lot, 180 Colonial Mall Burlington, NC, (Exit 141 I-40/I-85 East or West) Saturday, June 12. The gates open at 8:00 a.m., gates close and judging begins at 11:00 a.m., autos will remain on the field until 3:30 p.m. Judging will be by MCA modified rules. Awards will be given out for the 1st-2nd-3rd in each class. In addition to the judged classes, there will also be a display-only class, and a pony corral for cars that are for sale. Dash plaques will be given to the first 100 cars registered. For more information contact Randy Stone at 336-275-5590.

JUNE 10-13 TULSA, Okla.

30th Annual Ford Performance and Shelby Meet sponsored by the Oklahoma Region SAAC. Open Track, Drag Racing, All Fords Car Show and gigantic swap meet. Contact Jim Wicks 918-256-7121 or www.midamericafordmeet.com

continued on page 54





JACK ROUSH OWES ME A COUPLE OF BAND-AIDS™



Our new *MUSTANG TIMES* Editor, Josh Bolger, asked me to deviate from the normal "Judges Corner" heavy stuff and focus on the happenings at the great 40th Anniversary celebration of the Mustang. So here goes...

On Sunday evening April 11, 2004, here at my Albuquerque home, I received a phone call with a desperate plea for help for a fellow Mustanger. It was from Dan Martorano, past president of the Copper State Mustang Club of Phoenix who was in Flagstaff, Arizona, traveling with Mustangs Across America.

Dan told me that one of the ponies in the herd was ailing and needed help. I asked about the nature of the disability and discovered it was the dreaded throw-out bearing on a '66 Fastback 4-speed Borg-Warner T-10. Now you all know it wasn't a real four-legged Southwest Mustang of Spanish decent. If it were a horse, my cousin in Las Cruces, New Mexico, who is a veterinarian surgeon, would have been on the way. By the way, Pony Carburetors has just moved to Las Cruces from Woodstock, New York, now I'm getting sidetracked from my story...

I asked Dan if the owner could nurse

his Mustang into Albuquerque for some TLC. He more or less told me yes, but they'd need to wear earplugs because of the noise. I said, "OK, I'll have some expert Mustang mechanics fix it in no time at all." To make a long story short (no pun intended) Bob Hotchkiss, a Rio Grande Mustang Club member and owner of Route 66 Service Center, was able to fix it. He made the repairs in record time with a new bearing installed on Monday morning before Mustangs Across America made their planned pit stop in Albuquerque.

The owner of this "now well" Mustang is Gary Hanson (GaryT5GT@aol.com) of Livermore, California, author and keeper of the FORD T-5 Registry. Gary's car is a 1966 Candy Apple Red T-5 Fastback. He was elated with the fast and excellent repair work on his coveted T-5. The entire group departed for Santa Rosa, New Mexico, on time.

It is my understanding that Mustangs Across America began this journey in Ontario, California, with approximately 100 cars and ended up at the 40th in Nashville with more than 300 Mustangs in their group. They had participants from Australia, Arizona,

Canada, Colorado, Michigan, New Zealand, Oregon, New Mexico, New York, and Washington. All years of Mustangs were in this caravan including a Mystichrome Cobra, a 40th Anniversary Edition, plus many modified cars.

John Chandler Ford in Amarillo, Texas, provided them with a super lunch and a car show on the third day. The group ended the day at Mustang, Oklahoma, with more great food and another car show. What more could you ask for?

There are so many stories to tell and friendships made, that I couldn't begin to enumerate here. I'll tell you this much, these wonderful memories will live in the hearts of these Mustang lovers forever. Truly, comments I heard from some of the celebrants were that this memorable odyssey was priceless beyond compare.

In Nashville, I met a young man and his wife who attended the Thursday night parade. They were told that there would be parking spaces for 400 Mustangs at the end of the parade. Luck was with them as they were 399 on the parking list.

Mustangs Across America held a banquet Sunday night with Art Hyde as their guest speaker. Art told the group that there were 2,100 cars in the Thursday night parade. I would say that shows loyalty, dedication, and enthusiasm for the Mustang. As my friends know, I love all cars, but I have to tell you this: I was told that one year ago a Corvette gathering in Nashville drew 400 cars. I don't have the final count on the 40th yet, but I am willing to bet it was 4,000 Mustangs or more!

One last comment—Jack Roush owes me a couple of Band-Aids™. When he buzzed the racetrack in his P-51 Mustang fighter plane doing slow-rolls, I was so intent on watching his performance that I walked into a steel stake and peeled my shin. However, it was well worth it. This was truly a once-in-a-lifetime event that I'll never forget. Let's do it again in five years!

Wally Short

MISSISSIPPI COAST MUSTANG CLUB

Hosts our 25th Southern Hospitality Mustang, Shelby & Ford Products Show

An MCA National Show

June 11-12-13, 2004

Indoors at the Mississippi Coast Coliseum and Convention Center Biloxi, MS



June 11: Noon to 7 pm: Vendor set up, Registration, Tech Inspection and Parking

June 12: 8 am to 11 am: Registration, Tech Inspection and Parking. Noon to 5 pm: Judging. Hospitality Banquet at 6pm

June 13: 3 PM: Awards Presentation

<<<Ford Powered Cars & Trucks Have Own Classes, AACA 100 Point Judging System, >>>

Prizes: Door Prize Drawings. Early Registered Entries are eligible for **Two \$50 cash prize drawings!**



Come and enjoy our indoor show. **The first 400 registered vehicles are guaranteed parking inside the air conditioned comfort of the MS Coast Convention Center!** 24 hour security is provided during the show.

Note: All show vehicles must remain in place until 5:00 p.m., June 13. No exceptions.

Hotels: *President Casino Broadwater Resort.* \$65.00 per night. Reserve early. Call 1-800-843-7737 for reservations.
Beachfront Inn (Coliseum) \$89.00 per night. Call 1-800-441-0882 or 1-228-388-3551. Be sure to specify "MCMC Show."

REGISTRATION (Please Print)

Name _____ MCA# _____ Exp. Date _____

Address _____ City _____ State/Zip _____

Make _____ Year _____ Body Style _____ Color _____ Mileage _____

Example: Mustang, Falcon, Ford)

(Example: 2 Door, Convertible)

Vendor spaces available! Call 228-388-1880 for info.

Make Checks Payable to:
Mississippi Coast
Mustang Club.

Show Information and Registration
E-mail: 2curries@bellsouth.net

Mail Entry and Payment to:
 Ms Coast Mustang Club
 432 Cove Dr.
 Biloxi, MS 39531

	Cost	Subtotal
Car Registration	\$45 ea	_____
MCA Member Deduct	-\$10 ea	_____
Early Registration (Mailed before 5/14/04)	-\$ 5 ea	_____
Pony Corral	\$30 ea	_____
Hospitality Banquet Tickets	\$30 ea	_____
Total Enclosed	\$	_____

Car Classes

- Concours (Trailerred) _____
- Concours (Driven) _____
- Unrestored _____
- Thoroughbred _____
- Street Driven (Occasional): _____
- Street Driven (Daily) _____
- Modified (Trailerred) _____
- Modified (Driven) _____
- Retired _____
- 2nd Generation (1974-1978) _____
- 3rd Generation (1979-1993) _____
- 4th Generation (1994-2002) _____
- Current Year (2003 and 2004) _____
- Saleen/Saleen Trailerred _____
- Other (Roush, McLaren, etc) _____

For additional information:
 Phil Hancock 228-388-6598
 Jim Currie 228-388-1880
 Mike Ebl 228-872-5622

Visit our website: www.mscoastmustangclub.com

I agree to abide by all rules and regulations of the Mustang Club of America (MCA) and understand that I am responsible for my car and property. I agree to release from all liability MCA, Mississippi Coast Mustang Club and the Gulf Coast Coliseum for any damage, injury, lost or stolen property from this event. I (the undersigned) hereby give permission to Mississippi Coast Mustang Club (MCMC) to use any pictures taken of my family, my car or myself as MCMC deems fit.

Signature _____ Date _____

Telephone _____



GRAND NATIONAL PLATES

These are actual Illinois State license plate sets—legal to use on your car from July 6 through the Grand National show on Labor Day weekend (if you are an Illinois resident with registered plates in Illinois). Or, you can get a set just to display as a souvenir of the show. Contact Chuck Brenner at Brenner@macomb.com or call 309-836-6606 to OK the number you want, and then send your \$20, or \$24 if you want the plates mailed to you. Do it soon, there are only 351 sets to sell. If you plan to run the plates on your car, we will also need a copy of your registration and your driver's license number. If used as a souvenir, you will be able to pick them up at the show if you want to. Plate sets will be available for pick up or shipping in mid-June.



TENNESSEE LOVES THE MCA

The Nashville Convention and Visitors Bureau and the City of Lebanon Chamber of Commerce both reported to *MUSTANG TIMES*, that the feed back from local merchants, hotels and restaurants was overwhelmingly positive. Not only for the boost to the local economy, but for the great attitudes of the Mustang lovers that flooded Nashville for the 40th Anniversary Celebration. They don't call Tennessee the volunteer state for nothing; 50 local business people volunteered to work the four-day event.

panels and carpet that include the famous Terlingua rabbit. For more information contact Dallas Mustang at 214-349-0991 or www.dallasmustang.com

DAP CLOSURES AFTER 86 YEARS

The historic 86-year-old Dearborn Assembly Plant, turned out its last Ford Monday, May 10, 2004, a red Mustang GT convertible. The DAP started life in 1918 manufacturing Eagle Boats for WW1, then went on to build Fordson tractors, Model A's, Thunderbirds and for the last 40 years, DAP has been home of the Mustang. In that time 6.7 million (of 8.2 million) Mustangs were built at DAP. The Mustang will be built in Flat Rock, Michigan, at the Auto Alliance International plant; Job 1 is September 7, 2004. The last Mustang was driven off the line by; Fred Galicki, a 32-year Ford employee and Oscar Hovsepian a retired Ford employee who drove off the first Mustang off the line in 1964.



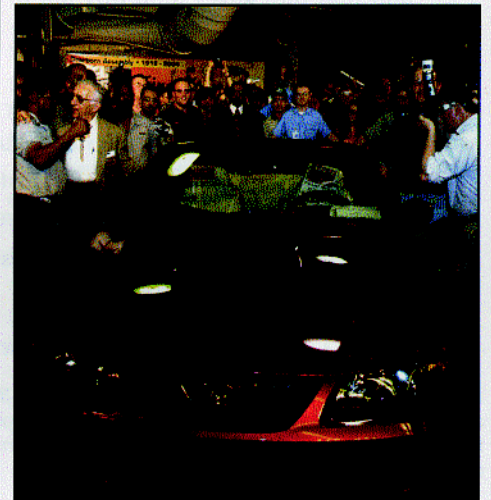
MCA MEMBER REBATE ON VORTECH & PAXTON SUPERCHARGERS

Paxton and Vortech Superchargers are offering all MCA members a \$100 rebate when purchasing a new Paxton or Vortech Supercharger. To be eligible for the rebate, just include a copy of the receipt, a copy of your membership card and include your name, address, and phone number and mail them to: Vortech Engineering, LLC 1650 Pacific Avenue, Channel Islands, CA 93033-9901



THE RABBIT RUNS AGAIN

Dallas Mustang has decided to resurrect one of the most famous symbols of Mustang racing from the 1960's, the Terlingua Racing Team. Dallas Mustang has in the works what they are calling the Terlingua Continuation Mustangs. The cars are vintage '65-'66 Mustang coupes that have been modernized with today's technologies, that include 4-wheel disc brakes, 5-speed transmissions, revised shocks and springs, high-performance tires and large displacement smallblock engines. The interiors are also gracefully updated with new seats and custom door





*Keeping the Mustang legend alive.
Meineke salutes the 40th Anniversary of the Mustang.*

Visit Meineke.com/mustang for valuable offers.

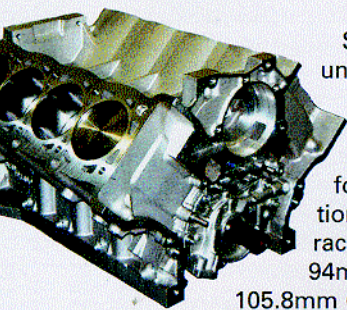




just released

SHM MOD MOTOR BLOCK

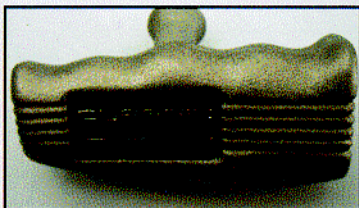
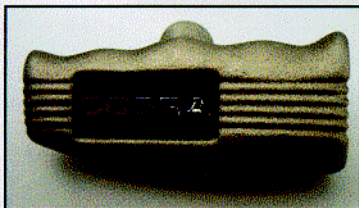
Sean Hyland Motorsport is unveiling the first aftermarket blocks available for the Ford 5.4L and 4.6L line of Modular Engines. These blocks are the foundation for SHM's next generation of drag and endurance road racing engines. The blocks utilize a 94mm (3.700") bore with a stroke of 105.8mm (4.165") or 90mm (3.543"), to displace 6L (358ci) or 5L (305ci), respectively for each deck height. The blocks have been designed for motor-sport use with numerous enhancements tailored for the racing enthusiast. Some of these features are:



- Semi-stressed thicker capable oil pan rail, and wider, for dry-sump and alternative mounting applications.
- Smooth deep skirt construction with a generous corner radius.
- External oil-drain backs, with an emphasis on strength and oil return.
- Increased wall thickness of the valley area, using a contoured surface with a generous corner radius.
- Shorter water jackets, the floors were raised 19mm (3/4in).
- Optimized water pump inlet passage for the raised water jacket design.
- The head deck thickness was increased to 13mm (0.512in).
- The cylinder wall thickness was increased allowing the original wall thickness to be maintained, with the oversize 94mm (3.700in) cylinder bore.
- The deep skirt wall thickness was increased from 6 to 10.5mm (0.413in).
- Three 25.4mm (1in) high ribs of 8.5mm (0.335in) thickness were added to increase the torsional load capacity of the block.
- A cylinder wall surface chill is used to increase the material density around the Siamese bore section. This is critical when a cylinder is bored for liners.
- Available in Ford's 5.4L or 4.6L deck height, displacing 6L (358ci) or 5L (305ci), respectively with a 94mm (3.700in) cylinder bore.
- A356 aluminum casting with a T7 heat treat.
- Optional H.I.P. process, high intensive pressure, to increase the material density of the casting as a whole.

CDC T-HANDLE

Classic Design Concepts, LLC has expanded the options for their exclusive T-Shift Handle. This cast aluminum handle includes emblems to add a personal touch. The newest to the list are Cobra and the CDC logo, also available in Bullitt, Running Pony and Mach1. The T-Handle will fit all manual Mustangs with M12 - 1.75 thread shift lever. For further information call 248-624-7997 or www.classicdesignconcepts.com



NEWSTALGIA WHEELS

The latest creation from Newstalgia wheels is their modern interpretation of the classic Shelby wheel of the 1960s, the Newstalgia GT. The GT is a two-piece billet aluminum wheel that ranges in size from 15 to 20 inches and comes in various bolt patterns and backspacings. The center section is forged from 6061 T6 aluminum with a four-axis machine polished finish. It can also be ordered with a polished rim and machine-gray powder-coated center. Either a cast aluminum spinner or standard cap is also available. For more information call 800-281-2819 or www.newstalgiawheel.com



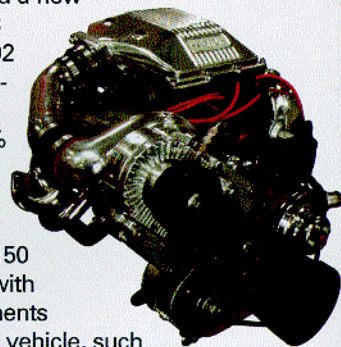
2003-04 Mach1 SUPERCHARGING SYSTEM

Vortech Engineering, LLC has introduced a new supercharging system for the 2003 Ford Mustang Mach1. The addition of the V-2 SQ S-Trim supercharger will increase horsepower from 305 to 484 and torque from 320 lb./ft. to 420 lb./ft. at 9-10 psig at the flywheel. The system includes an integrated dual-pass air/water charge-cooling configuration, which features a closed loop water-cooling system with a stand-alone pump, tank and front mounted heat exchanger. All components needed to bolt the system to a stock vehicle, such as cast aluminum mounting brackets, fuel system upgrades including high-flow fuel pump and replacement injectors, supercharger oil feed and drain, compressor bypass valve and all required fasteners are included. The installation allows retention of all factory accessories including A/C and power steering. This system is CARB legal under E.O. #D-213-20. A satin or polished finish is available and there is a three-year limited warranty on the supercharger. Suggested retail price is \$6,191.95.

The Mach1 supercharging system is available wherever Vortech products are sold. For more information contact Vortech Engineering at 805-247-0226 or www.vortechsuperchargers.com

1964-'68 CARB SUPERCHARGING SYSTEM

Paxton Automotive has introduced a new supercharging system for 1964-1968 carbureted Mustangs, with 260 to 302 cubic inch V8 engines. With the addition of the NOVI 1200 supercharger, power gains range from 30% to 75% depending on boost levels, engine volumetric efficiency and other factors. The installation of this system requires a properly jetted Holley #4150 or Demon MD-type carburetor unit with mechanical secondaries. All components needed to bolt the system to a stock vehicle, such as cast aluminum carburetor enclosure with throttle linkage, billet mounting plates, fuel system upgrades including mechanical fuel pump, fuel filter and fuel lines, supercharger oil feed and drain, aluminum discharge assembly, compressor bypass valve and all required fasteners are included. The NOVI 1200 supercharger is covered by the Paxton three-year limited warranty. The system is available in satin or polished finish. Suggested retail price is \$2,995.95. For more information contact Paxton Automotive at 805-604-1336 or www.paxtonauto.com.



THE BODY IS 1965. THE ENGINE IS 2004. THE OIL IS AHEAD OF ITS TIME. The Shelby GT350SR. Its styling is from another decade, but its technology is from today, or perhaps even tomorrow. Including every ounce of motor oil that goes into its 410 horsepower engine. All newly manufactured Shelby GT 350SRs are originally filled with Quaker State® High Horsepower Synthetic Blend. Because Quaker State® High Horsepower is proven to reduce friction and deliver superior performance under high heat and RPMs for cars with over 200 horsepower. So even if you never get to touch a body like this firsthand, superior performance is still just a few quarts of motor oil away. For more information on Shelby GT 350SR, visit www.uniqueperformance.com.

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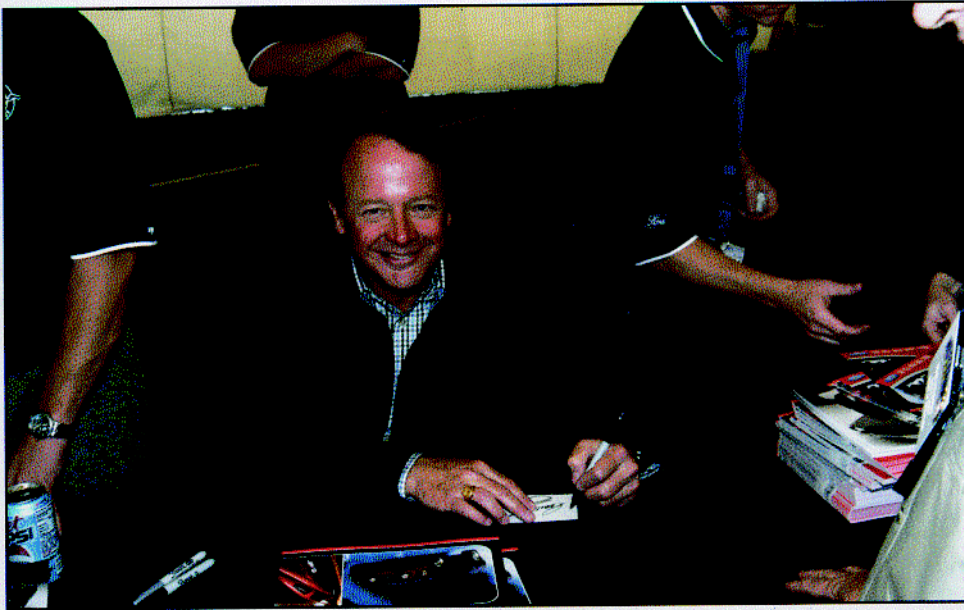


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The Party
is over,
but...



the
Celebration
Continues



Text by Jim Chism Photos By Keith Keplinger

The Mustang 40th Anniversary Celebration may have come and gone, but the spirit that made the event the overwhelming success that it was lives on. The Celebration has just begun.

The 40th was intended to be a "Mardi Gras" of the Mustang. We planned many events that were considered outside the box and not in keeping with "Just another Car Show." The inclusion of the Ford Opening Ceremony, the Jack Roush flyover, the Heritage Room, the first ever MCA conducted Open Track Event, the first ever joint Vintage Race Exhibition with the folks from S.A.A.C, the Saturday Evening Cruise with Ford, and the Charlie Daniels Concert on Sunday were all fresh ideas that led to an exciting, new type of MCA event. We hope that you enjoyed it.

1. **THE ARLEY FACTOR.** The event had to be financially successful to ensure the fiscal well being of MCA. (Editor's note: Arley Whitshell is the MCA Treasurer)

2. **THE SATISFACTION FACTOR.** We wanted everyone to experience the real flavor of Nashville and see firsthand the true Southern Charm and Hospitality of Middle-Tennessee, while knowing that they had just experienced the BEST Mustang event in history.

3. **THE AFTER-HOURS FACTOR.** We wanted to have activities after hours that would give the participants many choices as to what they could do once the sun went down.

4. **THE LOOK-BOTH-WAYS FACTOR.** We were assembling to honor the first 40 years, but more importantly we were ushering in

the next 40 years of the greatest American automotive icon.

This event met all of these objectives. Sure, there were some glitches, but hey, we had FUN! Fun was the underlying theme when Ford Motor Company introduced the Mustang on April 17, 1964, and it still is the theme today. I would hate to think that a glitch could ruin someone's experience of this event. Heck, the experience was the event. The event set an attendance record, and the glowing comments by the sponsors, vendors, and participants are hands down positive.

When I met everyone at the Two Rivers Baptist Church on Thursday evening for the Cruise Downtown, I knew that we were in for a wild weekend. We had planned on 600 cars for the evening driving cruise, but 2,100 showed up. It took us an hour-and-a-half to clear the parking lot. The line of Mustangs was eight miles long. This set the tone for the weekend. The City of Nashville was tickled pink and really put on a grand party downtown. I salute them for their efforts to make that part of the event the huge success it turned out to be. Also, I want to thank T. Graham Brown for the great concert at Riverfront Park to cap the evening. (Editor's note: the City of Nashville spent \$40,000, at no cost to the MCA, for the downtown event.)

The Nashville Superspeedway, the City of Lebanon, and the Wilson County governing body are so pleased, that they are already lobbying to see if they can get the 45th Anniversary in 2009. What better compliment could be asked for than to be invited back?

Bottom line, the event worked and it was more along the lines of Mardi Gras, Fun Ford Weekends, and the Ford 100th all rolled into one. I even had one of the Ford executives comment that this was the best Mustang event he had ever seen. Ford was pleased. After five-o'clock, people were still having fun either in the cruise, at the Grand Old Opry, or on the General Jackson diner cruise. Those events proved to be extremely popular, adding to the enjoyment of the guests.

I tip my hat to my staff, especially the foot soldiers on the ground. Most of the volunteer staff came from the Music City Mustang Club and the Carolina Regional Mustang Club with assistance from several other Regional Groups along with volunteers from the City of Lebanon all of which worked their butts off. Thank you, from the bottom of my heart for all of the sacrifices you made to ensure the success of the event.

The Spirit of the event lives on. We had the birthday party, but birthdays are celebrated for an entire year. This was just one



of many events to honor the first 40 years of the Mustang and to usher in the next 40 years of the legend. In keeping with this idea, a few of my friends that worked with me on the 40th would like to see us continue this party at the Woodward Avenue Dream Cruise on August 21 in Detroit. This is a nine-mile block party that one cannot really put into words, and with the 2005 Mustang due to start production just a few days later, Detroit will be the place to be.

If you are interested, we are planning a driving cruise to Detroit starting in Nashville on Thursday August 19th. This is not an official MCA gathering, but hey, come on and let's have some fun. You can return at your leisure after the event. Austin Craig is working on a plant tour of the new Flat Rock assembly plant, and Ford is working on many planned activities to cap the celebration just prior to the Job One launch of the new '05 Mustang just two weeks later.

This should be a great trip, and if you have never experienced the Woodward Avenue Dream Cruise, I cannot think of a better year than 2004 for the real Mustang Enthusiast to make the trip. If you are interested contact me at jim@mustang.org

Thank you for making the Mustang 40th Anniversary Celebration the huge success it was, but lets keep the Spirit alive. I hope to see all of my fellow Mustang enthusiasts in Detroit in August.

Thank you, and may God Bless! *MT*

TUNE IN!

Nashville was a boon in exposure for Ford Motor Company, Mustang and the MCA. More than 175 papers covered the event, it even made the front page of the *TOKYO TIMES*. Ford estimated that 2.2 million television impressions were made Thursday morning alone. On site videoing were the crews of "My Classic Car" which will air in January 2005 and "Horse Power TV" which will air July 10-11, 2004, on *SPIKE TV*. So keep an eye out for continued coverage of the 40th in the coming months.

They Don't Call Tennessee the Volunteer State for Nothing...

Volunteers Made Nashville Happen

By Josh Bolger



As Editor of *MUSTANG TIMES*, in Nashville I pretty much had to be everywhere all the time. My responsibilities meant that I got

to see almost all of the volunteers in action, whether it was at registration, parking or admission. When I arrived each day on the site the first person I saw was Jason Boshier, the keeper of the keys of the golf carts. He cheerfully made sure that I had wheels to haul around my photo gear. Me feet owe Jason a huge thanks for that kindness. He also was the gatekeeper for the show cars and on-track cars, making sure that they knew which way to go once through registration.

As for registration, well everyone that got one of those cool boxes full of goodies can thank the dozens of volunteers that folded, stuffed, boxed, loaded, drove, unloaded, and handed out those 3,500 boxes. Those two big registration tents held nothing more than the goody boxes and registration packets, all lovingly assembled by volunteers.

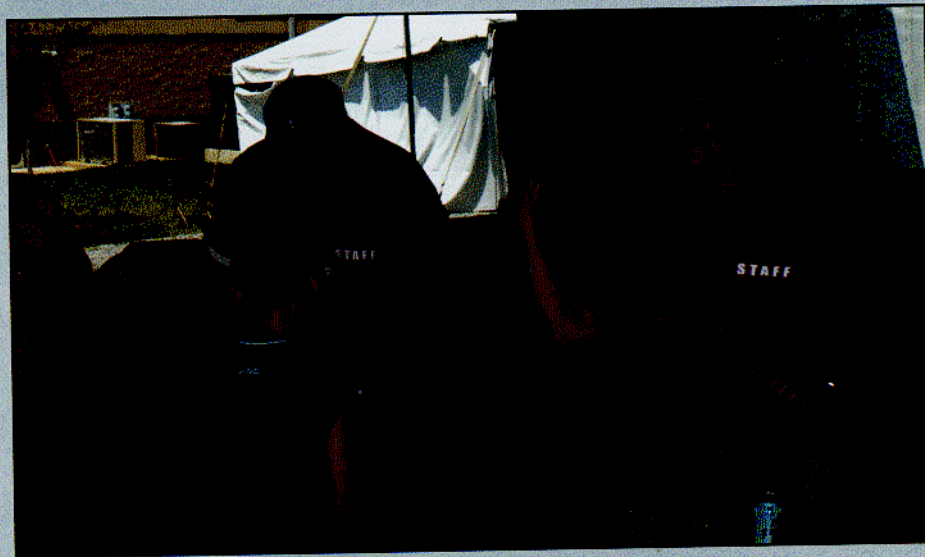
The volunteers were easy to spot; they wore the bright red shirts with STAFF emblazoned on their backs. The guys and girls worked not just the four days of the event but also the 12 months leading up to April. At the show they were there from before dawn to after dusk, and they were

always smiling and happily assisting guests of the show.

Rick Schmidt, the C.O.O. of National Parts Depot, recently wrote to Jim Chism and expressed his thoughts about Nashville; here is what he had to say about the volunteers. "Of all the larger shows I've been involved with, I've never encountered one where the staff of club volunteers was more courteous, accommodating and downright friendly and of great humor." He went on to say, "No matter how often I bugged your volunteers for a needed favor, or accommodation, or a gate unlocked or a porta-potty moved, ANYTHING, it was handled quickly and with a smile. Please thank everyone involved for their good cheer and helpfulness. It did not go unnoticed."

Indeed their efforts did not go unnoticed. For a group of less than 100 volunteers, (some of which were local business people not affiliated with the MCA) to serve more than 100,000 guests and leave the impression of graciousness, not just to the average Mustang fan but also professionals like Rick Schmidt and Ford Motor Company executives, is quite an accomplishment.

A teacher once instructed me, "You never get a second chance to make a first impression." The volunteers in Nashville made one heck of a first impression with new people and sponsors, for the benefit of the MCA. Thank you all who served us so well in Nashville. *MT*



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**Celebrating The Mustang
With Three Exhibition Races**

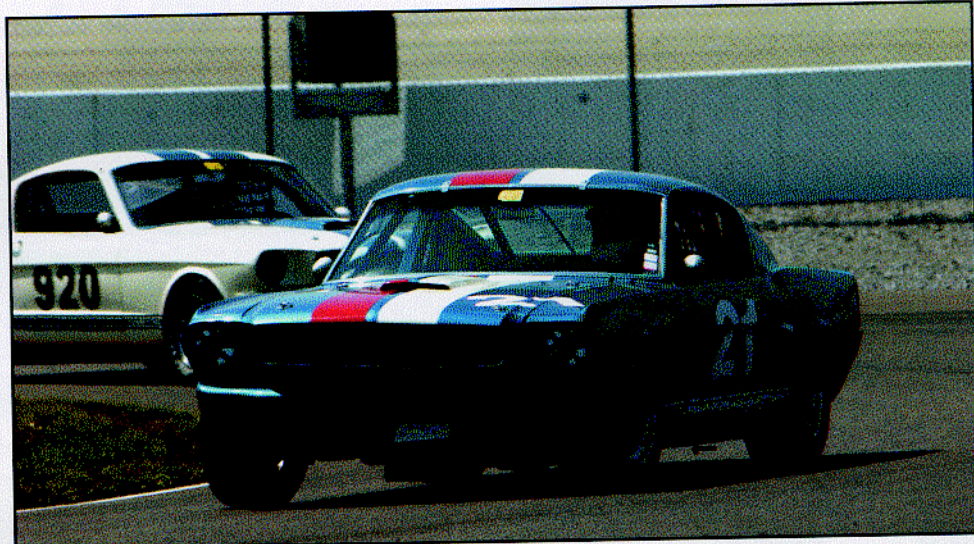
Text By Austin Craig

Photos By Jerry Heasley and Josh Bolger



Enthusiasts who attended the Mustang 40th Anniversary Celebration were treated to a special Saturday afternoon with not one, but three race exhibitions that produced lots of Ford small-block thunder at the Nashville Superspeedway. As part of the open track venue, the three races featured a race for the famed Shelby GT 350, one for the Trans-Am Mustangs of the 1960s, and the Late Model Celebrity race.

Rick Kopec, the knowledgeable Shelby American enthusiast and Director of the Shelby American Automobile Club, organized the GT 350 and Trans-Am races. Rick has campaigned an original GT 350—competition model SFM5RO98—for a number of years in addition to his duties with SAAC and was the perfect choice to create such an exciting event. We were most pleased when Rick accepted the responsibility. The talented man from SAAC delivered big time! A total of 36 GT 350 and Trans-Am cars came to provide the Thunder at the Nashville Superspeedway. In comparison, during the halcyon days of the GT 350 and Trans-Am Mustang competition, people would have been lucky to see more than 10 GT 350s at the American Road Race of Champions, the Sports Car Club of America's annual world series of road racing. There were seldom more than six or eight Mustangs including the factory entries on the Trans-Am grid at each race.

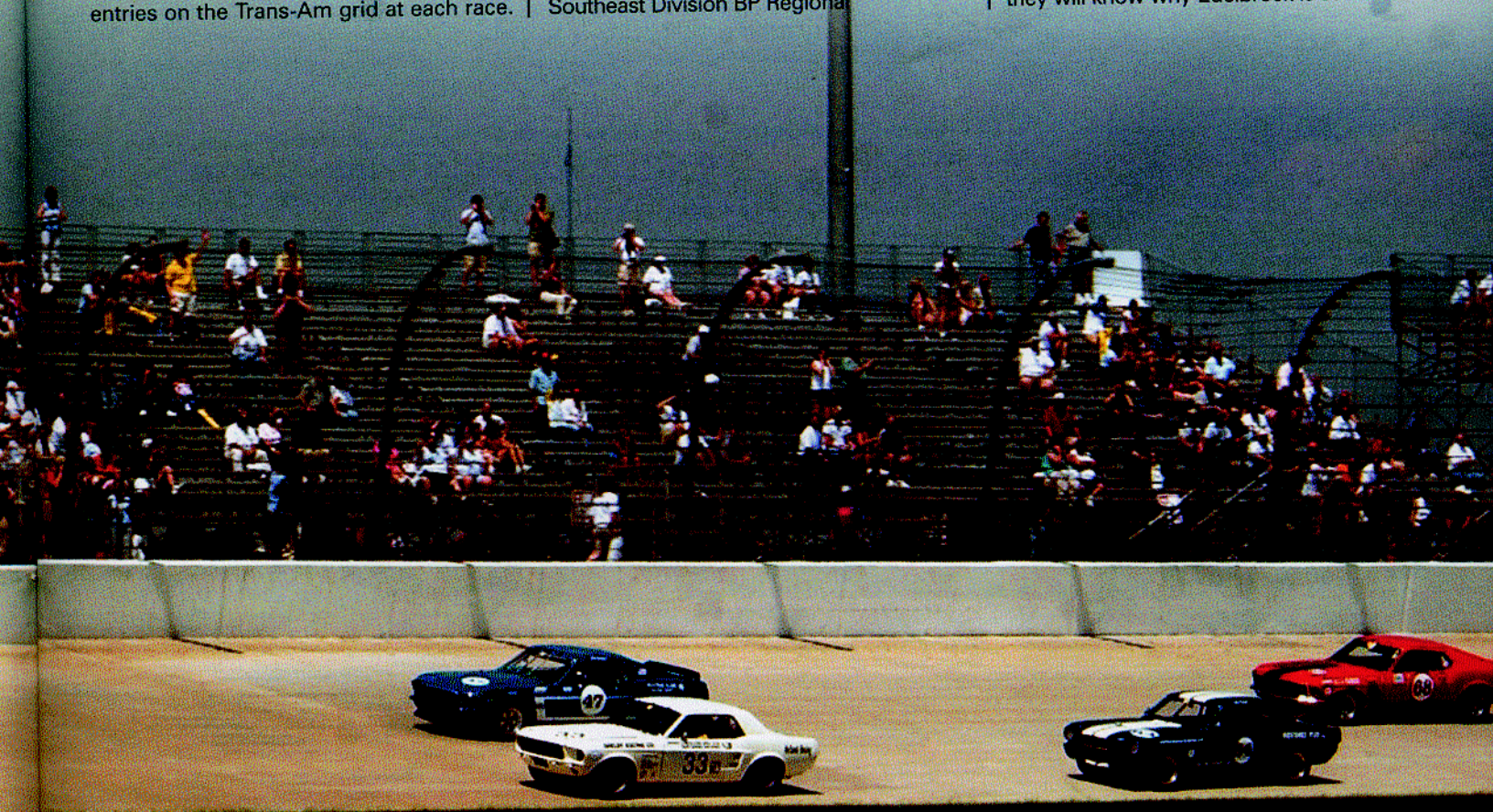


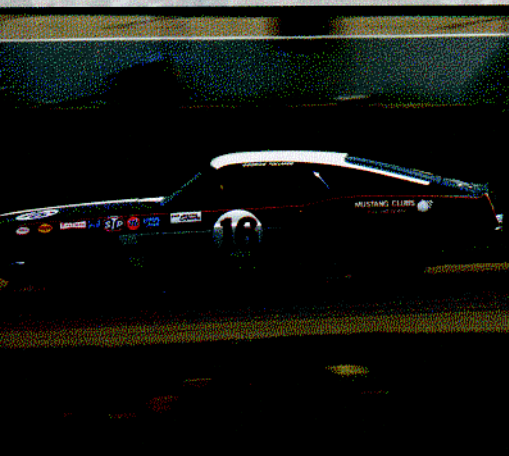
GT 350's IN ACTION

The field included some notable cars. One was the Bolus & Snopes GT 350, campaigned in the early 1970s by a group from Jackson, Mississippi, led by noted writer and the former Editor of *Car & Driver*, William Jeanes. The articles Jeanes wrote about the team entertained everyone who read the Bolus & Snopes newsletter and impressed the *Car & Driver* management enough so they offered him a job as feature editor. The team even had a mascot, a mule named Dick Johnson. The GT 350 driven by Bobby Mitchell was not a joke, however the Shelby won the 1971 and 1972 SCCA Southeast Division BP Regional

Championship, and qualified for the 1972 SCCA runoffs at Road Atlanta where it finished 5th in B Production. The team sticker, "Bolus & Snopes are good and nice" is still coveted by collectors. John Baldwin, a Lincoln - Mercury dealer from Covington, Louisiana, and an ardent Shelby enthusiast drove the car at the event.

The Edelbrock family supported the Mustang 40th Anniversary Celebration as a major sponsor. In addition, Camee and Christi, Vic Edelbrock's two daughters shipped their Shelselys in from Torrance, California. After a person spends five minutes with both of these talented individuals, they will know why Edelbrock is such an





outstanding company. The Shelbys are part of the Edelbrock Fun Team of special racecars the company displays and competes with at vintage races throughout the year.

In addition to organizing the event, Rick Kopec drove 5R098 in the race. Phil Gallant, Oceanside, California, and Pennsylvania's Ross Myers joined him in their R Models. Myers Shelby, 5R103 is the 1966 SCCA B Production National Champion piloted by Walt Hane. Tommy Thompson brought the ex-Dean Gregson Harr Ford sponsored R Model to Nashville rounding out the purpose-built Shelby American GT 350 racecars.

There were plenty of fast non-R Model GT 350s in attendance. Curt Vogt from Cobra Automotive in Connecticut brought his potent Shelby. Vogt campaigns the car in vintage competition and runs up front. With his talents, if he would have been old enough at the time, Vogt could have run the engine building and dyno operation at Shelby American along with Jack Dunn and Ryan Falconer. Chuck Bentley, also in attendance, is always fast in '65 GT 350 has consistently been one of the fastest Shelby Mustangs in vintage competition.

The GT-350 race provided everyone with the sights and sounds of the magic Mustangs from Shelby American. The GT 350 was created to give Mustang a performance image. This meant beating Chevrolet Corvette, Jaguar XKE, Ferrari and Sunbeam Tiger in SCCA B Production class racing. The GT 350s that competed in Nashville were reminiscent of the cars that won the B Production National Championships in 1965, with Jerry Titus driving the winning Shelby, 1966 Champion Walt Hane, and the 1967 winner Freddy Van Buren. A special thanks to all those who brought their Shelbys to the Mustang 40th Anniversary Celebration.

TRANS-AM MUSTANGS

The second race exhibition of the day featured the Mustang Trans-Am cars from 1966-'70. There were some beautiful examples of the Mustangs that won the SCCA Trans-Am Series Championships in 1966, 1967 and 1970. Parnelli Jones once stated that, "The Trans-Am Series (1966-'70) was the best road racing series ever run in this country." As one who was fortunate to attend a number of the Trans-Am Series races, Parnelli's words ring true.

Sales and market leadership were at stake as all the pony cars competed for wins, sales, and the championship. It is interesting to note that on the 40th Anniversary of the Mustang, none of the other Trans-Am Series competitors remain on the market. Gone are the Chevrolet

Camaro and its Z28, the Pontiac Trans Am, named for the series has passed into automotive history along with the Plymouth Barracuda, Dodge Challenger, and the American Motors Javelin. All were worthy competitors to Mustang in the series. Not only did Mustang beat them on the track; it beat them in the showroom, the ultimate measurement of success.

The field included some very notable Trans-Am Mustangs. Vic Edelbrock brought the former Parnelli Jones 1969 Boss 302. Like all the cars in the Edelbrock Fun Team, the car is in perfect shape and gives spectators a good idea of just how the Mustangs looked, sounded, and ran in 1969. Terry Bookheimer drove the ex-George Folmer 1970 Boss 302, providing everyone with a look at one of the cars that contributed to the 1970 Trans-Am Championship. J. Bittle trucked in his silver 1968 tunnelport 302 coupe from California. The car, originally campaigned by Ford engineer Ed Hinchliff, has been restored to superb condition by Bittle and the talented folks at JBA Racing in San Diego, California. The Mustang is powered by a true tunnelport that actually lives and makes big horsepower, something the 1968 engines did not do with enough regularity to win but three races that year. Gary Underwood brought the 1967 coupe, formerly owned and raced by 1967 A Sedan Champion, John McComb. The Mustang also saw action in numerous Trans-Am races, including the 1967 season finale at Kent, Washington, where Jerry Titus drove the car after his Terlingua Racing Team Mustang was damaged in a practice accident.

The sounds and speeds the Trans-Am Mustangs produced electrified the spectators. For those of us who had witnessed the series, it was yesterday once more. For everyone else, witnessing the Trans-Am Mustangs at speed was a special occasion, not soon to be forgotten. Thanks to all of the Trans-Am competitors for sharing their very special Mustangs with all of us.

LATE MODEL CELEBRITY CHALLENGE

The third race of the day was the MCA Late Model Celebrity Challenge. Organized by Scott Hoag, former program manager for the Mustang Bullitt and Mach1 programs and now president of Mustang Racing Technologies. MRT provides high-performance automotive racing and street systems for Mustangs. Hoag did his usual superb job as he recruited an all-star field of late model Mustangs. In fact, both Rick Kopec and Hoag were fortunate to have the talents of veteran MCA open track organizers, James Ray and Larry Kilgore, from the MCA North Carolina Region on hand. Ray,

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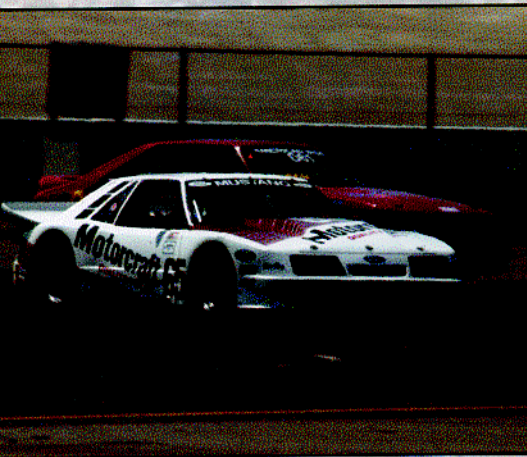
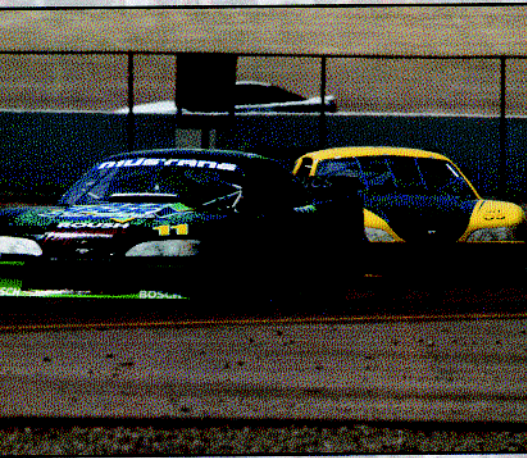


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Kilgore and all their people did a masterful job for the three days of open track action attended by a full house of 300 cars. The open track was sold out three months prior to the event.

The field for the A Group included full-race Trans-Am Mustangs from Roush Racing, including Tommy Kendall's 1997 record-setting Mustang. The car won 11 races in a row, an incredible feat. Larry Parker, President of Roush Performance, would handle the driving. Chris Leidenberg was behind the wheel of the former Roush IMSA 1985 Mustang. This car was one of the Roush Racing cars that won the IMSA Championship that year.

From Fort Worth, Texas, long-time Shelby and Mustang enthusiast David Fershtand came with his 1998 Trans-Am Mustang. Fershtand and his brother John, who owns a 1969 Boss 302, have campaigned Shelybs successfully for a number of years. Trans-Am hot shoe Mike Borkowski, who won the Trans-Am race that ended Tommy Kendall's streak in 1997, was entered in the Kenny Brown Speed GT Cup Mustang. Based out of Gasoline Alley in Indianapolis, Kenny Brown has built successful race and streetcars. This four-valve modular motor Mustang is the latest in a long line of fast and great-handling ponies from the talented man originally from Philadelphia, Pennsylvania.

Since 1988, Steeda Autosports has built production-based "rolling test labs" to test and prove out the company's parts and equipment. Their 1995 Cobra R, the famed number 20, was the first production-based Mustang to win in IMSA competition in 20 years. The current number 20 car is a Steeda Q400R, and was driven by Steeda Driving Instructor, Charles Espenlaub. Last year, Espenlaub drove the car to an impressive showing at Sebring in the Speed GT three-hour race. He came to Nashville charged with driving duties in the Celebrity Challenge.

From Ontario, Canada, Sean Hyland brought his 2001 Grand Am Cup Mustang, complete with all the "demon tweaks" Hyland is famous for. His talent with the four-valve modular motor is well known in all series of racing. Hyland would handle the driving duties for this race.

The second group of Mustangs entered, or B Group, were the National Auto Sport Association American Iron cars. These production-based Mustangs compete all over the country with specific power-to-weight rules governing their build.

It was a star-studded field that included Robin Burnett in his Steeda-assisted Mustang; Burnett had won an American Iron race earlier this year at the Nashville

Speedway. Shannon Guderian, owner of 5.0 Restoration out of Hewitt, Texas, chose John George to pilot the 5.0 Resto 1989 Mustang. Race organizer Scott Hoag tapped *MUSCLE MUSTANG & FAST FORDS'* talented Technical Editor, Evan Smith to drive the MRT Mach 1 racer. The yellow MRT rocket features a Mach 1 powertrain, a Steeda 5 Link rear suspension, along with other bits from the MRT parts bin.

Team Mustang member Mark Wilson entered his 1993 Cobra R. In only his second year of competition, Wilson has been competitive in the American Iron class. Long-time Shelby enthusiast Gene Boccabella brought his 1995 Cobra R from Pensacola, Florida. Rounding out the field was Mike Pulte in the Classic Design Concepts Mach1 racer. For the past few years, CDC has handled the Mustang "body in white" program, resulting in racers able to purchase a Mustang body at very economical prices. Handling the driving duties for CDC was Mike Pulte, Goodyear Tire & Rubber Company Extreme Performance Manager and SCCA driving champion.

The race exhibition itself was actually two exhibitions as both the A and B Group Mustangs lit up the crowd. David Fershtand did his usual superb job of driving as he waited a few laps and took the lead from the production-based Steeda Q400R. The fact that a production car could lead the field is a tribute to the Steeda Autosports team and driver Espenlaub. On paper, this Mustang should have been way behind all the full-blown racecars. The Steeda Q finished third behind Fershtand's rocket and the Tommy Kendall Trans-Am Champion Mustang. All through the race exhibition, the Kenny Brown Mustang was right on the Steeda's bumper as Borkowski applied the pressure. In the end, Espenlaub showed why he is the Steeda Driving Instructor and a talented driver in the Grand Am Cup Series, as he stayed the course and kept his Steeda Q400R in front.

The B Group had their own exciting competition. Robin Burnett's Steeda-assisted Mustang and John George's 5.0 Restoration Parts Mustang waged a nip and tuck battle. George's Fox body nipped Burnett at the finish line by the narrowest of margins. Evan Smith followed in the MRT Mach 1 Racer. Once again, our thanks to all the entrants in the Late-Model Celebrity Challenge for providing such exciting action.

From the start of the GT 350 race exhibition, through the Trans-Am Mustangs, to the end of the Late-Model Celebrity Challenge, there was that wonderful sound of Ford small-block power, providing the thunder in the afternoon. *MT*

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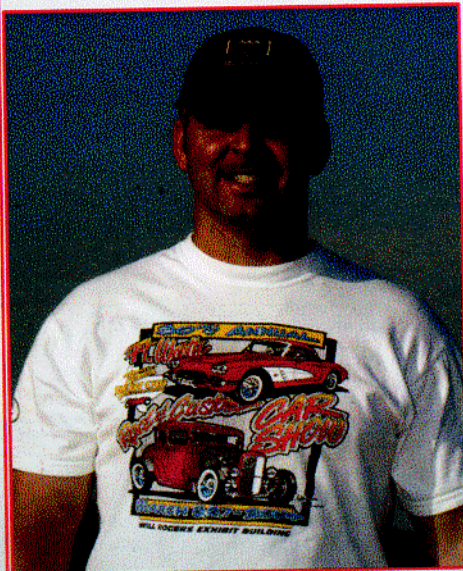
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REPLACEMENT CAR



This Silver Fastback Puts the FUN in Functional Text and Images By Josh Bolger

Some cars just scream, "Shoot Me" and David McMillan's 1969 fastback is one of those cars. This Mustang has all the things that are in vogue on the streets these days—vintage sheet metal with a modern twist making a great looking car that is as functional as it is fun. David bought the '69 in 2002 as a replacement for a 1970 Mach1 that he had owned since 1986, but let go in 2000. As he put it, "I knew the look I was after from the start," a

look of blending the old and new into a real driver, he nailed it.

As I was traveling from the show field to the infield in Nashville my attention was grabbed by a silver fastback emerging from the trailer parking. From over a half mile away, this car just jumped out and said, "Shoot Me." As I looked down the hill and watched this Mustang come to life on the rear access road I knew this one was destined for a feature. Sometimes a Mustang looks



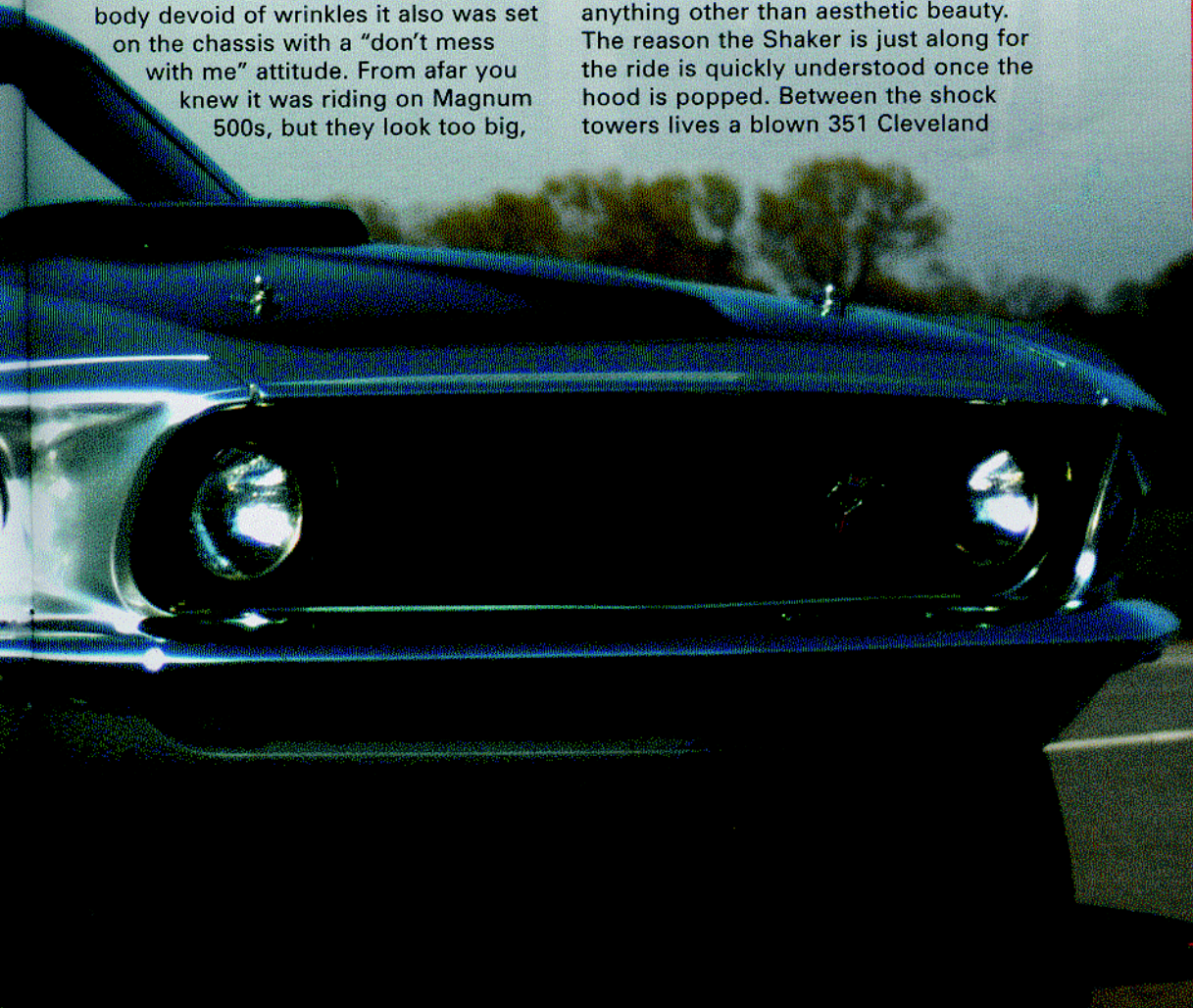
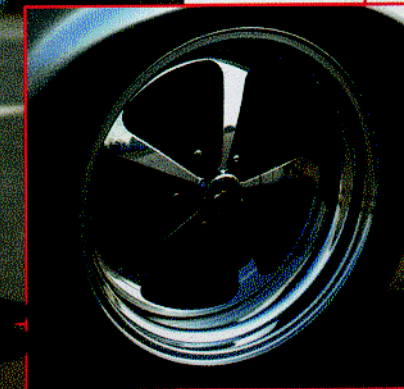
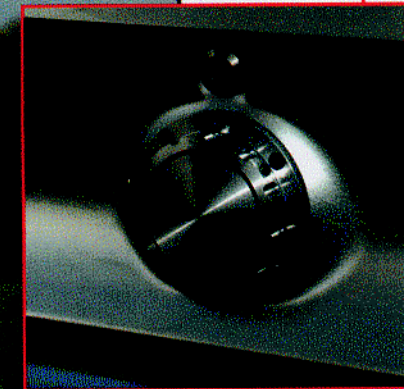
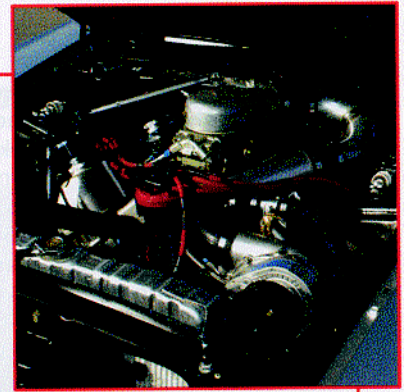


great until you are standing at the door. Not this one, with each foot that I traveled toward the Mustang it looked even better.

Silver is a color that is similar to black, not in hue but in the need for a perfectly straight body to lay the paint on. This car was straight as a laser beam, and the silver paint on the 1969 body looked great. Not only was the body devoid of wrinkles it also was set on the chassis with a "don't mess with me" attitude. From afar you knew it was riding on Magnum 500s, but they look too big,

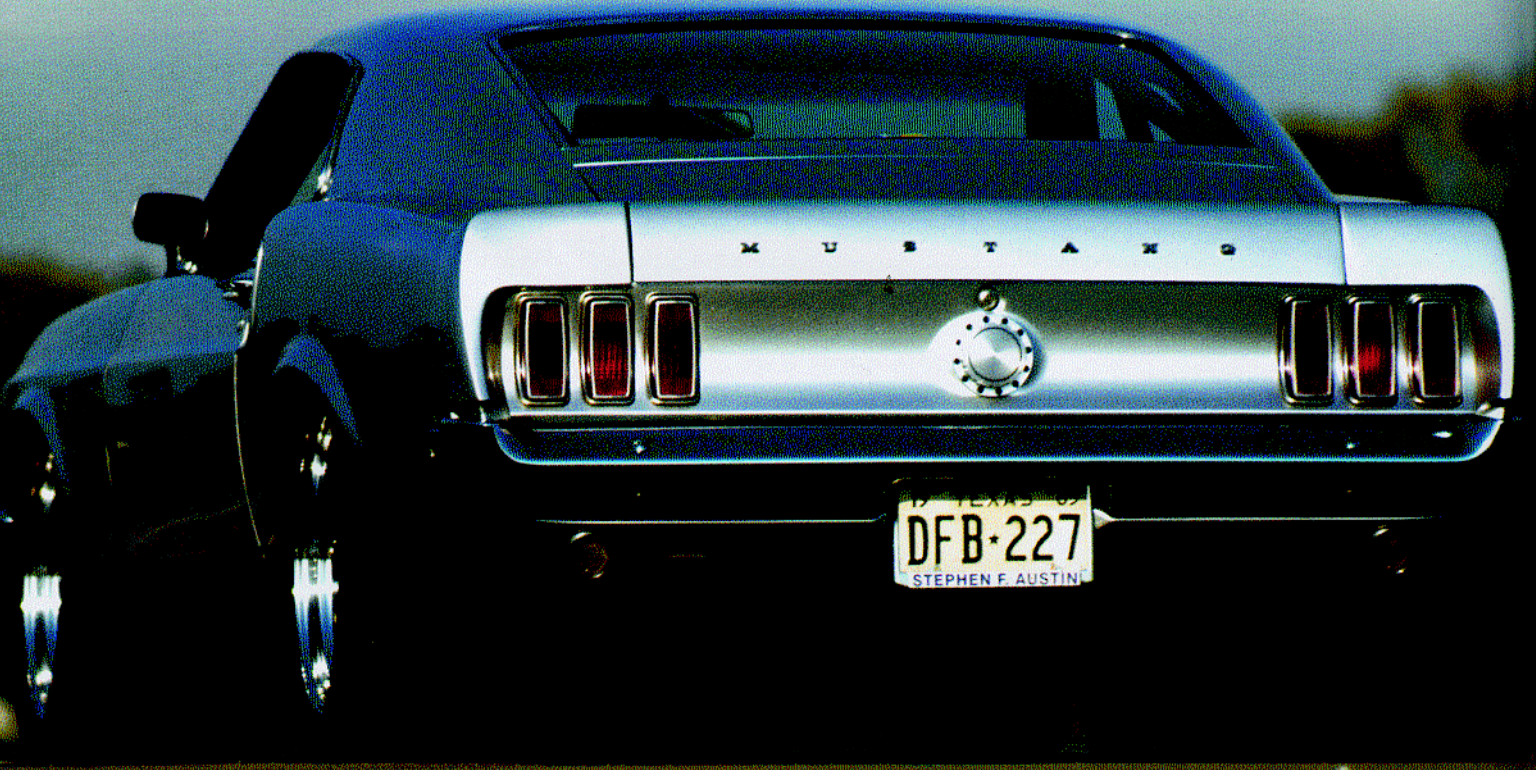
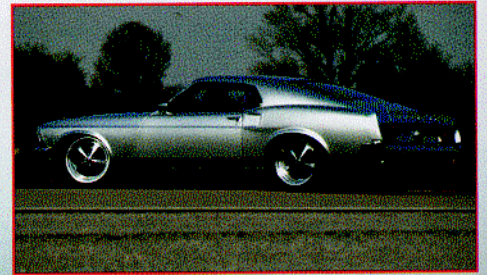
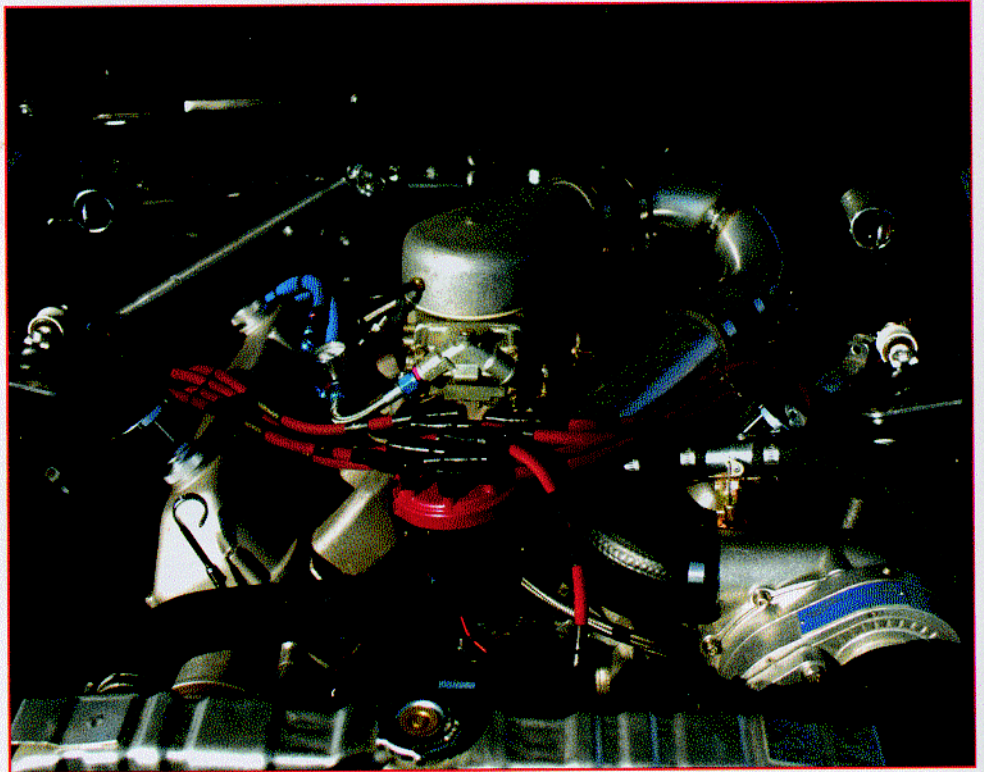
that's because they're Newstalgia's modern billet aluminum wheels with three extra inches of diameter. The wheels measure 18x8 up front and 18x9.5 on the rear; the front wheels are shod with Kuhmo 275-35-18 while the rears have the latest BFG Drag Radials.

A neat trick that David pulled off is the fake Shaker, well not too fake. It's the real thing, it just doesn't contribute anything other than aesthetic beauty. The reason the Shaker is just along for the ride is quickly understood once the hood is popped. Between the shock towers lives a blown 351 Cleveland



that has been bored and stroked to 377 cubic inches and equipped with a Pro Charger supercharger making an easy 7 pounds of boost. Making this exceptional combination even more unique are the Ford Racing B351 NASCAR heads and intake manifold. All told, the combo made 496 horsepower and 485 pound-feet of torque to the wheels before the blower was installed. To ease the strain on the mill while cruising, David chose a Tremec T5 5-speed transmission and 3.50 gears in the 9-inch rear end.

Cruising is something that David is more than happy to do in his '69. Last year he spent time behind the wheel in the *HOT ROD MAGAZINE* Power Tour making three cities on the tour. While in Nashville, he cruised to and from the Speedway each day and was one of the 2,100 Mustang's that mobbed downtown Nashville in Thursday night's cruise. David's replacement car is good evidence that a little bit of old and new mixed together keeps the Mustang legend alive. *MT*



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MAHALO

Or thanks in Hawaiian

Text by Jim Keenan

Before departing Hawaii and heading to Nashville for the Ford Mustang 40th Anniversary Celebration, I had gotten a few phone calls from MCA Regional Directors telling me that snow was in the forecast for Nashville. At first, I thought they were kidding, so I promised I would bring some nice warm weather with me. After watching the weather reports, I proceeded to search through boxes for long pants and jackets. With a four-day event a head of me, I was going to be ready for any scenario.

I had a scheduled stopover in Houston and met up with a rather large group of people coming up from Mexico to join in the events. Seeing the Mustang running horse on hats and jerseys was a welcome sign to this weary traveler and I let them know we had an assignment to bring warm weather with us. They had heard about the snow and knew we'd need some sunshine. Four days with temperatures in the 80's seems to have been what we ended up with. I'd say we did well.

The arrival in Nashville a couple hours later was met with only one problem. Our friends at the car rental counter had run out of Mustangs, so I had to settle for brand "X", but they threw in a free upgrade. Amazing what a can of Macadamia nuts can get you.

Once I was away from the airport, I saw the first of what would be several billboards advertising the 40th Anniversary Celebration. I had a big grin knowing that this was going to draw a large number of people out. If I only knew just how big?

When I later arrived at the show site, I



was in awe seeing the long lines of cars checking in and several smiling and cheerful people greeting them at the registration tent. These people, along with the ones assisting everyone parking and getting set up, were my heroes. The work to make an event like that happen is not easy to put in words, so I joined many other people on my final day and walked around shaking the hands of those wearing the red shirts of the host club and thanking them personally. I still salute them today.

It was a show that had everything you could imagine. Looking to the skies, we had Jack Roush flying overhead in a P-51 Mustang doing barrel rolls while the military honor guard completed opening ceremonies. That was where the excitement began. It stayed that exciting throughout-

Once I was away from the airport, I saw the first of what would be several billboards advertising the 40th Anniversary Celebration. I had a big grin knowing that this was going to draw a large number of people out. If I only knew just how big.



the weekend. Imagine the scene at the heritage tent with John Force and Carroll Shelby sitting side-by-side, telling each other stories and signing autographs. Then add in the unveiling of the 2005 Mustang. The vendors, the parts, the giveaways, the souvenirs. The media exposure will be on several programs in the coming months.

Add in that this was a celebration at a racetrack and you'd know that the track was busy. Vintage Mustang races, guys just seeing what they could do, others learning, but everyone having a ball and the best part was, there were Mustangs everywhere. Although the show location was 30 miles from Nashville, the spillover was evident. Stores welcomed Mustangers and several streets were blocked off for "Mustang Parking Only" on Thursday night. That is the way to do a cruise-in. Driving in almost any direction from the track would give you the opportunity to see caravans, like "The Great American Pony Drive II" as they made their way into town. Everything seemed to take place on a grand scale.

Other things, which were not in the public eye, are what make the people the greatest part of this celebration. I will share just two events showing how faith in people can easily be restored. A couple from Michigan came to the show and parked their RV in a campground. They had two kids and two cars in tow. They had lots of car cleaning and hard work to do. They found a young man who was in the USA just for the show without a hotel

room. As cool as the nights were getting there, the couple invited him to stay in their RV. They also invited me to stop over for coffee because I too was finding the mornings a little bit chilly when I exited the RV I was staying in. They looked out for others. After completing the task of cleaning their cars, they went to the MCA tent and assisted the volunteers there in organizing items to sell. Those are what you call real enthusiasts.

On Saturday, with the heat of the day and judging ongoing, the need for water was evident. I asked around for water and was unable to secure anything for the judges without having to take out a second mortgage. The guys from the Dallas Mustang Parts booth heard my concern and sent me to their trailer to take all the bottled water I needed to ensure the judges were OK out there. They did not want anything in return and it was totally out of the goodness of their hearts that I was able to deliver water to all of our volunteers out there on that hot afternoon. To Kevin and Glenda of Michigan and to the guys from D.M.P., I send out my heartfelt thanks. To everyone involved in this celebration, organization, scheduling, volunteering, directing, no matter what the job, you did it well. Mahalo (thanks) and Aloha. *MT*

Jim Keenan is the MCA's Regional Club Support Co-Chair
To contact Jim email him at mustangclubguy@aol.com

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TAKE CONTROL



40 YEARS OF MUSTANG IN PHOTOS

CELEBRATING THE PAST WHILE CHAMPIONING THE FUTURE

PHOTOS BY JERRY HEASLY,
NATE TOVEY AND JOSH BOLGER



1. The original Mustang II concept car from 1963 and the first production Mustang were graciously on loan from the Henry Ford Museum, the pair were quite a draw in the Mustang Heritage Room.

2. Joe Oros, the chief designer on the 1965 Mustang and 1998 Mustang Hall of Fame inductee, participated in the opening events and Mustang Discussion Panel. Mr. Oros was pleased to answer questions about the design processes of the 1965 Mustang.

3. The first production Mustang side by side with the newest Mustang, exactly what Nashville was all about, celebrating the past while championing the future.

4. Steve Saleen and Brad Bowling happily signed autographs all

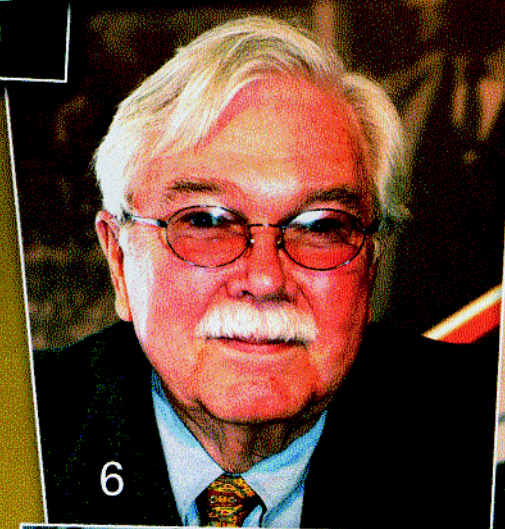


weekend long for the throngs of Saleen fans.

5. Carroll Shelby (L) and Ford Division President Steve Lyons (R) present "Ford's Choice Award" to David Reynolds, of Blacksburg, VA, for his 1970 BOSS Mustang.



6. Don Frey, the executive engineer for the 1965 Mustang and 1998 Mustang Hall of Fame inductee, participated in the opening events and Mustang Discussion Panel. Mr. Frey was an instrumental member of the Fairlane Committee that directed the research and engineering for the 1965 Mustang.



7. Carroll Shelby, the father of the Cobra, winner of LeMans, and the only American race team owner to win the FIA World Championship. Mr. Shelby was Ford's go to guy in motor sports in the 1960s, his Cobras, GT 350s and GT 40s dominated the sports car scene from 1962 to 1969. He also took part in the opening ceremonies and Mustang Discussion Panel, lending his colorful stories of those days 40 years ago.



8. MCA President, Bill Johnson (L) and Edsel B. Ford II were broadcast coast-to-coast on the "CBS MORNING SHOW" the morning of the Opening Ceremonies.



FROM THE PADDOCK

Regional Mustang Club Made the Open Track a Success

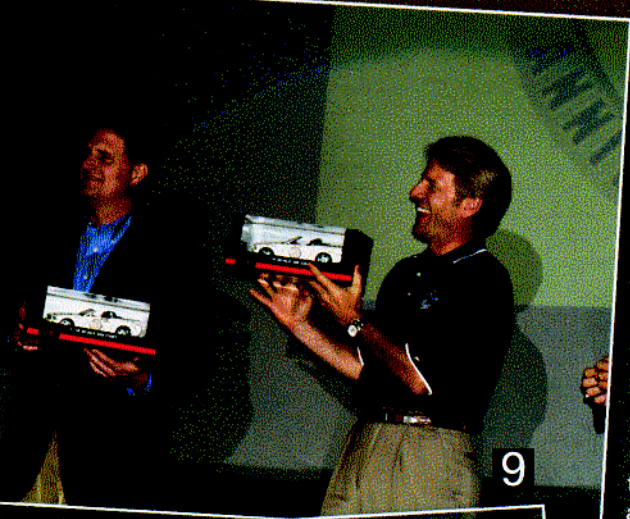
By Larry Kilgore

The Carolina Regional Mustang Club was pleased to help in the success of the open track event in Nashville. With the 40th Committee taking care of most of the local arrangements in advance, leaving the on-track operations to the CRMC with the very able participation of a group of local SCCA volunteer workers. These activities included conducting tech inspections on all the cars that participated (more than 100 a day), conducting morning driver's meetings, getting the cars on and off safely and on schedule, managing the paddock and garage assignments, controlling the on-track activities, directing the corner workers and emergency equipment, and dealing with the inevitable misbehaving. To everyone's credit, those issues were mostly minor in nature and were dealt with easily.

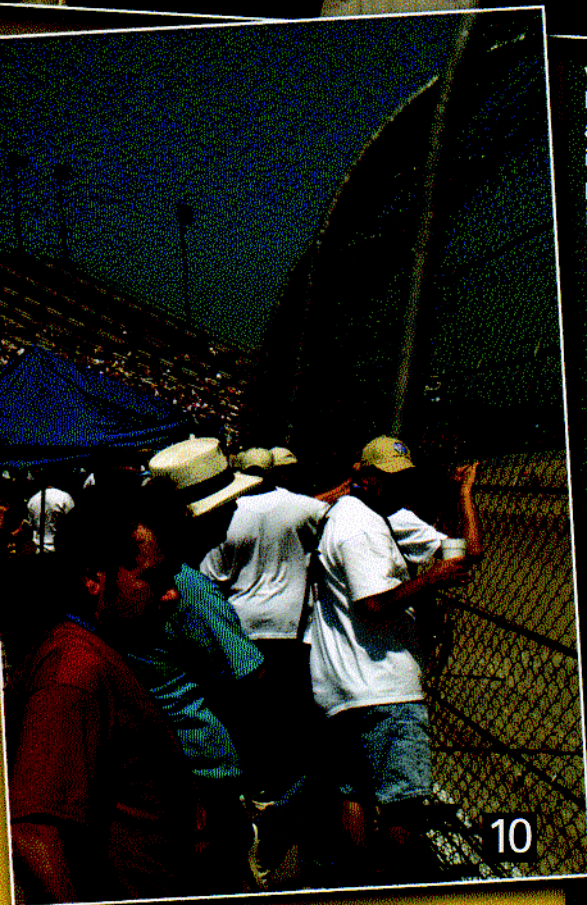
One item of particular note is the fact that the SAAC and the MCA, for the first time ever to my knowledge (and I've been associated with things Shelby since way back in the 60's, long before I joined MCA), came together at a single event and

put on one fine weekend for drivers, sponsors, and spectators alike. I hope we can do something like it again.

As recent as five years ago, driving events were almost unheard of within MCA. Yes, we did have open track activities at the Mustang 30th and 35th anniversary celebrations, but those were actually put on by the track operators with very little actual MCA involvement or control. However, when the MCA created its Driving Events support package in 2000, things changed dramatically. The MCA provides insurance, advertising, interest free loans, and financial support to its Regional Clubs for up to 10 events around the country each year. The recent CRMC's Performance Driving School in Kershaw, South Carolina, is just one example of how well the program has succeeded. The success of the 40th Anniversary track activities, and the fact that it was sold out months in advance, is evidence that the direction the MCA took just a few short years ago to broaden its appeal to more people and attract new members is working.



9



10



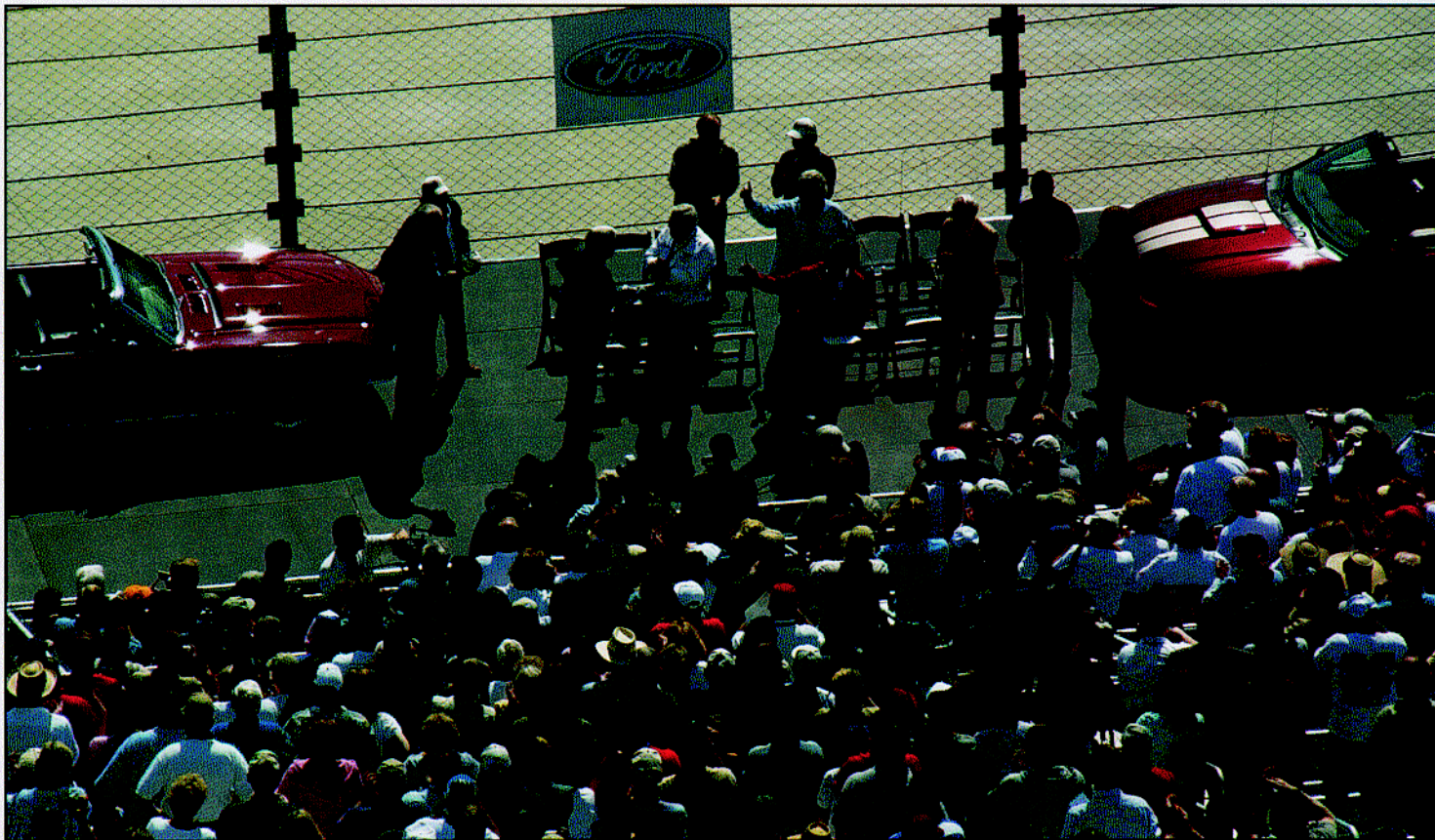
9. Mustang and Ford GT Marketing Manager, Paul Russell (L) and Phil Martens, Vice President of Product Development, Ford Motor Company, were each presented with a die-cast commemorative Mustang autographed by members of the Mustang Hall of Fame, as a token of appreciation for Ford Motor Company's support of the Mustang 40th Anniversary Celebration.

10. Lined up against the fence taking in the on track event.

NATE TOVEY'S PROJECT: COLLEGE BLUES

ON ASSIGNMENT IN THE MUSIC CITY

Text and Images by Nate Tovey



Being the idealistic young man and the Mustang fanatic that am, I was not about to miss out on the Mustang 40th Anniversary Celebration. So I packed up Project College Blues for the long haul out of Pittsburgh. After making a detour through my hometown of Bay City, Michigan, I was on my way down to the Music City, for what I knew was going to be a truly memorable experience.

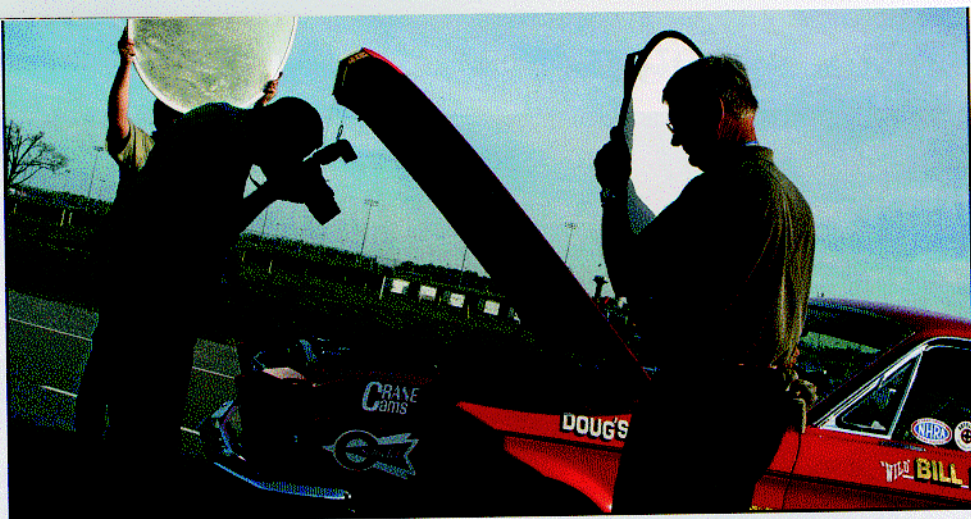
The word "memorable" is really insufficient to describe my time spent in Nashville. I had such a good time that I can't find words to describe my satisfaction, which is somewhat of a problem as I am trying to complete my assignment from Editor Bolger—to describe my personal highlights of the event. From past experience I've found it best to just take it from the top, so here it goes.

Like a true motorhead, I'd have to say that one of the best parts was the drive

to Nashville. Unlike some other fellow Mustang lovers' trips, the weather was perfect coming in from Michigan. As I neared Nashville, I noticed the interstate flooding with more and more Mustangs.

The anticipation alone of the weekend before me was enough to give me that perma-grin behind the wheel that normally inspires me to ask, "What's with that smile-happy idiot?" This ridiculous





grin got even more obscene as I joined in with a convoy of south-bound Mustangs soaking up the waves and approving nods from passing motorists.

Arriving at the speedway was certainly no disappointment either. There were acres and acres of the most rare and exceptional show cars on the biggest field I'd ever seen. Blue Oval buffs crawled the grounds for hours shooting the breeze about their favorite American muscle car. Others did so while hugging the fences of the speedway that was littered with late model and vintage Mustangs running laps.

Aside from the steel superstars on the grounds, there were plenty of living legends in attendance as well. Personalities like Steve Saleen and Jack Roush, along with the NHRA's winningest driver and all around nice-guy, John Force. Just when I thought I was ready to have a fork stuck in me, Carroll Shelby came out to join the fun. Not only were all these Mustang greats in attendance, but they also took time for autographs as a way to give thanks to their fans.

Vendors came en masse also. Just about anything you could want for your early or late model, 5.0 or Mod Motor, rag or hardtop was there. Nashville was like a swap meet on steroids. The crew of Classic Design Concepts probably could have stood for a break on light bar installations, as they did them on-site, non-stop all weekend long.

One of the real high points of my weekend was the stampede to Music City, which was actually more like a two-hour traffic jam. Nevertheless, it was incredible. An anticipated 600 Mustangs swelled to nearly four times that amount, and was led by a slew of ex-trooper Mustangs with lights and sirens wailing. People lined

the streets to watch us pass and joined in the fun as police actually had to close down a several-block-area of downtown Nashville for Mustang only parking. Ford even unleashed a 2005 GT and the vicious V-10 Boss 351 onto the cruise scene.

So much happened throughout the course of the weekend that it truly is hard to name one thing that particularly stands out. For me, especially as it pertains to the cruise, I think it was the people. Just a massive group, gathering literally from points all over the globe, to celebrate the common good. Lots of great car chats, and the presence of great cars and some legendary people. At the end of the weekend, a burnout contest was followed by the Charlie Daniels Band concert. It couldn't have been planned better.

But no matter how big the venue, or how well planned and executed, this special celebration, like all others, was at the mercy of the weather. And the weather during this celebration of celebrations led me to believe just maybe the big man upstairs likes ponies too.

So there you have it. This is what you get as a result. After 40 years of running wild on America's roadways, the Mustang has come full circle—hard-core back to its roots, and maintaining its ever-evolving spirit as an American thoroughbred. Happy birthday, Mustang, and sorry to all of you who missed it. *MT*



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- | | |
|---|---|
| <input type="checkbox"/> Concours Trailered | <input type="checkbox"/> Concours Driven |
| <input type="checkbox"/> Unrestored | <input type="checkbox"/> Thoroughbred |
| <input type="checkbox"/> Street Driven | <input type="checkbox"/> Daily Driven |
| <input type="checkbox"/> Modified | <input type="checkbox"/> Retired |
| <input type="checkbox"/> 4th Generation (94-02) | <input type="checkbox"/> Current Year (03-04) |
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On-site security will be provided at show site 8:00 pm to 6:00 am Thursday thru Saturday.

* See web site for other Ford powered car classifications

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Release: I understand I am responsible for my automobile and its contents. I agree that The Northern Utah Mustang Owners Association, The Mustang Club of America, Park City, The Lodge at the Mountain Village, The Park City Mountain Resort, Etc., and /or any and all officers, members, and other individuals or businesses associated with The Intermountain Mustang and All Ford Stampede are not responsible or liable for any and all known or unknown damages, injuries, losses, and/or claims which may have occurred to any participant, entrant, and or guest and/or his/her vehicle or property. I understand any monies paid are non-refundable.

Signed _____

THE LIGHT BARS OF MUSIC CITY

Installation of CDC's Light Bar at Nashville

Text and Images by Nate Tovey



If you don't have the special tool (pictured), a flathead screwdriver or putty knife can be used to pop out the Christmas trees holding the quarter trim panel in place, and the two holding the weather strip to the panel. Next, remove the rock sill covers by pulling up on them.



First remove the back seat. To do so use a flathead screwdriver. Push in the two spring-loaded retaining clips that hold down the rear seat bottom. There is one on each side roughly ten inches in from the quarter trim panels, where the floor butts up to the seat. From there, remove the two 10mm bolts from the lower seatback corners, and then slide the seat up and out.



Unbolt the seat belt anchors from the floor and pull out the small "t-trim" from the seat belt opening in the quarter trim panel. Pull out the upper speaker grille, and slide the belt assembly out through speaker grille opening while pulling the quarter trim out.

If you were in Nashville for the 40th Anniversary of the Mustang, you probably got the chance to walk by Classic Design Concepts' display. While there you might have noticed that they were doing a brisk business installing their Light Bar for '90-'04 Mustangs. The CDC Light Bar looks great, adds rigidity to your convertible, won't break your bank account, and is relatively easy to install with help from a friend. For those of you that are really gung ho, the installation can be a one-man job and requires only a few basic tools. The most technical tools are a hole saw for a drill and a rivet gun. In Nashville we stayed around the CDC display and took some notes during an installation. Follow along.



Remove the speakers and inner mounting panels. The speakers are retained by a couple of 7mm bolts, and the mounting panels are removed by simply prying with a putty knife.

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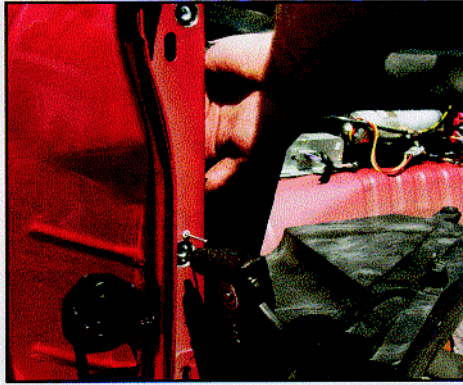
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With all interior pieces out of the way, mount the light bar brackets on the "B" pillar as a template. Align it parallel to the inside of the body seam and the factory 1/8-inch holes. Use the "R" marked mounting bracket on the left side of the body and line up the small hole on the bracket with the one on the body using the supplied rivet. Then punch or mark the holes. Drill the pilot holes and then the 3/4-inch holes for the mounting bracket.



Place the bracket on the backside of the pillar and secure it with a rivet. The holes should match up to those of the bracket. Make sure the crimp nuts on the brackets are facing the rear of the vehicle, or mounting problems will result. After the brackets are in place, reinstall the inner speaker panels and speakers.



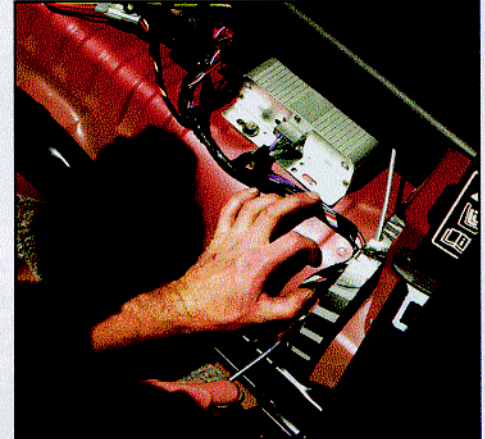
Using a putty knife and with light taps from a hammer, remove the upper mounting brackets on the insides of both quarter trim panels. Then, using a few pieces of tape, mount the templates to the panels and drill pilot holes with a 1/8-inch drill bit.



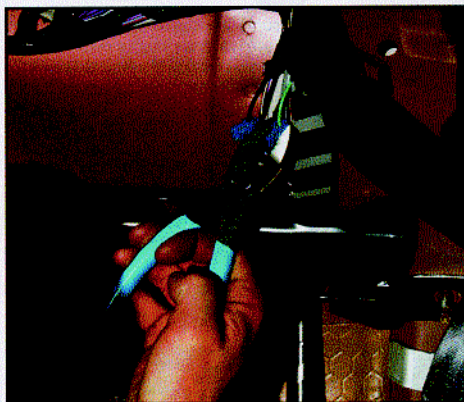
After drilling the holes, use a 1-inch hole saw from the backside to make the two holes required on the forward end of the trim panel. These are for access to the mounting brackets on the "B" pillars used to secure the light bar. Then use a 1-1/2-inch hole saw to make the holes for the light bar to drop through. Each panel will require two adjoining holes that you can then file to make one large oval. Now reinstall the quarter trim panels.



With the panels back in place, guide the light bar into place while routing the brake light wire through the hole. Lower each side of the light bar at the same time. It will require a bit of muscle. After the bar is in place and is mounted flush with the tops of the trim panels, secure the bar by tightening all four bolts then cover the bolts with the supplied caps.



The final step to make the light bar functional is to splice its wiring into the brake light wiring in the car. To do this, pull the wires from harness on the driver-side floor under the rear seat.



Using the provided connectors and a pair of pliers, tap into the two necessary wires (red w/green stripe and black for '94-'98, or solid green and black for '99 and up). Then simply plug in the wires from the light bar and test the brake light.



With the light bar fully installed, reinstall the rear seat back and bottom. The only thing left to do is check the front seat belt holders for clearance. Do this by moving the seat back through its reclining motion. It is not uncommon to have clearance problems, but any issues are easily remedied by gently bending the retainer down as pictured. *MT*

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(Note—Collision is not written as a singular coverage but is available with Comprehensive.)

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5F07U100002

That is the VIN for the first production hardtop Mustang built March 5, 1964. If you are a reader of *MUSTANG MONTHLY* you have probably seen the article about this car and read the interview with Lee Iacocca. Well, you can thank Bob Fria for helping put together that historic piece of journalism. Bob just happens to be an MCA member and the owner of this little beauty. He has returned the Mustang to pristine condition after 12 other owners put number 1 through its paces.

1966 COUPE MEDALLION WINNER

Greg Sullins (left) was awarded a Grille Medallion for his red 1966 Coupe by National Head Judge, Wally Short (yellow shirt), in Nashville during the Mustang 40th Anniversary Celebration. Greg's dad Aaron and son Blake were also on hand to help accept the Medallion. Greg originally bought the car while in school and like many enthusiastic young men modified the car for additional horsepower. Then a few years back decided to restore the car to Concours condition which led him to the Grille Medallion.



3 TIMES WHITE

Ron Smith Jr. sent in a photo of his 1993 white on white on white feature car. The car is completely original including the OEM battery and tires, and only has 16,000 miles on the odometer. The total tally of triple white feature cars built in 1993 was just 1,460. Of those, only 1,016 were equipped with an automatic transmission. Ron's car is one of those 1,016. The feature cars came equipped with gold Running Horses in the wheel center caps and gold Ford ovals front and rear. Other unique features are the all-white windshield surround, cowl vent, mirrors and wheels. The white leather interior also includes embroidered Running Horses in the headrest.



1983 CONVERTIBLE MEDALLION WINNER

When Mike Keown is not working on the MCA website, he is showing his modified 1983 convertible. Powered by a high horse power 351W and riding on a modified suspension, the drop top is not limited to just looking good. Mike's modifications have allowed the silver Mustang to earn enough points to be awarded a Grille Medallion and Retirement Plaque, which were presented with by MCA President Bill Johnson in Pensacola this past March.

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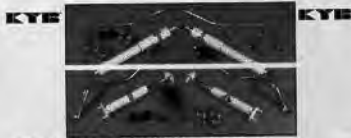
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Pony door conversion kit..... **\$359.95**



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'65-66 w/ standard shocks.....54000K.....	\$239.00
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'71-73 w/ standard shocks.....54002K.....	\$249.95

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LOWER SEAT FRAME

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'64 1/2 - 70 LH.....3641R..... **\$169.95**



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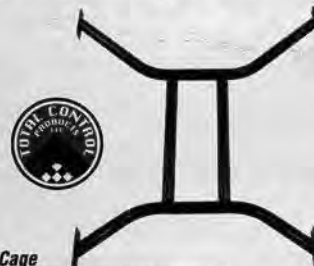
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1984 1/2 - 20th Anniversary Edition, white Convertible top, 5.0, AT (recently rebuilt) other than dual exhaust car completely stock, engine plaque: no dash plaque, white with GT 350 striping, car exterior not perfect, \$3,300. (New Jersey) coabbott@juno.com, pics upon request. MCA # 28031

1988 LX Convertible 5.0/5-SPD, Black Top, White Leather Interior, 69,000 original miles, all power options, excellent condition, grandfather driven, never seen snow, only driven on sunny days, Photos available upon request. Asking \$10,000. 845-462-4033, marilyn234@juno.com MCA # 58571

1986 GT, 21,100 original miles, garage kept, showroom condition, car is 100% original, bright red exterior, gray interior, 5-speed, \$12,000, call 570-430-1553 tomgtmustang@yahoo.com MCA # 57625

1993 GT 5.0, Vibrant Red with gray clothe interior, automatic, only 34,000 miles, garage kept, all original, in great shape, \$9,000, 717-475-5951 FOXMANIA240@aol.com MCA # 46773



1985 GT, Modified, 351 Windsor engine, 5-speed, 3.73gear, alum driveshaft, MSD ignition, PW, PL, CD player, adult owned/driven, many more performance parts. \$9800 call Tom 419-352-6224 Ohio MCA # 23109

1992 LX Limited Edition 5.0 Convertible, Vibrant Red, 35K miles, every option including 7-band graphic equalizer, BFG Comp T/A tires, 5-speed trans, cover, custom 2 piece white bra, consistent trophy winner, framed factory invoice and letter of authenticity from Ford. \$16,600 OBO, Larry Covi 262-248-6483 larrycov@yahoo.com MCA # 33624

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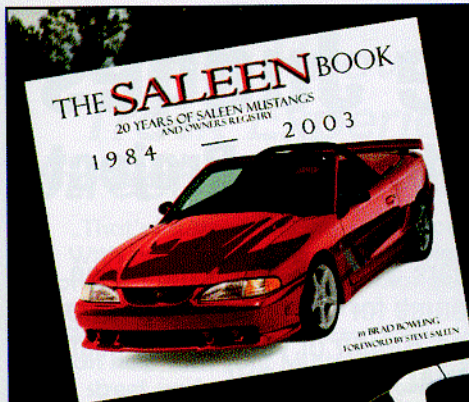
1994 Cobra Coupe, White, Black Leather. Built as 1995 CobraR clone with 351 Lightning Short Block and Powerdyne 9lb Supercharger. Guestimated 425HP. CobraR hood and wheels. Many FMS parts. Mobil 1 always. 29k two owner miles. New house forces reluctant sale. \$25,000 OBO Call 321-259-1034 or cobraharry@cfl.rr.com MCA # 45433

1995 GT Convertible, white, black top, gray cloth interior, 5 speed 87K miles only mods are Alpine CD player, Viper alarm, 3.55 gears, always adult-owned and pampered, wife's car. \$9,000, 337-856-6484 evenings or e-mail rramjet@bellsouth.net MCA # 16782

1998 Convertible, Red, white top, Pony Package (side stripes and rear spoiler), front seats white leather, rear white vinyl, 6-cyl automatic fully equipped including disc player. 20,019 miles. Never driven in winter and stored inside. Owners story Mustang Times Nov 1998, page 26, Call 419-435-9466, MCA # 42552

1999 Mustang GT Coupe - Silver, Grey leather, 5 speed, 40K miles, Bullitt wheels, 2 chamber Flowmasters, 3.73's, Steeda under drives, subframe connectors, Hypertech Power Programmer, Pro 5.0 shifter, K&N, Mach 1 Grill delete. Immaculate condition. \$13,200 obo, Must sell for Boss 302 money, 330-626-2530 or jstriker@neo.rr.com MCA # 54658

1999 35th Anniversary GT Convertible, Performance Red, Black top, 7 miles, showroom condition, never prepped, stickers, plastic still intact, heated storage since new, car has been documented with assembly line photographs from start to finish, rare literature items, the only prototype boot in existence, photos available, asking \$34,500, 269-468-7644 or hot35ann@aol.com MCA # 26479



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Wanted: 65 GT 350 trunk battery car, all considered. Also looking for a 69 Boss 302, any color but white. Any leads appreciated. Michael Chludzinski 631-262-9496, ext. 203 mike@apptelinc.com MCA # 54634

Looking for a 1979 or 1994 Pace Car replica go cart, (Dealer Accessory). Prefer nice condition. 803-413-6048 or mseawrig@itape.com MCA # 41405

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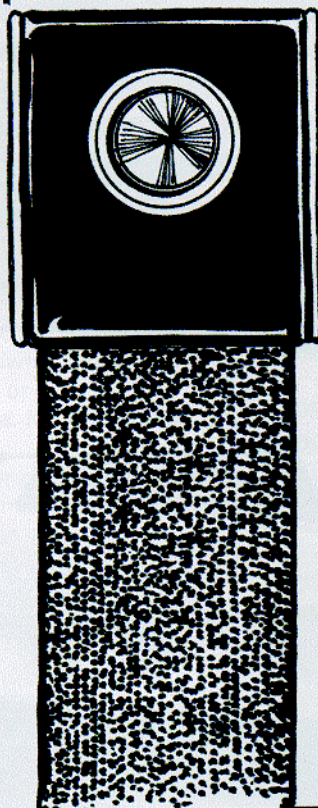
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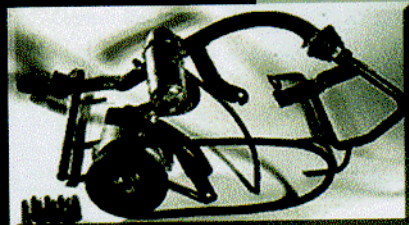


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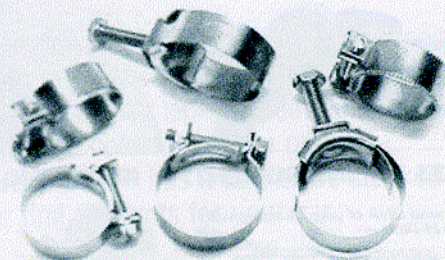
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67-68 Mustang



67-68 Pillar Posts



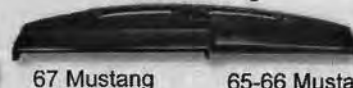
69-70 Mustang with A/C



69-70 Mustang



79-86 Mustang



67 Mustang



68 Mustang



69-70 Mustang



71-73 Mustang



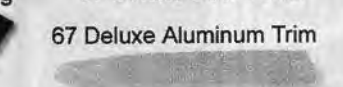
71-73 Mustang



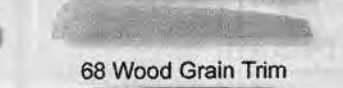
65-66 Pony Door Panel



67 Deluxe Door Panel



67 Deluxe Aluminum Trim



68 Wood Grain Trim



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event calendar cont.

continued from page 9

JUNE 11 FAIRFIELD, N.J.

The Garden State Region Mustang Club presents their Inaugural "Friday Night Fords" Show June 11, 2004, from 5:30 to 9:00 p.m. at Verner-Cadby Ford. A portion of the proceeds of this show will benefit the Muscular Dystrophy Association. Registration from 5:30 to 7:30 p.m., \$5 pre-registration, \$8 day of

show. Dash plaques and a free gift to the first 105 registered entrants, over 30 awards to be given as determined by participant judging. All vehicles must be Ford-powered. No Vendors or Cars For Sale, limited to 115 vehicles. For more information, call John, 201-265-8550 or mladeliber@worldnet.att.net or www.gsrnc.org.

JUNE 16 TORONTO, Ontario

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Test and images by Dennis Furr
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event calendar cont.

the track at www.Mosport.com for more information; call Steve Mason at 905-304-9818 or email smason36@cogeco.ca or www.ghma.on.ca

JUNE 19 KINGSTON, N.Y.

The Hudson Valley Mustang Association will present their 22nd Annual Vintage Car Show at Robert Post Park, off Route 32. All makes and models are welcome. 18 Classes, 56 awards, vendors and refreshments. Dash plaques to the first 100 entries. For more information contact Tim Cassell, 845-473-7329 or Roy Brown 845-883-9012 email hvmustang@aol.com

JUNE 19 HARRIMAN, Tenn.

Father's Day Show and Shine hosted by Tennessee Valley Mustang Club at Jerry Duncan Ford. Event hours are 9:00 a.m. to 2:00 p.m., check-in, 8:00 - 10:00 a.m. Registration \$5.00. The entry fee is \$5.00 and will be donated to The Second Harvest Food Bank of Knoxville. Judging will be by popular vote. The first 50 entries will receive dash plaques. For

more information, call David Heck at 865-220-0522 or email parhec@accessam.net or Dick Ziegler at 865-482-5850 or email dick.ziegler@worldnet.att.net or <http://clubs.hemmings.com/tvmc/>.

JUNE 19 STAUNTON, Va.

10th Annual Mustang and Ford Powered Show Hosted by Valley Mustangs Unlimited at Obaugh Ford, 1400 Greenville Ave. Event hours 10:00 a.m. to 3:00 p.m., check-in, 10:00 a.m. to Noon. Registration \$15, each additional car \$10. Participant's choice. Awards in seven classes and Best in Show. Dash plaques to first 100 cars registered; free goodie bags and free show T-shirts to first 50 registrants. Door prizes and 50/50 drawing. For more information, call Tim Ross at 540-337-2743 or email sroadcap1@aol.com or call Steve Roadcap at 540-943-0712 or visit the website www.myautoevents.com.

JUNE 23 PIGEON FORGE, Tenn.

The SVT Cobra Mustang Club announces its Fifth Anniversary Celebration at the

Country Inn and Suites in Pigeon Forge. The event will start on Wednesday with white water rafting and a cruise across "The Dragon", a 318 curve in 11-mile stretch of highway through the mountains of Tennessee. Other venues will include auto cross, drag racing, local shows and attractions, discount tickets, banquet, and an "All Ford Show" at the host hotel. For more information go to www.svtcobraclub.com Rich Riley at 704-784-9331 or e-mail him at scjmach@cabarrus.com.

JUNE 27 VAN NUYS, Calif.

15th Annual Mustangs in The Park hosted by Mustang Owners Club of California at Woodley Park. Event hours are 7:30 a.m. until close with check-in 7:30-9:30 a.m. Registration fee is \$40 (\$25 before June 22). 70 classes, MCA rules for Factory Stock cars. Personalized cars, peoples choice. Huge raffle, horseshoes for cancer, food on site. Pony Corral for first time Mustang Show participants. Sponsored by Galpin Ford. For more information, call Dick East, 818-360-1467 or

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- The MCA logo and Membership information will be featured on the back of the box.
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- Graphics of Mustangs will appear on all property squares and there will be Mustang game tokens.

The game will be available in the first 2 weeks of December (just in time for Christmas) and retails for \$35.95, plus S/H. Go to the MCA website for order forms and more information;
www.mustang.org





webmaster@mustangownersofca.org or visit www.mustangownersofca.org.

JUNE 25-27 RICHMOND, Va.

The 6th Annual Old Dominion Fun Ford Weekend held at Virginia Motorsport Park. All Ford drag racing featuring the 220 MPH Pro 5.0 Mustangs and giant car show open to all Ford vehicles. For more infor-

mation call FFW 225-664-0996 or www.funforevents.com

JUNE 25-27 RICHMOND, Va.

Third Annual Bullitt Nationals hosted by Bullitt Nationals - International Mustang Bullitt Owners Club at Virginia Motorsports Park held in conjunction with Fun Ford Weekend. Event hours are 7:00

a.m. to 7:00 p.m., check-in, 8:00 a.m. to Noon. Registration fee is to be announced later. The host hotel is the Best Western in Petersburg, 1-800-284-9393, be sure to mention that you're attending the Bullitt Nationals to obtain group rates. Call Kurt Andersson at 770-963-8034 or email Andersson26@msn.com or www.imboc.com.



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JUNE 26 WARSAW, Ind.

Blue Oval Saturday All Ford Car & Truck Show hosted by the Hoosier Mustangs Car Club and Rice Ford at Rice Ford, S.R. 15 North, Warsaw. Grounds open at 7:30 a.m. Registration begins at 8:00 a.m. This is an all judged show open to all Ford bodied vehicles. Concourse judging available for Mustangs according to modified MCA judging standards. Games, prizes, and food vendors. For more info at or contact, Greg Burkowski at 574-299-9457 or email luvrgt@earthlink.net or go to www.hoosiermustangs.com

JUNE 26 BUENA, N.J.

A Mid-Summer's Night Cruise Hosted by the South Jersey Mustang Club at Burger King, Rt. 54 & Rt. 40. 6 PM till? For more info to go www.southjerseymustangclub.com or call Joe Volpe at 856-697-0353.

July 3, 2004 Mississauga, Ontario

Mustang chick day Hosted by Golden Horseshoe Mustang Association at

3180 Kirwin Ave. Event hours are 11-3 with check-in starting at 10 am. Registration fee is \$10.00. For more information, call Chris Ball at 416-576-5689 or email chrisball@rogers.com.

JULY 3 RAPID CITY, S.D.

The Rapid Mustang and Ford Club of the Black Hills is holding this car and truck show along with the Rapid City Heritage Festival at the Rapid City Civic Center located at 8th and Omaha St. near downtown Rapid City. The Heritage Festival is a local 3-day event (July 2nd, 3rd & 4th) featuring Crafts, Food, and local entertainment. The car-truck show will be on grass next to the Festival. This is a judged show with separate classes for Mustangs and Shelys. Trophies will be awarded in all classes. Registration begins at 8:30 a.m. \$10, which also makes you eligible for door prizes. For registration information, call Joe Harris at 605-343-5157 or e-mail at harrisinrcsd@juno.com. You can also register at www.rapidmus

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(Not Shown)
Women's Yellow Pony Shirt - 4B
Ladies Silkscreen Tank, Yellow - Tank-Y
Ladies Silkscreen Tank, Aqua - Tank-A



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Mustang 40th Anniversary Celebration

Text and photos by Bob Egleston



Ex-trav-a-gan-za—An elaborate, spectacular entertainment or display.

We all know that Mustang shows are a lot of fun—but, the Mustang's 40th Anniversary Celebration was beyond fun, it was spectacular—it was an extravaganza. Nashville was four days of sensory overload. Let's talk about cars; how about 3,600 Mustangs from all over the country, many of them arriving in well-coordinated caravans? What a concept, classic and late model Mustangs joining up from all across the country for one big blowout. Add to that 100,000 visitors and that aptly describes the party we call the 40th Anniversary Celebration. The

35th was great, but this one surpassed the show held five years ago. Here are some of the highlights.

The sprawling Nashville Superspeedway proved to be a fine venue for our little shindig. The cars were arranged on each side of the main grandstand by model year, early versus late. Amazingly, both were filled, with the late model side actually overflowing into the vendor's area. It was great to see such support from 3rd Generation owners. The concours cars were nestled underneath the grandstand which provided a shaded area to stroll around in or merely to take a much-needed break from the sun. The quality of cars made the shady stroll most enjoyable. Those in the Judge's Choice category enjoyed the sounds of the open track event, which was heard each day at various times. The gravel lots did kick up a bit of dust, but everyone took it in stride. The cars still looked great.

Thanks to the 55 sponsors for the event, especially Ford Motor Company. Ford was well represented, not only in personnel and dignitaries, but in vehicles as well. There were a few 2005 Mustangs to be poured

over as well as a new Ford GT. Those who were paying attention spied out one of the 2005 Mustang test mules. It's interesting to see a test car that was used in the development of the final production model.

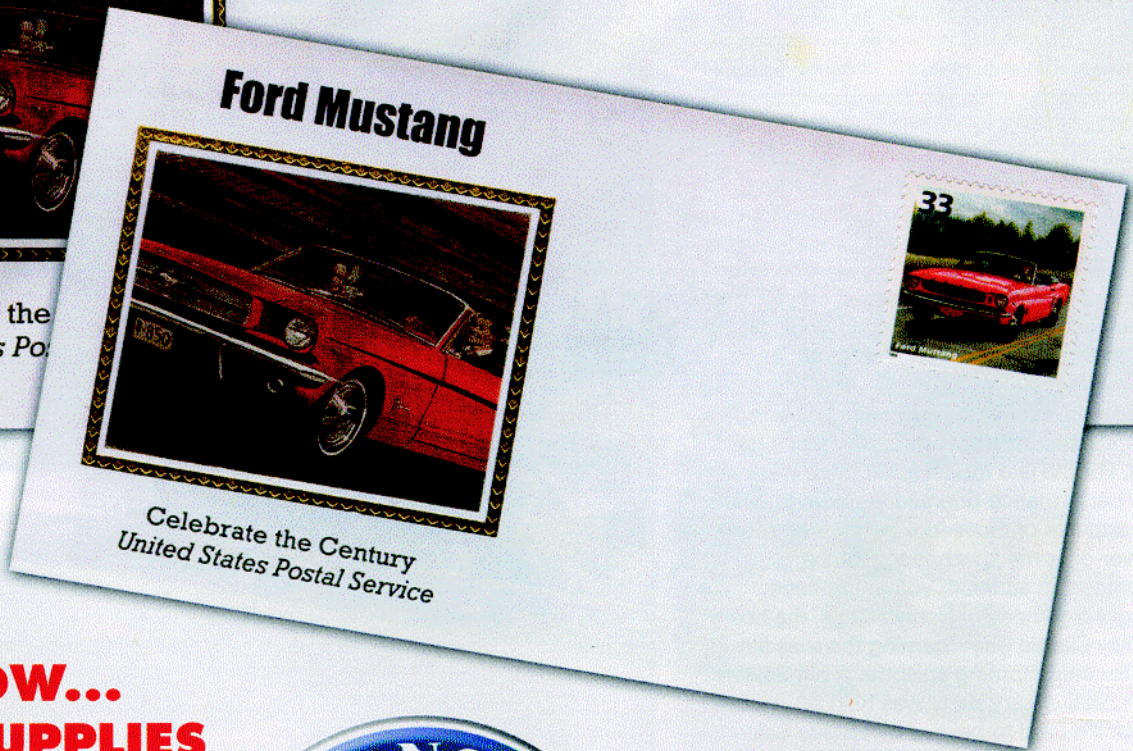
Thursday, opening day: A special opening ceremony was held in front of the main grandstand. Everyone on hand was happy to see Carroll Shelby arrive in one of his trademark 1968 convertibles. His chauffeur was notable as well—none other than Mustang Funny Car Champion John Force. Steve Lyons, president of Ford Division, welcomed everyone and thanked the Mustang community for their continued support. He conveyed that it was through all our faithful efforts that the Mustang continues to thrive, while all our competitors simply faded away. The Mustang continues because it has continued to live up to its original concept: performance and good looks at an economical price. Lyons assured the audience that the 2005 Mustang would continue in that tradition.

The opening ceremonies were topped off by Jack Roush's flyby in his legendary

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3rd generation news & beyond

P-51 Mustang. After a day of setting up and getting to know their way around the facility, many enthusiasts participated in a car cruise in downtown Nashville that evening. An event that anticipated 600 cars was surpassed by the attendance of more than 2,100 cars. Downtown Nashville will never be the same.

By Friday, everything was in full swing. Ford conducted technical briefings on the 2005 Mustang all day, offering some insight into the design of the next generation pony car. If you got tired of looking at cars, you could take a break by browsing through the vendor area. What a selection of parts. There were 300 vendors offering both early and late-model parts. Surprisingly, there was a wide array of early NOS parts to be had. For the late model folks, there were a few performance-oriented vendors to whet the appetite of those looking for a bit more power or some snazzy appearance upgrades. In addition, you might have caught a glimpse of Dennis Gage, the host of "My Classic Car," roaming the aisles filming for an upcoming episode. A big Saleen 20th Anniversary party was held on Friday night. It's hard to believe that Steve Saleen has been building his Mustangs for 20 years. My, how time flies.

Saturday dawned with everyone preparing the cars for judging. Once the cars were ready, the attendees were treated to a bit of racing history. There were three vintage races run starting shortly after noon. The first race included vintage '65-'66 Shelby's running around the road course in a real, no-holds-barred race. The second heat featured the late 60's and early 70's Trans-Am cars. And finally, the last race featured late model performance Mustangs. The audience was certainly delighted by the sights and sounds of Mustangs showing off their stuff. Saturday evening featured a fabulous cruise on the General Jackson Showboat.

Sunday, Day Four: Spirits were high as everyone descended on the speedway for the final day of fun. Deals were being made in the vendor area while awards were available for pickup. The event was capped off with a great concert by the Charlie Daniels Band, followed by the closing ceremonies. In all, it was quite a celebration, one that will be remembered for quite some time. Seems like each anniversary celebration gets a little better. Makes you wonder what's in store for us in five years? Stay tuned.... *MT*



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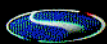
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