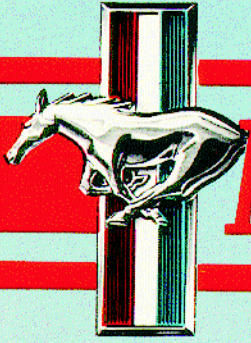


Vol. 11 No. 12 / \$3.00



# MUSTANG TIMES

December 1987



The Official Publication of

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**THE MUSTANG CLUB OF AMERICA**

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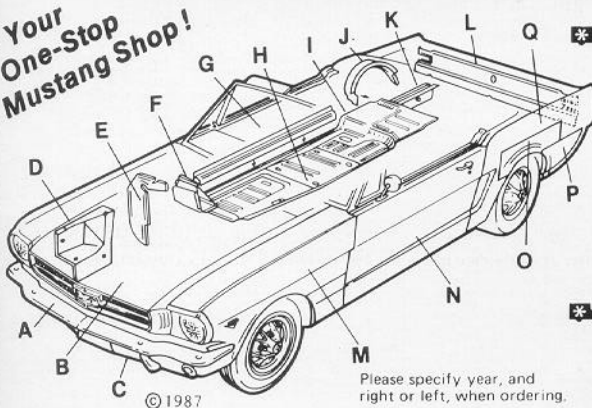


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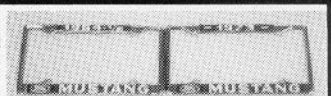
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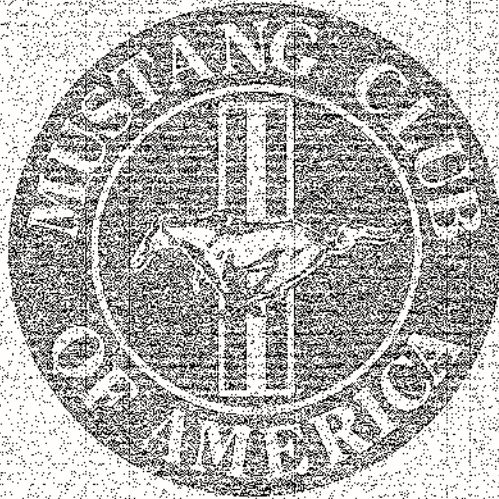
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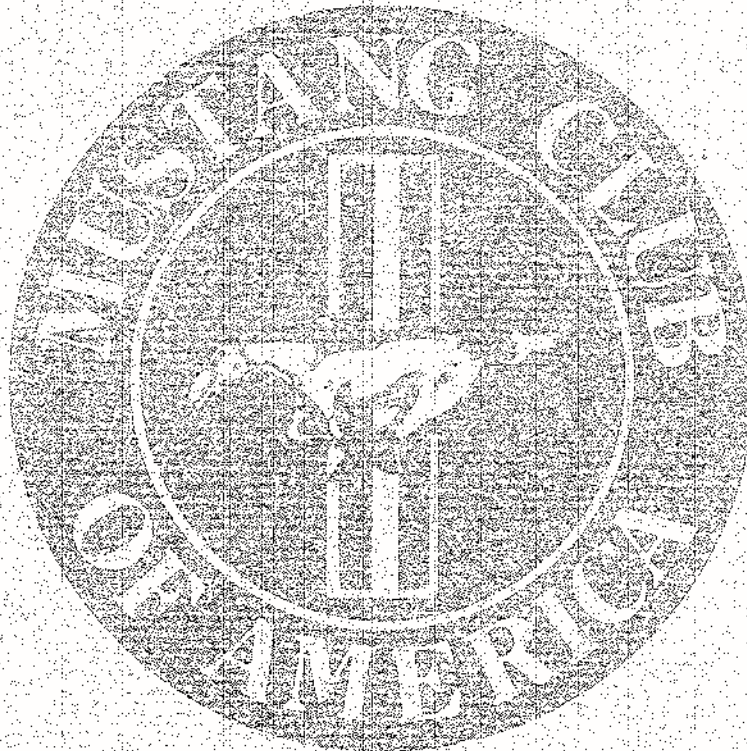
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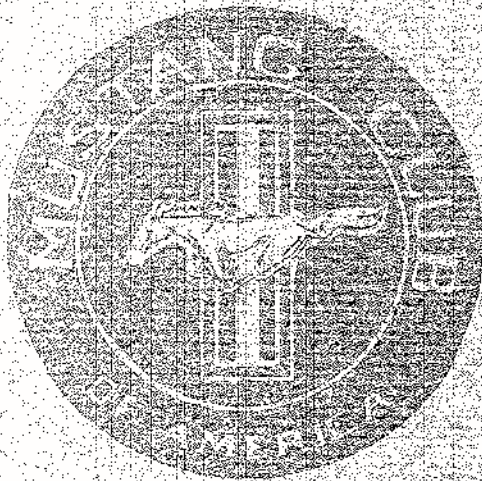
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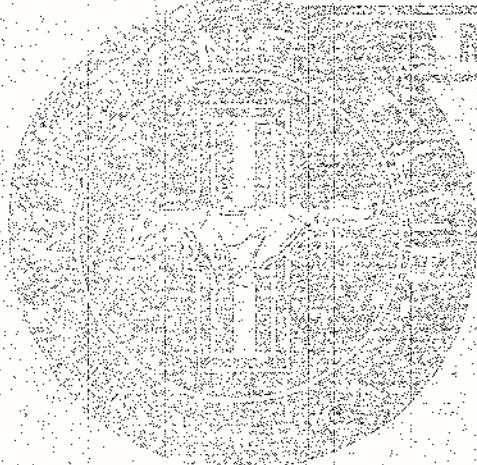
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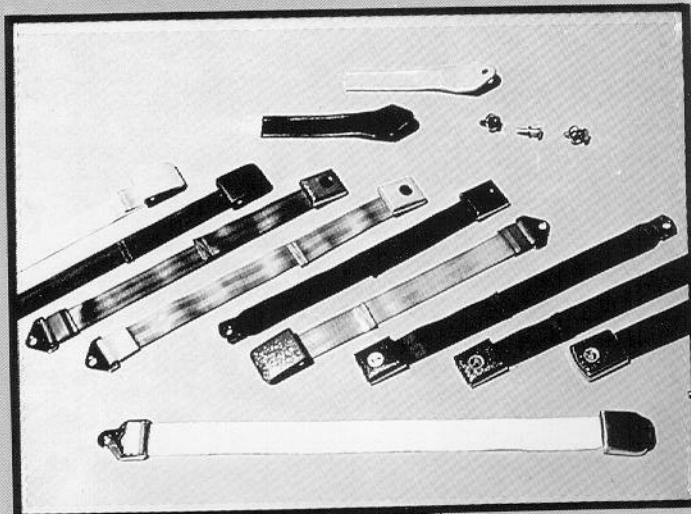
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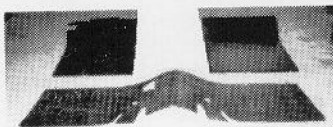
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Mustang

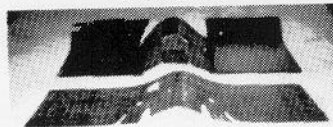
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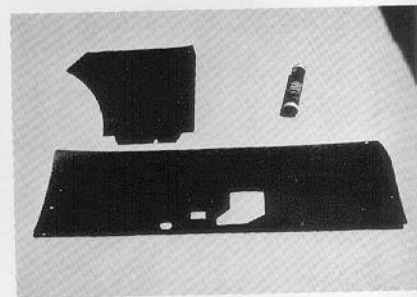


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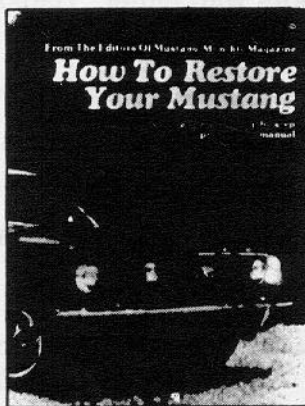
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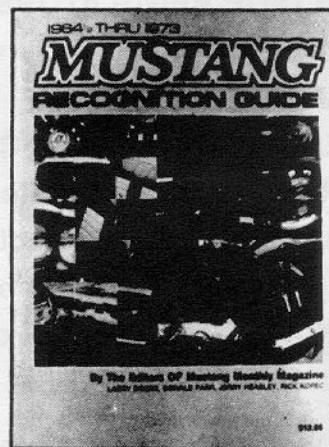
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The Official Publication of the Mustang Club of America

DECEMBER 1987

VOL. 11 NO. 12

## Table of Contents

Editor's Column .....	6
Event Calendar .....	8
MCA News & Notes .....	10
Etcetera .....	11
Judges Column .....	13
Horse With No Name .....	14
<i>Mustang Times</i> Goes to Road Atlanta .....	19
My Fastback's Back .....	26
The SVO Mustang Story .....	28
The Road to Retirement .....	32
Ask Fred .....	34
Regional Group News .....	36
Classifieds .....	38
Advertising Index .....	41
Bowling For Cars .....	42

**Publisher**

Tracy Harrell

**Editor**

Teresa Vickery

**Assistant Editor**

Brad Bowling

**Contributing Editor**

Rick Mitchell

**Ad Manager**

Brad Bowling

P.O. Box 917

Lithonia, GA 30058

(404) 482-7044

**National Headquarters Office**

Bill Koivu

(404) 482-4822

**National Regional Group Director**

Horace A. Wood

3653 Altadena Drive

Birmingham, AL 35243

(205) 967-1705

**National Head Judge**

Jim Osborn

2627 Stone Drive

Lilburn, GA 30247

(404) 498-0644

For any correspondence pertaining to new membership, club information, renewals, national club business, or the *Mustang Times*, please send your letter to National Headquarters address: **The Mustang Club of America, Inc., P.O. Box 447, Lithonia, GA 30058** or phone National Headquarters at: (404) 482-4822 9 a.m.-1 p.m. e.s.t. Monday thru Friday. (No collect calls, please.)

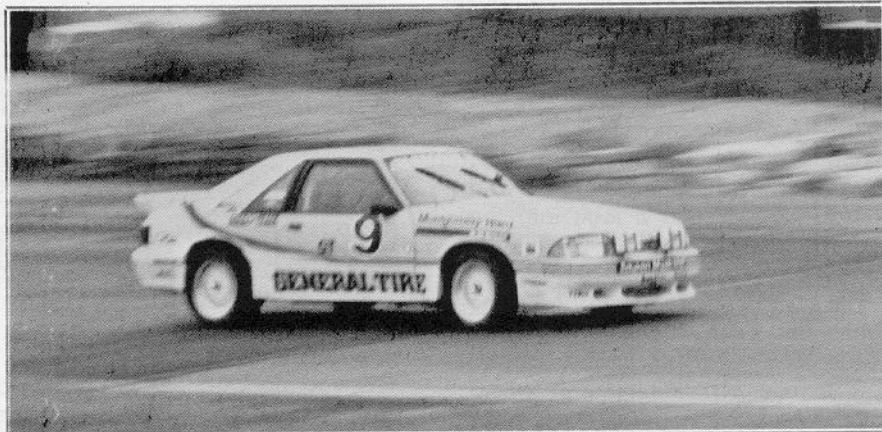
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## Changing Times

Like fine wines and classical music, many things improve with age; ideally, magazines are no exception. *Mustang Times* started out in 1976 as a few mimeographed sheets of club information and eventually evolved into a full-fledged automotive magazine with paid advertising. Improvement has been slow at times and we have occasionally taken a few steps backwards, but all signs indicate that we are definitely headed in the right direction.

This issue marks my 24th attempt at the editor's game. During my two years at the helm the magazine has undergone a subtle transformation to a more professional publication in both appearance and content. Articles are becoming more informative and interesting. Thanks to some very patient and helpful readers, the quality of our photos is improving, and we are branching out into other areas of the automotive community.

Much to my surprise I recently discovered a whole different world outside the Mustang Club of America show circuit. Some people not only restore fine Mustangs, they also race them. Many of the new-model GT's and Saleens spend more time on the track than they do getting waxed and polished for show. My new-found source of enthusiasm led to our interview with Steve Saleen of Saleen Autosport, MT's adventures at Road Atlanta, and, coming in next month's issue, a dynamite weekend with Tracktime, Inc. at Charlotte Motor Speedway.

To better serve our readers, we will try to publish as much Mustang/automotive news as possible. We will not only be providing information on our precious ponies and related events, but more technical information and how-to articles, and a look into the performance aspects of our favorite Fords.

The overall appearance of *Mustang Times* has been changing (in other words your editor has almost learned how to use a pica ruler and x-acto knife!). And, with time, we will have

more control over the quality of the magazine; for example, our very own darkroom is near completion and will allow us to make prints straight from our readers' negatives, instead of the old expensive method of paying to have entire rolls developed and printed, only to use one or two prints.

At long last this is becoming less of a one-person operation and more of a team effort. MT's assistant editor, Brad Bowling, has relocated to the Atlanta area and is now able to provide me with much-needed assistance. Long-time Mustang enthusiast Gary Stein has documented our Road Atlanta and Charlotte Motor Speedway trips on film and will be named our contributing photographer beginning with the January edition. (You may remember Gary and the Sport Pun'kin from the September, 1987 issue). Unfortunately, we are losing Rick Mitchell as a contributing editor. As many of you already know, Rick's Sprint 200 Registry has been disbanded. He has, however, provided us with several

technical and feature articles for future use. Thanks Rick, for your encouragement and enthusiasm, and good luck on future endeavors.

No matter how hard the MT editors work we still need your input. You repair and restore the cars; you attend Mustang shows/events; you travel the country to attend these events. Who better to provide us with our informative features and articles than the 6,000-plus enthusiastic members of the Mustang Club of America? For those of you who have ideas for features, or would like to see a story on your car in *Mustang Times* be sure to read the photography requirements article that we have scheduled for the February, 1988 issue. In it, we hope to clear up any problems that might arise in the future concerning specifications for photographs and slides.

As this is our December issue it is only fitting that I wish you all a very joyful holiday season. Don't forget to put something special under the tree for your favorite ponycar!

Wishing you happiness  
at Christmas  
and throughout the new year.

Merry Christmas  
and  
Happy New Year  
Teresa

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**John P. - Santa Rosa, California**  
"... I have used many different brands of car waxes over the last 36 years, but since I used your KolorKey recently I discovered what I have been missing."  
**Francis W. - Baltimore, Maryland**

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# EVENT CALENDAR

**December 5**

San Antonio, TX

The SAAC-Texas Region and San Antonio Mustang Club will host a Mustang/Shelby, all Ford benefit car show at Roosevelt High School. Popular vote only, 60 trophies, dash plaques for all entrants. Contact Raymond Smith, 2111 Pipestone, San Antonio, TX 78232, (512) 496-0930 for more information. No rain date.

**1988**

**January 30-31**

Turlock, CA

Modesto Area A's 22nd Annual Swap Meet at the Stanislaus County Fairgrounds. Pre-registration for 10' x 20' inside spaces only \$40.00 for 2 days; outside spaces only \$30.00 for 2 days. Cars for sale only \$20.00 (no parts or trailers). Model A Ford, antique, classic and automotive related parts only. Concession stands. Guards on duty Saturday night. No firearms. For additional information contact Bill Pringle, P.O. Box 1143, Oakdale, CA 95361 (209) 869-2616.

**February 8**

Massapequa, NY

Classic Mustang hosts model car show. Marjorie Post Park, Com-

munity Room, Massapequa Park. Three classifications: small kids, medium kids, and grown-up kids. 1st, 2nd, and 3rd places awarded in nine classes plus one best of show. For information write P.O. Box 1011, North Massapequa, NY 11758 or call (516) 798-6223. Register by January 31st (no registration fee).

**May 22**

Concord, NC

The Winston and the Winston Open, Charlotte Motor Speedway, Hwy. 29 North, P.O. Box 600, Concord, NC 28026-0600. The richest, most exciting race of the season for winners only! First driver to go the distance takes home a minimum of \$200.00! Unique three-segment format. Call ticket Hotline (704) 455-3200.

**May 28-29**

Albuquerque, NM

The Rio Grande Mustang Club will be hosting their second MCA national show during the Memorial Day holiday. Watch for upcoming details.

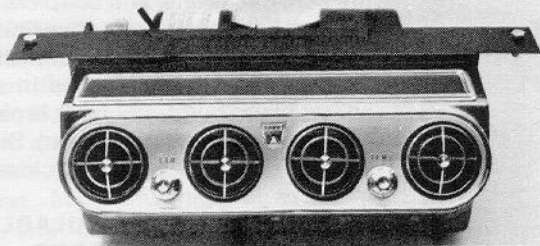
**September 2-4**

Greenville, SC

The Foothills Mustang Club will be hosting the 1988 MCA Grand National Labor Day weekend. Watch for upcoming details.



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 Teresa Vickery . . . . . Lithonia, GA  
 Horace Wood . . . . . Birmingham, AL



## October Meeting Minutes

by John & Linda Henderson

The October meeting of the Mustang Club of America was called to order by our president Horace Wood.

The September minutes were read and approved.

Roll call was made with 19 answering.

The treasurer's report was submitted and approved.

Sam Dean from Greenville, SC was recognized as a guest.

### Old Business

A report from the committee to establish new guidelines for MCA national shows for the year 1989 and up was given. Any group having a national show starting in 1989 will be asked to follow these guidelines. A list will be published in the *Mustang Times*.

### New Business

There was a motion made and accepted to only publish the regional group page quarterly. There will be a "Regional Group Spotlight" in the upcoming issues. If you would like your regional group spotlighted, please contact Teresa Vickery, Editor.

Horace Wood asked Jim Osborn, National Head Judge, to report on the judging for the coming year. Jim reported there will be no change in the rules, only defining on particular items. There will be an invitational judges meeting on January 16, 1987 in Lawrenceville, Georgia.

With there being no further business, the meeting was adjourned.

## Regional Group Listing Update

Listed below are updates for the regional group listing previously published each month. The complete group listing will be published quarterly only.

### Alabama

Birmingham Mustang Club  
 Pres.: Joe Palmer  
 1632 Ridge Road  
 Birmingham, AL 35209  
 Nat. Dir.: Al Cherry  
 2016 Augusta Circle  
 Birmingham, AL 35226

Heart of Dixie Mustang Club  
 P.O. Box 3594

Montgomery, AL 36109  
 Pres.: Al Johnson  
 147 Canyon Road  
 Wetumpka, AL 36092  
 Nat. Dir.: Brad Bowling  
 P.O. Box 917  
 Lithonia, GA 30058

### North Carolina

Blue Ridge Mustang Club  
 P.O. Box 2599  
 Morganton, NC 28655  
 Nat. Dir.: Darrell Cline  
 Rt. 9, Box 575  
 Hickory, NC 28601

### Texas

Southeast Texas Mustang Club  
 Pres.: Bill Caywood  
 c/o SETMC  
 P.O. Box 9337  
 Beaumont, TX 77709  
 Nat. Dir.: Wynn Carter  
 1225 Brockman  
 Beaumont, TX 77705

## Coming Up In The Mustang Times

- ★ Al Hendrick's 1965 Fastback
- ★ Biff Hitzeman's 1965 Fastback
- ★ Brenda Jacob's 1977 Cobra II
- ★ Shane Bryant's 1971 Mach I
- ★ Harold Odalhen's Modified 1970 Mach I
- ★ A Fasttime with Tracktime
- ★ Ask Fred Glazier
- ★ ASC/McLaren Test Drive

## Plus...

More Group News, Horse Show, Letters, Horse Sense, New Products, and other MCA member stories and photos.

PRESS RELEASE

**"Rangers Reign"**

Brea, CA October 5, 1987 . . . It was a 1-2 finish for Saleen Autosport again but this time in the form of the Ford Rangers. Steve Saleen, team owner, and Pete Halsmer, Trans-Am star, held off the best of the imports for the second win in a row in the new Coors Racetruck Challenge. Mid-Ohio was the place and September 26, 1987 was the date. Many of our valued sponsors were on hand to personally witness the dominating force of the Saleen Sportrucks as well as the indomitable Saleen Mustangs competing the same weekend in the grueling 24 hour race starting Saturday at 3:00 p.m. and ending Sunday at 3:00 p.m. The three car team hosted a most outstanding team of drivers. The #20 Saleen Mustang finished 2nd with our most impressive women drivers Desire' Wilson, Lisa Caceres and their guest Skeeter McKitterick. The #9 car finishing 3rd carried our all star line-up of Parnelli Jones, George Follmer and Rick Titus. Steve Saleen, Pete Halsmer and Danny May finished 5th in the #19 car.

The Saleen Teams continued their winning style at Mid-Ohio with 1st and 2nd place finishes with the Saleen Sportrucks and 2nd, 3rd, and 5th place in the 24 hour event with the Saleen Mustangs. There will be a long haul to Sebring, Florida for the last

race of the season for the Escort Endurance Series. Recently crowned 1987 Trans-Am Champion, Scott Pruett will join our line-up of drivers for the six hour event October 31. On November 1 the Saleen Sportrucks will engage in their next to last encounter of the season on same Sebring track.

PRESS RELEASE

**NASCAR/IROC  
Weekend, Two Camel  
GT Races Highlight  
40th Year of Racing in  
Watkins Glenn**

WATKINS GLEN, NY — Racing in Watkins Glen dates back to 1948, with a sports car race through the streets of the village at the tip of Lake Seneca.

Watkins Glen International announced a gala 40th anniversary schedule, highlighted by the third annual Budweiser at the Glen NASCAR Winston Cup/IROC weekend, two Camel GT weekends, and the Burger King 24 hours of Watkins Glen.

The 40th running of the Watkins Glen SCCA sports car races will usher in Speed Fest '88, a full week of activities surrounding the Budweiser at the Glen. The races will be held August 6-7, with a full contingent of SCCA races.

After a week of community activities — including breakfasts, car shows and a golf tournament — the NASCAR Winston Cup teams return for the Budweiser at the Glen. Busch Pole Qualifying is set for Friday, August 12. The Budweiser International Race of Champions and the IMSA American Challenge stock cars are set for Saturday, with the Budweiser at the Glen taking the green flag on Sunday, August 14.

The Glen's 1988 season is tentatively set to open June 10-12 with the Burger King 24 Hours of Watkins Glen, a twice-around-the-clock IMSA Firestone Firehawk Enduro.

The exotic IMSA Camel Grand Prix Prototypes return July 1-3 for the fifth annual Camel Continental. The Prototypes and Camel Lights Prototypes will compete in a 500-kilometer event. Also competing will be the American Challenge stock cars in the 94-Rock Challenge and the Barber Saab Pro Series.

Watkins Glen International's fastest growing event, the Serengeti Drivers Vintage Cup, returns September 10-11. The weekend features a full contingent of Vintage Motor Racing Association, plus an antique car show and car clubs.

The Glen's 1988 season comes to a close September 23-25 with the Kodak Copier 500, a 500-kilometer Camel GT race for the production-based GTO and GTU classes. The

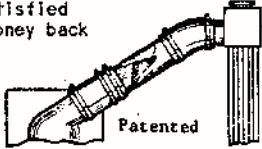
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weekend also features a 500-mile Firestone Firehawk race and the International Sedan Series.

Complete details of the 1988 Watkins Glen International season, including additional spectator weekends, will be announced shortly. For a free full-color brochure, which will be available on December 1, send a stamped self-addressed business envelope to Watkins Glen Interna-

tional, Box 500-B, Watkins Glen, NY 14891.

**Wanted:**

Information on a twin remote oil filter and oil cooler apparatus. This item is made of cast aluminum and has HM (Holman-Moody) all over it. The part numbers on it are:

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C5HM-6B638-MU1  
C5HM-6B714-MU1

It bolts to something such as a fire-wall. Pictures of such an item have been seen on a marine engine (427). Does anyone know the exact application for it? (Weights about 20 pounds.) If you have information on this item please contact Wynn Carter, 1225 Brockman, Beaumont, Texas 77705, (409) 832-4740.

**Win This Car!**

by Brad Bowling  
photos by Russ Harbaugh

"Tradition" is the operative word here.

The Gulf Coast Mustang Club is full of traditions. For instance, each year their shows are traditionally the big season-openers, giving everyone a chance to enjoy some warm Florida sunshine after sitting in the house all winter. The complimentary fish-fry (also a tradition) is, for many of us seafood lovers, good enough excuse to drive several hundred miles. Six years in a row, the group has raffled off a ponycar at each of their shows.

Figuring that some traditions should never be tampered with, the group knew they had to go all-out to find a raffle car for this year's show. They had to look no further than their own club.

Charlie Batchelor is the previous owner of this beautiful Senior Division show-winning Mustang. Let me repeat that: "Senior Division show-winner." That means that some lucky stiff gets to drive this Bright Red 1972 Mach I home after the show in Pensacola (assuming that they attend the show; you need not be present to win).

The black and red Mach I hood is hiding a 351 Cleveland V-8 and 4-barrel carburetor. The 266 horses (the rating for this engine in 1972) get their feet moving through a C6 automatic transmission and a 3.25 rearend. Goodyear Polyglas GTs are wrapped around the Magnum 500 wheels. Inside, the car is just as desirable; this



Mach was ordered with the Sports Interior option and air conditioning.

This makes the seventh Mustang to be given away by the Pensacola group. In the past six years, they have raffled off three 1966 convertibles, a 1964½ convertible, a 1968 convertible, and last year a 1966 fastback.

Proceeds for these cars have traditionally gone to local charities and this year is no different. Three local groups will be benefitting from the ticket sales. The Ronald McDonald House, the Sacred Heart Children's Hospital, and the Shriner's Hospital fund for children will be splitting the proceeds.

To buy tickets for this worthy cause and wonderful car, send checks made payable to Gulf Coast Region Mustang

Club, P.O. Box 10126, Pensacola, Florida 32514. The tickets are going for a dollar a shot or 6 for \$5 (you can't win if you don't buy a ticket). The winner's ticket will be drawn and announced at the show.

The fish fry will take place the evening of March 25 (the first day of the show) and the awards will be announced March 26, followed by the drawing for the car. For additional information on the show, contact Sonja Blackwood at the above address.

Mustang Times would like to thank Russ Harbaugh for getting us some great pictures of the Mach I on such short notice. **MT**

# JUDGES COLUMN

<p><b>1964½ - 1966</b>          John Henderson          1607 Lake Marina Dr.          Hixson, TN 37343          (615) 875-8987          week evenings          6 p.m.-8:30 p.m.</p>	<p><b>1967 - 1968</b>          Junior Downer          145 Rolling Hills Dr.          Chattanooga, TN 37343          (615) 842-4293          week evenings          6:00 p.m.-8:30 p.m.</p>	<p><b>1969-1970</b>          Ed Meyer          R.R. #1, Box 694          Huntingburg, IN 47542          (812) 536-3673          late evenings          Monday - Friday</p>	<p><b>1971 - 1973</b>          Marvin Scothorn          6250 Germantown Pike          Dayton, OH 45418          (513) 866-0690          weeknights &amp; evenings          4:00 p.m. - 10:00 p.m.</p>
<p><b>Bosses</b>          Bob Perkins          North 3183 Hwy. 26          Juneau, WI 53039          (414) 696-3788          weekdays &amp; evenings</p>	<p><b>Shelbys</b>          Jim Cowes          2215 O'Connor Rd.          Green Bay, WI 54303          (414) 434-3645          week evenings          5:00 p.m. - 8:00 p.m.</p>	<p><b>Modifieds</b>          Rodney Brown          Rt. 2, Box 103          Robertsdale, AL 36567          (205) 947-4180          Mon.-Fri. 6 p.m.-9 p.m.</p>	<p><b>1974-1978</b>          R. D. Tipton          3276 Sir Scott Court          Lawrenceville, GA 30245          (404) 921-6190          weekdays          5:30 p.m.-8:30 p.m.</p>
<p><b>West Coast Assistant          (All Classes)</b>          Scott McNair          420 Sarah Way          Suisun City, CA 94585          (707) 429-1431</p>	<p>The MCA members listed above are assistants to the National Head Judge and are specialists in the above listed Mustang classes. They will be glad to answer your letters or phone calls (no collect calls, please) concerning judging and restoration in these classes.</p>		

## Important Notice

A national certified judges meeting has been scheduled for January 16, 1988 at Jim Osborn Reproductions, 101 Ridgecrest Drive, Lawrenceville, Georgia. This meeting is open to all MCA members who are certified or those members who wish to become certified for judging.

The meeting will start at 9:00 a.m. (coffee and doughnuts will be served) and end around 4:00 p.m.

Anyone needing hotel reservations contact Sue Osborn at (404) 962-7556, Monday through Friday, 8:00 a.m. - 5:00 p.m.

This date corresponds with the National Directors and Officers installation dinner. If you would be interested in attending the dinner also please notify Sue.

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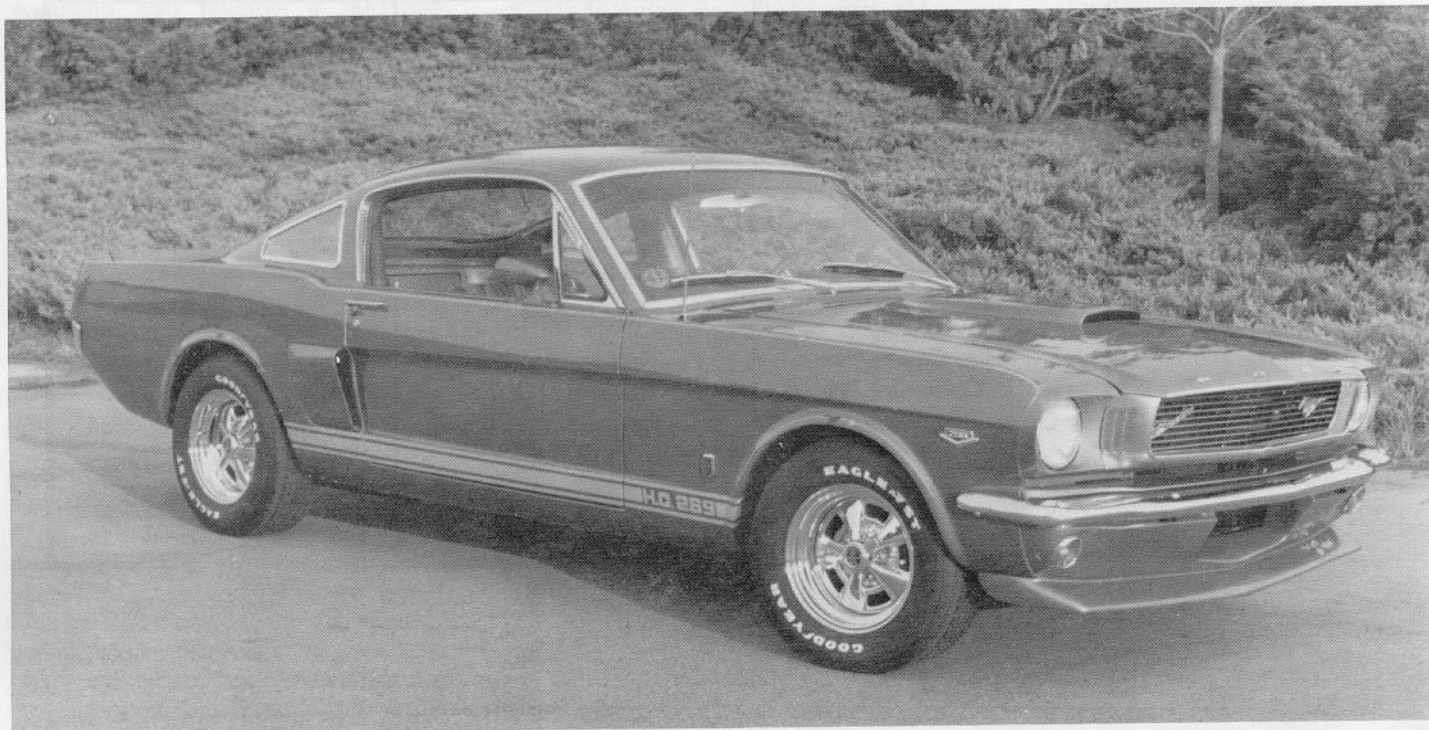
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## The Horse with No Name

by Brad Bowling

Photos by Brad Bowling & Gary Stein

**W**hen Jimmy Getsinger, of Anderson, South Carolina, finished modifying his 1966 fastback, he knew it needed a name. All modified cars, since hotrodding began, have been named; it's a law, I think. Tweety Bird, Pony Express, Badstang, Money Trap, Mustang Too are examples of modified Mustang monikers.

When nothing came immediately to mind, he realized his problem was solved. The fastback became "The Horse with No Name."

This article might be easier to write if I start off with what Jimmy has *not* modified on the car.

The interior received the least amount of change. The bucket seats are covered in an Emberglo/Parchment pony seat vinyl, just as they were when they left the Metuchen, New Jersey plant 21 years ago. The carpeted fold-down rear seat gives the fastback an even sportier, 2-seater look. A steering column-mounted rally-pac helps Jimmy keep an eye on

the pony's revs with its 8,000-rpm tachometer.

About the only changes here are the aftermarket stereo (no cutting out the dash, however) and door-mounted speakers.

However, from the outside, it's an unknowledgeable observer who would mistake Jimmy's car for stock. Up front, this pony cuts through the wind with its valance panel/spoiler combo. The wide-mouth opening under the bumper allows more air to flow to the three-core radiator. The original '66 grill is in place, but instead of the horse and corral, the horse has been set free from the confining rectangle and is running toward the chrome "Street-machine" lettering on the far side.

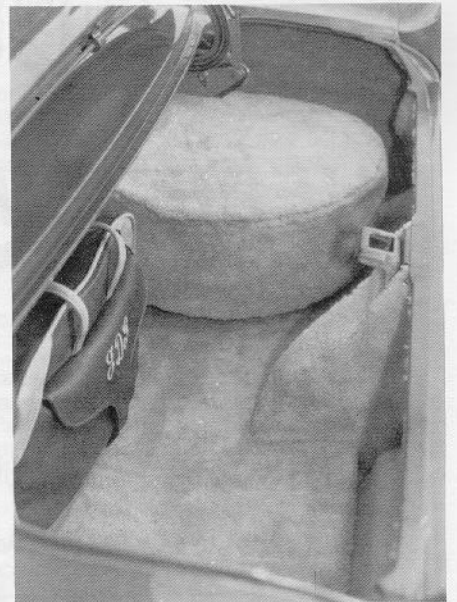
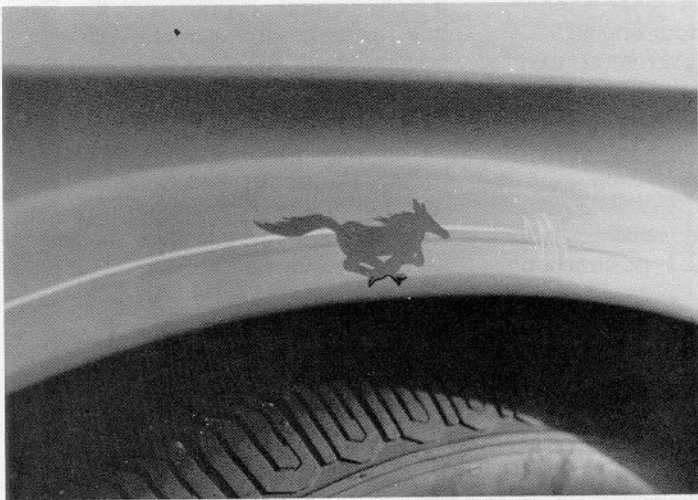
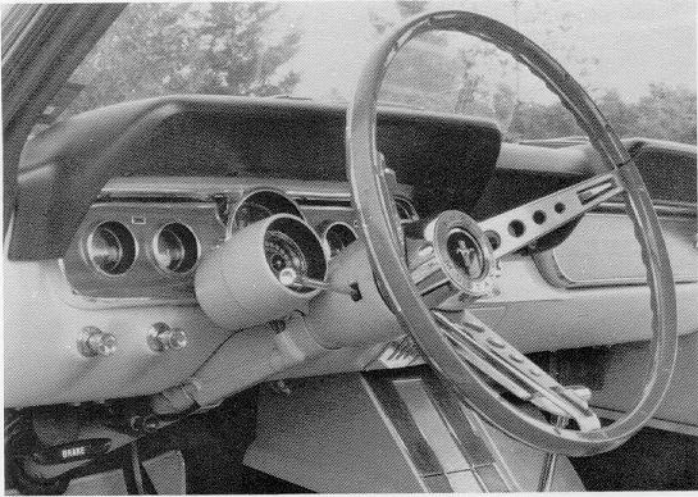
A non-functional scoop sits atop the hood, but the side-mounted air scoopers behind the doors actually cool the brakes. Shelby side-window kits replace the staggered air vents that once sat there, giving the roofline a little smoother appearance.

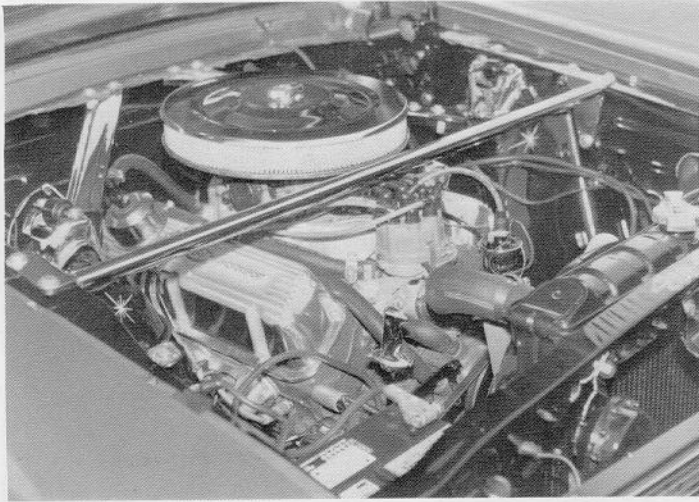
Walking around to the rear of the car, you will notice the subtle, well-integrated spoiler. The reason the spoiler looks so in-place is because the decklid itself is fabricated of fiberglass. Raising that lid will reveal a trunk that is better appointed than most people's living rooms. The floor, the inside quarter panels, the filler neck, and the spare tire are all covered in a thick, light brown carpet. Interior and trunk labor was done by Dennis Glenn of Custom Trim and Top Shop in Anderson, South Carolina.

A sharp eye might also spot the "imitation" Shelby rocker stripes that spell out "H.O. 289", the GT badges, and the hi-po flags behind the 289 V-8 plate.

The beautiful Emberglo coats that cover the car were applied by Roger King.

Stock wheels and tires have long since given way to the Appliance 5-spoke, 7-inch mags wrapped by 235/60R14 Goodyear Eagle STs.





Now, let's look under the hood. It's a 289 alright, but that's where the originality ends. The stock 2-barrel has been replaced with a Holley 600 4-barrel that sits on top of an Edelbrock F4B intake manifold. Add to this the 302 oil pump and windtray, competition cams with competition lifters, timing chain, and gear, dual-point distributor, headers and GT exhaust

pipes, and you've got what Jimmy refers to as a "pretty stout engine."

Chrome oil pan, alternator, and polished aluminum Motorsport valve covers top off the work that Gary Acker of Acker Automotive performed on this fastback's motor.

Hooked up to the 289 is a C-4 automatic transmission which sends power back to a 3.0:1 positraction

8-inch rearend. Helping put the torque to the ground is a set of Shelby traction bars.

Jimmy's Horse with No Name doesn't run free these days; most of its travels take place on the back of a trailer. The fastback can usually be seen at Mustang shows around the southeast, where it usually manages to walk away with a trophy.

MT

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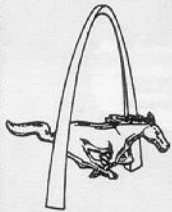
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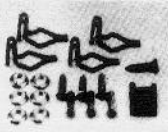
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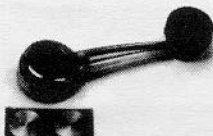
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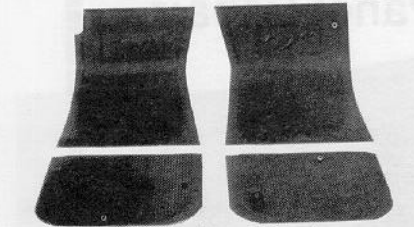
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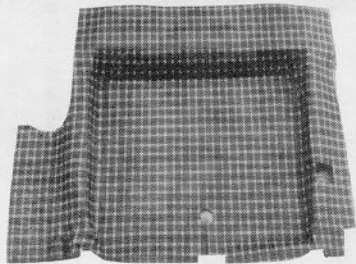
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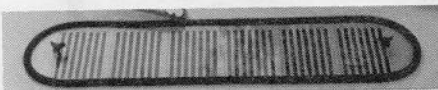
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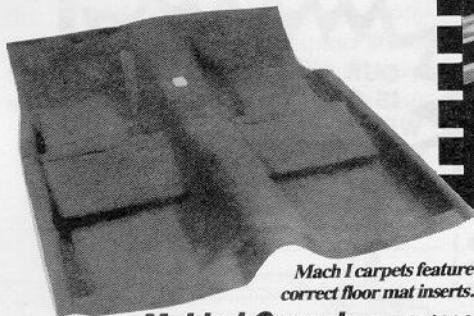
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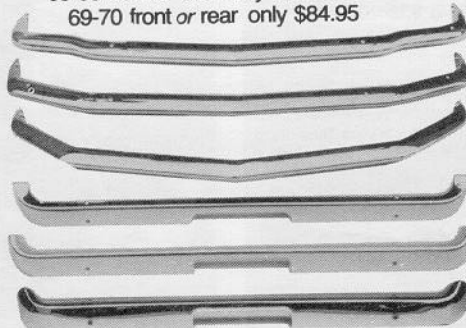
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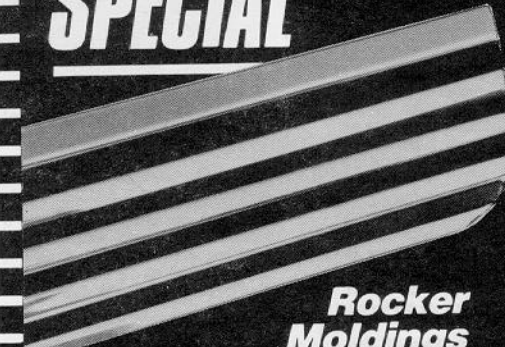
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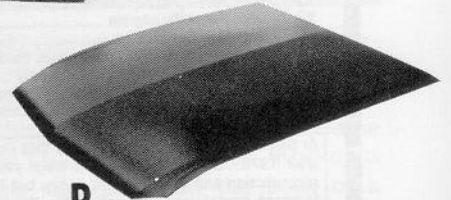
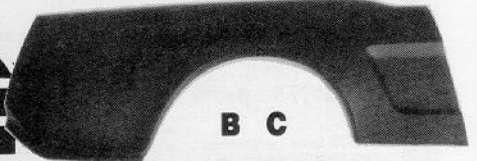
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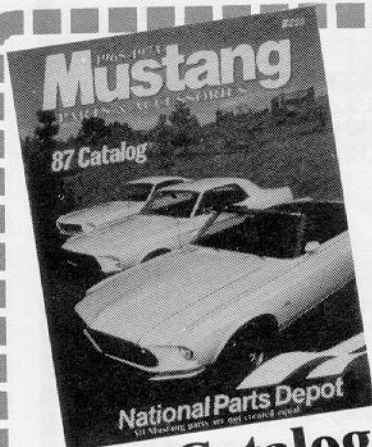


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## Mustang Times Goes to Road Atlanta

by Brad Bowling

photos by Brad Bowling, Teresa Vickery, and Gary Stein

### Labor Day Guests

What were you doing this Labor Day weekend? If, like most Americans, you stayed home, cooked out, watched television and gained weight, consider yourself lucky. While you were cutting into your inch-thick ribeye (cooked just the way you like it), your *Mustang Times* editors were hard at work, slaving away at a noisy, busy racetrack, seeking out interesting Mustang stories for our readers. Do we get any sympathy?

Doesn't matter. We wouldn't trade our Road Atlanta weekend for anything. We went as guests of the Saleen Autosport racing team and General Tire. The Saleen Mustangs (numbers 9, 19, and 20) would be doing their usual act of embarrassing Porsche 944s and Nissan 300ZX Turbos and we wanted to be there.

### Press Passes

As neither of us had been to the track before, we showed up early Saturday morning to learn our way around the facility while the crowds were still small. We picked up our press credentials and I was just a little bit amused to see *Mustang Times* listed next to *Motor Trend* magazine in the press registration notebook (Teresa suggested that this was due to alphabetical placing. I'm positive that there was some important reason for it).

Right away, we spotted the General Tire/Saleen Autosport group; how could anyone miss three Saleen Mustangs, two Ford Rangers, an Aerostar van, a dualie four-door Ford truck, and a tractor-trailer rig, all painted General Tire's yellow/white/black/racing colors? Right in the middle

of that colorful display sat the white Saleen press car that Teresa and I would be driving Sunday.

For someone accustomed only to wide-open, high-banked NASCAR ovals, the layout of a course like Road Atlanta is an exciting change. The course is over 2½ miles long and has 12 turns (just to keep the drivers busy during a race). Not only does the road switch from left to right but it also has several hills; this makes viewing the entire course at once possible only by aircraft. There are several narrow lanes of road running through and around the infield, so spectators can drive to any point to watch the cars negotiate sharp curves or pass the competition on long straightaways (the infield also has a liberal supply of "restroom facilities", something other race tracks often lack).

As Steve Saleen and his wife, Liz, had not yet arrived, Teresa and I decided to wander around and familiarize ourselves with the track. We walked around and took pictures of teams race-prepping their cars. Porsches, Mazdas, Datsuns, Corvettes, and others sat in the team area, waiting to have new tires or brakes or fuel pumps put on. If the sun had been out that day (it was overcast and drizzly) I could say that the cars "gleamed", but instead, let's just say they "glowed". Their sponsor decals and trick paint jobs were the only clues that these cars were not going to be seeing street duty any time soon.

### SSGT for Beginners

You see, this is the world of Showroom Stock racing. The Sports Car Club of America (SCCA) sanctions different types and classes of races all over the country. There are

some classes that just about anybody should be able to afford (with the right loan officer) and some that should only be attempted with big-name, big-buck sponsorships.

That day we were interested in the GT class. The Saleen Mustangs race in the GT class against Porsche 944s, Toyota Supra Turbos, Nissan 300ZX Turbos, and a few others. Cars are classified by virtue of their power; an attempt is made to give each competitor a fighting chance. So, even though you might see a Corvette blow by an Audi Quattro, it is entirely possible that the Corvette is running at the back of his class and the Audi is leading his. The most attractive aspect of this series is that the cars are identical to those that can be bought straight from a dealer showroom or lot. The only changes allowed are in the interest of safety and include the addition of fire extinguishers and roll bars.

As the Saleen Mustangs are limited production models, Steve Saleen had to push to get his cars approved by SCCA. Series rules require a minimum run of 5,000 units per year and the Saleen factory only turns out a fifth of that. After much lobbying, the yellow, black, and white Mustangs were given the nod and they have been winning ever since.

### Rented Buicks

Just as we were deciding to drive over to explore the infield, Steve and Liz arrived (in a non-Ford, I painfully recall — I'm sure it was rented, though). Some of you may already know the Saleens; they have been traveling the country with the racing team and even made it to the Great Southern Grand National in Biloxi, Mississippi, this past August. Steve is a pretty serious guy, especially when it comes to his cars and his team, but after talking to him, I realized he has a good sense of humor and modesty about the attention he has been receiving lately. Liz comes across as an easy going, carefree woman who enjoys being married to a successful racer/entrepreneur. That's partly the case; strike the carefree part. For Saleen Autosport, she coordinates team schedules, writes press releases for magazines, monitors the lap timing and recording during races and takes care of their three children. And those are just the jobs I can remember.

While Liz was introducing us to the crew members and drivers, she got word that a Saleen driver, Desire Wilson,



had secured the pole position that morning with a 1:40 lap time (an average of about 90 miles-per-hour for the curvy track). We congratulated Desire who modestly gave us the first good quote of the weekend, "It's the car. It's just so good." In fact, the entire group was amazingly modest about all of the racing success they've been enjoying this year.

Members of the crew were efficiently doing their jobs; tires and equipment were being shuffled around from the rig to the cars, but everyone had time to meet and talk with us. One crew member, Jay Dalton, was particularly fond of being photographed and showed up unexpectedly in many of our shots. What does Jay do for the team? According to Teresa's disjointed notes from the track; "Jay the Ham, does gas." Liz later reminded me that the Ham was in charge of the fuel supply during the race. It takes three people to refuel the race cars.

We were also introduced to the rest of the drivers; Pete Halsmer, Lisa Caceres, and Danny May. Rick Titus was not around at the time of the introductions but we would later see him in the pit area.

*From left to right — your editor, Liz Saleen, Jay "the Ham" Dalton, and Steve Saleen.*





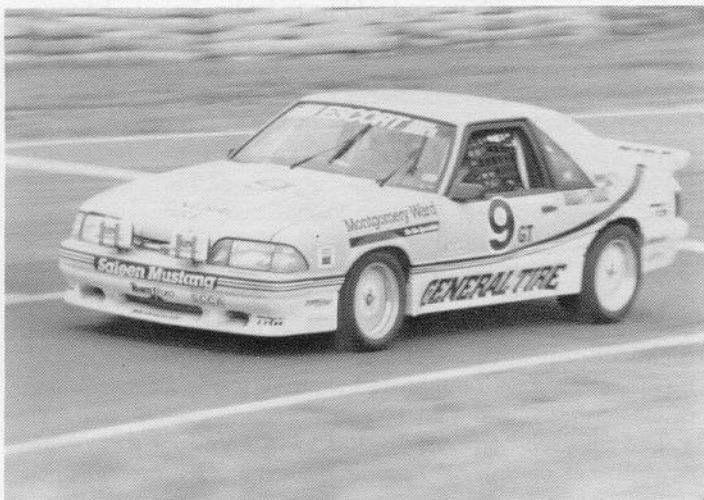
*"... bandit at 11 o'clock ... there's another one on my tail..."*

### Free Food

A sure-fire way to get my attention at a Mustang show is free food; racetracks are no different. All weekend, food tents set up by Pombo Racing (Saturday lunch) and General Tire (Saturday dinner, Sunday breakfast and lunch) distracted me from enjoying the scenery. Fried chicken, baked beans, sandwiches, donuts, sweet tea, and the best turkey and dressing dinner I've had outside my house made "Let's stop by the food tent" the most used quote of the weekend.

Bob Smith explained that the catered dinners were not so much an extravagance as a necessity. "It just makes good sense to bring the team together for meals. That way, everybody doesn't have to scatter around the country in search of food; less time is spent away from the track."

Bob arranges the catering for Saleen Autosport more as a favor to Liz than an assigned job. His official function is that of director of sports marketing for the group and he acts as liaison for the corporate sponsors.



### The Fun Begins

The classes racing in the Escort Endurance Championship event that Saturday included A, B, GT, and SS. Several Corvettes and Porsche 944 Turbos made up the SS class and the Saleen Mustangs would be competing against Toyota Supra Turbos, Nissan 300ZX Turbos, and a Porsche 944S in the GT class.

Scheduled to start at 4:45 p.m., the race did not actually begin until 5:00. The Saleens immediately took up their positions at the front of the GTs; even the rain that started in the first hour of the race and continued throughout all six hours did not manage to greatly reduce their lap times.

Again, the NASCAR races I had watched had not prepared me for Showroom Stock. One big difference was the noise level. With stock exhaust systems in place, none of the cars were extremely loud and it was possible to stand close to the track and still speak without screaming.

Teresa and I, now joined by Gary Stein and Patti Sankey, drove around to several different vantage points in the infield. Even though it was raining, we wanted to get most of our pictures taken before daylight completely faded away.

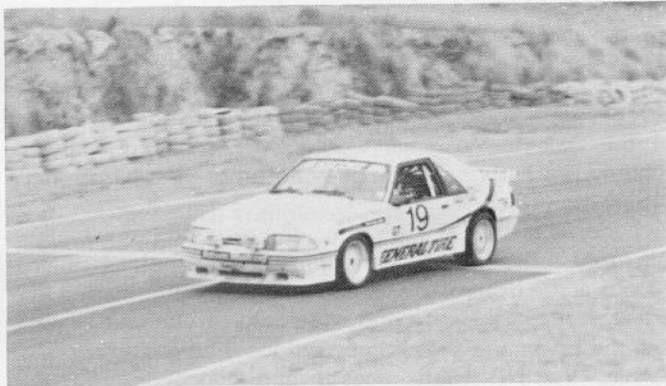
We watched the Saleens go through the wet curves much faster than safety seemed to permit without any signs of traction loss or impending danger. There were only a few cars in the GT class that put up a good fight against the Mustangs; a Motorsport International Porsche 944S was often seen mixing it up with the Autosport drivers.

That race was the first indication that Steve Saleen's choice of the General Tire XP2000Vs for his cars was not just a matter of a sponsor with a lot of money to offer. I had to keep reminding myself that the cars were taking corners on wet pavement much faster than some cars could have on a dry surface. And they were doing all of this on street radials that can be bought at any local General dealer.

Rick and Steve were driving #19 with Lisa and Desire in #20. The newest entry for the team was #9, driven by Pete and Danny. The lead changed several times during the race, and 172 of the 193 laps saw one of the yellow/white/black race cars up front.

Even as the race progressed, our excitement did not diminish. For true Mustangers, watching such a powerful





display of Ford V-8 horsepower/Saleen handling and braking was a thrill to be long remembered.

For instance, at one point during the fourth hour the Autosport team was leading the pack with a 1-2-3 placing and the likelihood of finishing that way looked good. Unfortunately, the pesky Motorsport Porsche worked its way back into the group and stayed there.

With thirty minutes left in the race, the four of us made our way down the pit area where we stood with crew chief Ken Brown, wanting to be among the first to congratulate Steve and his team on a fine race. During the race, Ken wears two sets of headphones and microphones to communicate information between the cars and the timing tower. Trying to talk to Ken in the pits is like trying to talk to a schizophrenic on a bad day.

"So, Ken, how do the cars look for a 1-2-3 finish?"

"It looks like they've still got a . . . How much gas? . . . They say they're on fumes . . . Five laps . . . There would be a good chance for a 1-2-3 but they are all out of gas."

So, in the last three laps of the race, the team and the pit crew had to pull together at a furious rate to bring the cars in and get them back on the track in record time. The three cars came in separately, each one sliding into position in front of the crew, then leaving long, black General marks on the pavement as they left the pit area to play catch-up with

***The exciting nighttime pit stop for #9 during the last three laps of the race.***

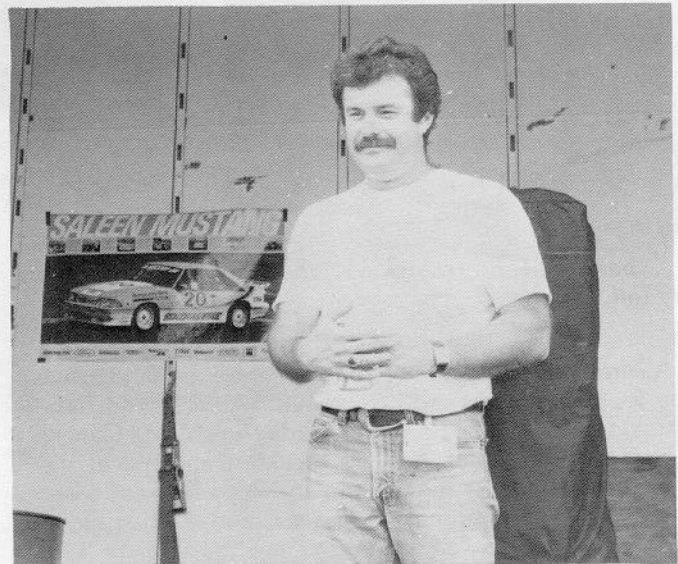


the rest of the field.

People on both sides of the pit lane were cheering the efforts of the crew and just a few minutes later those efforts were rewarded, with the Saleen cars finishing first, second, and fourth. Number three finisher was, of course, the Motorsport International Porsche.

"So, what sort of celebration will the team have?" I asked Ken Brown.

"We'll have a few beers," he said, "then we'll take the cars apart."



***Crew chief Ken Brown enjoying a quiet moment.***

### **Time to Scare the Locals**

Sunday morning, Teresa and I headed back out to Road Atlanta. After the excitement of the six-hour race the night before, we could hardly wait to drive the white press car.

There was already some food at the General Tire tent so we made ourselves at home while we waited for the team to show up. A few pounds later, crew people started coming into the tent to get out of the rain and pick up a bite to eat.

Liz sat down with us and told us to let her know when we wanted to take out the press car. I was ready to head for the car right then but, as the intensity of the rain increased, we decided to wait for a break in the weather. Liz gave us a quick rundown of the history of the car that we would be driving. *Car and Driver* magazine had returned the car to Saleen Autosport with the rear wing demolished. They said that a horse had bitten through it when the car was parked in a field during a photography shoot.

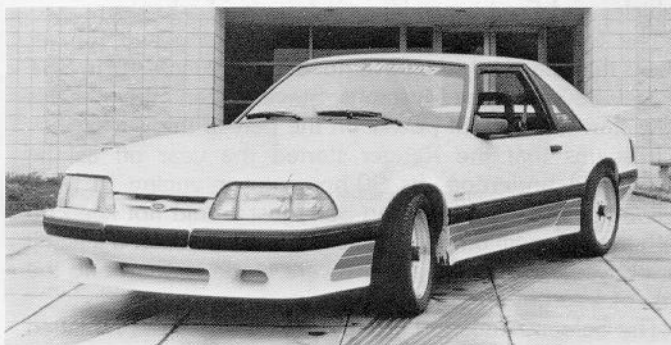
The floor mats had been stolen out of it while it was on display. Recently, the Kenwood sound system had been taken out of it with a knife and possibly a heavy, blunt instrument, destroying the dash/console. All of that had been replaced along with the busted window (later, we found bits of broken glass in the back seat).

The car itself had only 13,400 miles on it, yet was on its seventh set of tires. Automotive journalists are tough on

cars, I've been told. Also, at the time Liz was telling us all of this, a crew member was putting a fuel pump on the car as the previous one had been used on one of the race cars when a spare could not be quickly located the day before.

We were introduced to Fred Blum, who doubles as the national sales manager for Saleen Autosport and strategist for the race team. He was in charge of everything involving the press car and told us that the fuel pump was in place and the key was in the ignition.

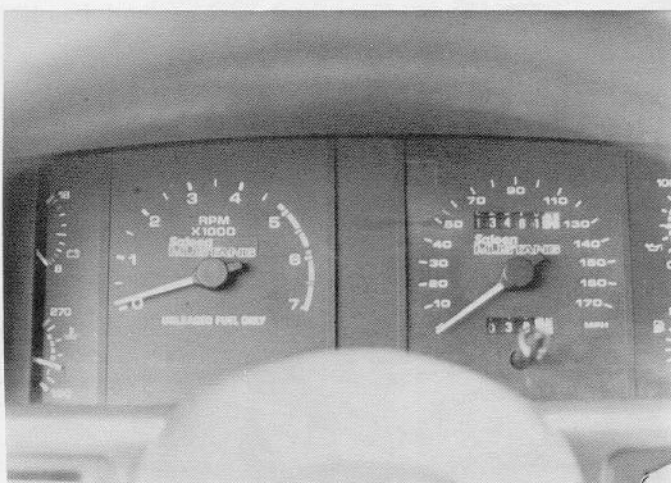
The way Liz talked about the car, we were expecting to drive something along the lines of Chevrolet's worst. So, when I fired up the car for the first time and heard the dual exhaust gurgling happily, I knew that we had nothing to worry about.



Since my praises of this car are many and my complaints (both concern cosmetic aspects, not performance) are few, I will start with the latter.

First, I just don't like the tri-color stripes that run below the beltline of the car from front to rear on either side. Teresa, on the other hand, liked them. I've been told that when I get my \$19,500 together, I can order my Saleen without them.

Secondly, the "basketweave" wheels were eye-catching when I first saw them in pictures and in person. Later, however, I really began to wish for another style (and I was not very fond at all of the gold-colored wheels). Steve has come to the rescue on that one, too. The '87 Saleen



brochure shows a car equipped with an attractive five-spoke that, due to scheduling problems, will not be made available until the 1988 model year.

My praises, as I said earlier, are many. In the dictionary, under the word "fun", there should be a little drawing of a Saleen Mustang on a wet parking lot, or maybe on a straight stretch of interstate, or maybe on a tight, curvy ribbon on pavement.

No matter where we took the new, improved pony, it didn't let us down. Even before we got out of the race-team area, people were turning to look at the Saleen (three cars just like it had, after all, finished in the top four positions the night before). If you are the type person who gets paranoid easily, do not get into this car.

I had promised myself that, taking the rain into account, I would be more than cautious; I would be downright slow.

Once we left the Road Atlanta parking lot, it took me an estimated four seconds to break the local speed limit, two more seconds to break the Georgia speed limit and I soon had to make myself realize that it was time to slow down.

This car has power. It has the same exact power as the '87 GT I drove a few months ago for *Mustang Times*. It's just that Steve has done such a superb job with the handling and braking (and looks) of the car that it seems to be all-new. Saleen modifications are too numerous to mention, but I would like to point out the major bits that have contributed to making this super pony the best performance buy for the bucks.

General Tire's XP2000Vs (P225/50VR-16s) sit on Saleen/American Racing designed 16-inch alloy mags (7-inchers in front and 8 in back). The Racecraft suspension kit includes Koni adjustable shocks all around, horizontal axle dampers, specific rate front and rear coil springs, special strut mounting bearings, and a urethane sway bar pivot bushing, to name a few.

The biggest noticeable difference from the stock GT is in the area of braking. The Generals and the new-for-'87-Saleens-only four-wheel disc brakes make for an unbeatable combination in the deceleration department. With the SVO-born four-wheel discs comes the five-lug pattern, which Steve claims is a big bonus for racing the cars.

Many interior appointments were upgraded at the Saleen factory. Performance equipment includes a quick-ratio Hurst shifter, FloFit seats, Momo steering wheel, a dead-pedal, 170-mph speedometer, and Escort radar detector with built-in plug.

If the stainless-steel headers and dual, low-restriction exhaust system are not enough to keep your ears entertained, roll up the power windows and put some tunes on the killer 6-speaker Kenwood sound system.

Of course, driving the car makes you forget all about the statistics and mechanical goodies. All you feel is power and, oddly enough, security. This car will forgive most stupid things that you can do with it, even on a wet, curvy road. After checking the mirror for company, I nailed the brakes, figuring that the tires would lock. The car stopped like it had reached the end of a long rope. I looked over at Teresa who

might have been upset over being thrown against the shoulder harness had she not been grinning so big.

"Pull over and let me drive."

In a few seconds, I was back up to cruising speed and a few miles of excitement later, we emerged onto the interstate. A strong sense of social responsibility keeps me from revealing any speeds that the Saleen attained on the interstate. But it was definitely a case of "Children, do not try this at home except under adult supervision."

Just to make sure that my earlier brake test had not been a bit of luck on the part of the car, I had to repeat it on a straight, long exit ramp. Same results. The car just would not lose traction. We were both amazed and Teresa still wanted to drive.

Managing to put her off just a little bit longer, we pulled into a large, empty parking lot where I proceeded to test the lateral acceleration of the car (in other words, I tried to get that sucker to do a donut). In a tight circle, I ran the motor up to 4,000 in first gear and the tires didn't slide. When I shifted into second and ran up the revs, the insides of my body were having a much more difficult time with this trick than the Saleen. When I finally let off of the gas and straightened up the Momo steering wheel, the car jerked into a straight line.

The final test was for straight-line acceleration. This is where I finally got the Generals to break loose and spin; but only for a second. Winding the 302 up to 4,000 again (it just seemed to sound better there) I dropped the clutch and the rear tires broke loose, then grabbed hold of the pavement with a vengeance and soon my body was pressing hard into the FloFit seat.

Enough fun. We had to take a few pictures of the car. Driving up onto the sidewalk looked to be as good a place as any.

After the quick photo shoot, we were off again, this time with Teresa behind the wheel.

Teresa didn't put the car through the various tests that I had previously used to discover the limits of braking, adhe-

***Saleen Autosport's Fred Blum trusted your editors to return the Saleen press car.***



sion, and acceleration. No, her driving was much less scientific than that. She just wanted to have a good time and drive fast.

Even though the car had a full tank of gas and Fred hadn't really said when they wanted it back, Teresa vetoed the idea of driving up to South Carolina. The Saleen Mustang puts you in that frame of mind.

### The Lone Rangers

The last event of the weekend for us was "the truck race". Well, it was officially called the Coors Racetruck Challenge, but most people knew it as "the truck race."

This is the first year for SCCA to sponsor SST (Show-room Stock Truck) racing. Manufacturers of the mini-pickups seem to enjoy the exposure the events give to their vehicles and Ford is no different from anybody else.

The Saleen group has been campaigning two Ranger trucks this year, but they have not been as successful in SST as they have with the Mustangs. Steve Saleen attributes this slow start to a lack of power on the part of the trucks.

It seems that the Ranger started the year off as the recognized underdog. Its 90-horsepower engine (a four-cylinder; no V-6's allowed in SST) just would not keep up with the competition, especially the imports. After a little bit of lobbying, some concessions were made to Ford and the little pickup got a little pickup.

The Saleen Autosport group will be turning out modified Rangers for the street starting in 1988 and the trucks will include several Mustang-like modifications. Look for these trucks to be shod with General XP2000s on special wheels, FloFit seats, serious sound systems, Quickor-engineered suspension tricks, and, of course, the Saleen name and special identification number.

During the Coors Racetruck Challenge at Road Atlanta, Truck #19, driven by Pete Halsmer, lost a valve stem after an encounter with a Nissan. The Ranger limped back to the pits with a flat, shredded tire and chewed-up wheel. The flat caused the truck to lose the lead and finish in sixth place. The other truck, #20, driven by Steve Saleen, finished the race in third place.

The finishes in the truck race meant that the five Saleen Autosport vehicles brought home first, second, third, fourth and sixth place trophies from Road Atlanta.



### Time to Reflect

What did we learn from our weekend at Road Atlanta? There were many lessons offered, but one really stands out above the rest.

With groups like Saleen Autosport around, Mustangers have nothing to fear about the future of their favorite car. The Mustang name will stay at the top of everyone's performance list for a long time to come.

MT

*After a rainy but successful weekend at Road Atlanta, the team loads up for the trip to the new Memphis International Motorsports Park.*



### MCA Goes Racing

During one of the rainier parts of Sunday, Teresa and I talked with Liz about the Mustang Club of America and *Mustang Times*. We joked that it was too bad there were no *Mustang Times* decals made up to go with the *Road and Track* emblems on the race cars.

"However," I told her, "we do have some MCA windshield stickers that all of our members receive for their windshields. You could put some of those on the racers."

"Sure," she said, "that'd be great."

It took me a second to realize that she must have been kidding.

"No, we'd love to. I'll have to ask Steve about it, but go ahead and send us enough for the cars. We'll have them on in time for Mid-Ohio."

Well, we quickly sent the decals to Saleen Autosport in Brea, California, and a couple of weeks later received these pictures of the #9 race car.

Liz tells us to go ahead and send three more stickers as the 1988 season cars will be put together soon. Now, when you see the Autosport team on television (or in person), look for the blue circle like the one that you have on one or more of your cars.

MT



**M**y husband, Al, first came into my life in 1966. At the time he owned a 1961 Chevy and later a 1963 Austin Healey Sprite. For seven months I was chauffeured around in one of these vehicles until Al showed up one night in a new black 1966 Mustang 2+2. First impressions are often wrong which is very true in this case; I quickly became quite fond of the little pony and decided it was not the ugliest car I had ever seen.

For the next few years Al and I street raced the Mustang against any car that was willing. (The original K-code 289 was always ready for newcomers.)

A month before our wedding in 1968, Al decided it was time for me to learn about a four-speed transmission. From that day on, the Mustang was mine.

The 2+2 served as daily transportation for the next three years until the day we decided to trade for a car equipped with an air conditioner.

While we took the new car for a test drive, the salesman made a deal with someone for our fastback. As we signed our name on the dotted line, we watched the Mustang drive out of sight.

About a year later we spotted our old car parked at a shopping center. We spoke with the owner and asked him to contact us if he should decide to sell the car. We later learned that it had been involved in a drug raid and had been put on the auction block by the metro police in Nashville. After a few inquiries we were told that the car had been sold to someone out of state.

We had missed another chance to retrieve our Mustang.

After abandoning our quest for the car, we purchased a 1969 Mustang in 1982 and also joined MCA. An article published in the October, 1982 issue of *Mustang Times* caused us to resume our search. The article told of how Richard Pittman of North Carolina searched for and located the Mustang he had purchased new. If he could do it so could we.

With owner's manual and warranty card (we had removed these from the fastback before it was sold) in hand,

*After a thirteen-year absence...*



## My Fastback's Back

by Jan Gregory

we began attending shows once again in search of the 2+2 we missed.

One day I was talking with our friend, Officer Tom Heathcock, about our search. Tom was very anxious to help us in any way possible and immediately ran the serial number through the NCIC Telex.

Dead end.

The next step was to try the Department of Vital Statistics for the state of Tennessee. This search yielded the name of a gentleman who had titled the car in 1974. Although the gentleman's name was not listed in the local directory, numerous phone calls lead us to another part of Tennessee where the Mustang might have wound up. Unfortunately, the car had been sold to someone in Canada!!

Desperation set in.

After hearing the latest developments of the story, Officer Heathcock obtained permission to go through the Federal Bureau of Investigation to

contact the Canadian Transportation Department. The phone number for the Royal Canadian Mounted Police Vital Statistics Department was obtained. I spoke with Sgt. Rick Macphee of the Mounted Police and gave the many details of our search. Sgt. Macphee traced the serial number and in minutes gave me the owner's name. I spoke with the owner and learned that the fastback was still in good condition and that he was willing to sell it.

Pay dirt.

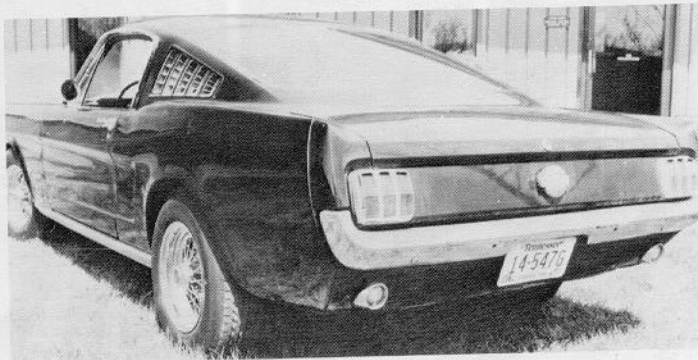
After 13 years our Mustang was returned home.

The Canadian weather was rough on the little fastback, necessitating an extensive restoration project. The Mustang will once again be in tip-top shape, slightly modified, but good as new.

I would like to thank all those who assisted us in our search — all the hard work and persistence paid off.

This Mustang is now home to stay.

MT



*... this Mustang is home to stay.*

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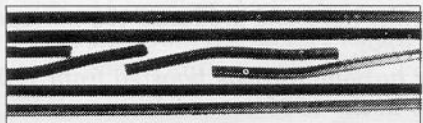
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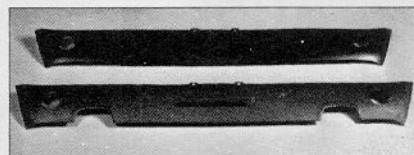


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## The SVO Mustang Story

by Brad Bowling

They called it the "Future Boss".

In the early 1980's, automobile manufacturers were still trying to recover from the energy crisis that had killed off automotive enthusiasm in the previous decade. They were telling the public that small, gutless transportation was the way of the future as another gas shortage was just around the corner.

At the same time, the small foreign cars with their great gas mileage were not looking so cute anymore and cries for more performance could be heard at dealerships across the country.

Some of those cries reached the ears of a small group of men in the Special Vehicle Operations department of Ford Motor Company. The SVO group felt that the market was open for a high-tech, future-think version of the once-popular Mustang.

While the prototype SVO Mustang was being assembled, customers were just starting to receive the new 1982 5.0-liter V-8 GTs after several years without a top-of-the-line ponycar model. Even as improvements were made to the 302 motor and the car that carried it, Ford viewed the GT as an endangered species (some called the V-8 engine a dinosaur), ready to be certified extinct when the next gas crunch came. The SVO would rise, economically but powerfully, to become the Mustang of the '80s.

So, what was the problem? Why is the SVO no longer made while the GT (and V-8 LX) left over 10,000 orders unfilled last year?

Two reasons.

First, the "next" gas shortage never came. Fuel prices continued to rise, yet Americans adapted and came to expect it. After a couple of years with gas hovering around the

dollar-a-gallon mark, a 200-plus horsepower V-8 didn't seem like such a bad idea after all. "Dinosaur", indeed!

Secondly, the big reason. The car was just too darned good. In fact, you might say that it was perfected right out of the marketplace. The group of enthusiasts at SVO were given a loose reign to create the limited-edition high-performance car and they didn't want to disappoint anybody.

Starting with the 2.3-liter four-cylinder turbomotor from the Thunderbird Turbo Coupe, they added an air-to-air intercooler and electronic controls for the blower. The engine could be boosted up to 14 psi without introducing the pistons to the cylinder head and produced 175 horsepower in its first year of 1984.

***The four cylinder turbomotor was boosted from 175 hp in 1984 to 200 hp in the 1985½ models.***





**The 1984 Goodyear NCTs were replaced by Goodyear Gatorbacks in 1985.**

Since all enthusiasts like to shift for themselves, a Borg-Warner 5-speed and Hurst shifter were designed for the car. A Traction-Lok differential was put on the rear for limited slip. After perfecting the “go” department, the engineers set about getting that power to the ground in a controlled manner.

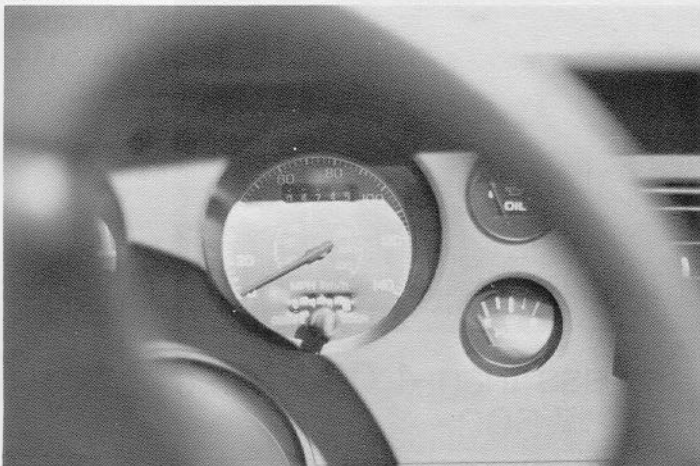
New suspension components were built and tested (much of the SVO’s development took place on racetracks; as early as 1982, prototypes were entered in Nelson Ledges’ 24-hour endurance race).

Again, only the best would do.

Adjustable gas-charged Koni shocks and sway bars were used along with the new Quadra-shock rear suspension set-up.

To complement the handling improvements, German-made Goodyear P255/50VR16 NCTs were fitted on 7-inch wide cast alloy wheels. These 16-inch tall rims were designed especially for the SVO with cooling slots to slide air over the four massive ventilated disc brake rotors (11.08 inches front, 11.6 inches rear).

***This SVO came from the factory with a 140 mph speedo — owner Tom Gattis worked for Ford and special ordered it.***



Inside the car, a padded, three-spoke steering wheel, complete gauges, all-new pedal arrangement (including a dead-pedal), leather-wrapped shift knob, and special articulated driving seats with adjustable everything made for a complete driver’s environment. (The layout of the speedometer has a story behind it that illustrates SVO’s determination to produce a world-class sports car. Ford would not allow a 140-mph speedo in any of their cars in 1984, even the 130-mph SVO. To work around this problem, the men at SVO installed 140-mph gauges that were labeled to 85. After 85, the driver could count the unlabeled bars, or eventually fill in the numbers himself.)

To distinguish the outside of the car from its V-8 sibling, single rectangular headlights were chosen to fill in the holes until Ford could get approval to use the smoother, plastic-formed lenses to aid aerodynamics (the NHTSA did not approve the use of these lamps in time for them to go into production with the 1984 SVO; they were used on the 1985½ and 1986 models). Between the sealed-beams was a narrow slit that fed air through the radiator. The front valance for the



SVO contained a pair of nicely integrated Marchal driving lights and another air opening.

A functional hood scoop sat slightly off center and fed air to the turbocharger’s intercooler. On the rear of the car was perhaps the most unconventional spoiler for a production car since the Plymouth Superbird/Dodge Daytona of the late 1960s. The “bi-plane” spoiler was definitely a nod to European styling and was lifted almost without change from the Sierra XR4i (built by Ford in Europe). Although very few people opted for it, there was a regular, single spoiler available for the SVO.

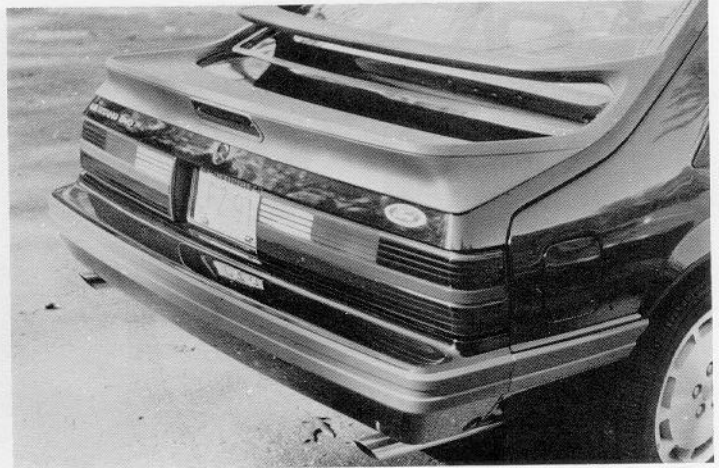
It was a car that was literally “built by enthusiasts for enthusiasts” and it was a good one. All of the high-tech goodies and racetrack tuning gave the SVO a 0-60 time of 8 seconds, a 130 mph top speed, tremendous cornering ability, and approximately 30 miles to a gallon of gas.

However, all that perfection drove the price up to \$17,000 or more 1984 dollars. In fact, the anticipated success of the car caused many dealers to ask over \$20,000 for fully-loaded examples. In the case of the SVO, “fully-

loaded" meant that you added the two options: sunroof and leather seats. The 5.0 GT Mustang could be had for around \$10,000 and people bought the V-8 (with its extra 150 pounds of weight) all day long. You see, by the time the car made it to production, most American enthusiasts were longing for the good old days when the axiom "no substitute for cubic inches" was a way of life. Many appreciated the achievements of the SVO engineers; they *had* accomplished their original goal of building the best Mustang for the future. Selling cars *today* was the goal they had missed.

At the beginning of 1985, the SVO received a few changes, most notably in the rubber department. The NCTs were exchanged for the new unidirectional Goodyear Gatorbacks. Also, the 1985 axle ratio was up to 3.73 from the first year's 3.45, which gave the car slightly quicker 0-60 times.

The big news for the SVO came later in the year when the 1985½ model was introduced (wonder why Ford seems to like mid-year introductions). A little more massaging of the turbo-four produced 200 horses and a torque rating of 240. Larger injectors, a different camshaft, and modified exhaust



**The mandatory third brake light was integrated into the unusual bi-plane spoiler for 1986.**

system were responsible for the increased power. The most noticeable external change was the new flush headlights

**FOR SALE:**

## 1987 Saleen

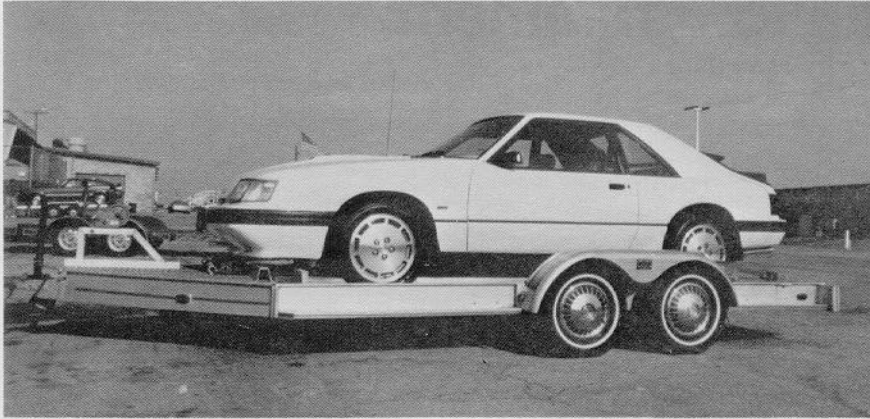


**CONTACT:**

Denny Mytinger  
(216) 793-5114

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\$17,500



*Mark Gann is one of those SVO owners who has taken great care of his modern-day collectible. The car is always trailered to Mustang shows.*

(these lights were first seen on the 1984 Lincoln Mark VII). For the mid-year model, a Competition Prep option could be ordered, which deleted air conditioning, power windows, power locks, electronic AM/FM stereo, and the search radio.

For 1986, the car was virtually identical to the '85½, with the exception of the third brake light, integrated into the bottom wing of the spoiler.

But still, the public was not ready for the turbo-tech four, even though dealer prices had come down to the sub-\$17,000 mark for fully-loaded models. The last SVO was produced April 22, 1986; it was Jalapeno Red and

went to Bill Elliot Ford in Georgia.

Although the SVO itself is no longer being made, parts of it have been showing up throughout Ford's car line for the past few years. The flush-mounted lights are now being used across the board. Steve Saleen started using the same exact four-wheel disc brake set-up in his modified Mustangs. The Thunderbird Turbo Coupe has benefitted from the turbo-technology developed for the SVO.

But, most of all, the SVO project showed everybody that Ford could produce a world-class sports car for the future.

Whenever the future gets here.

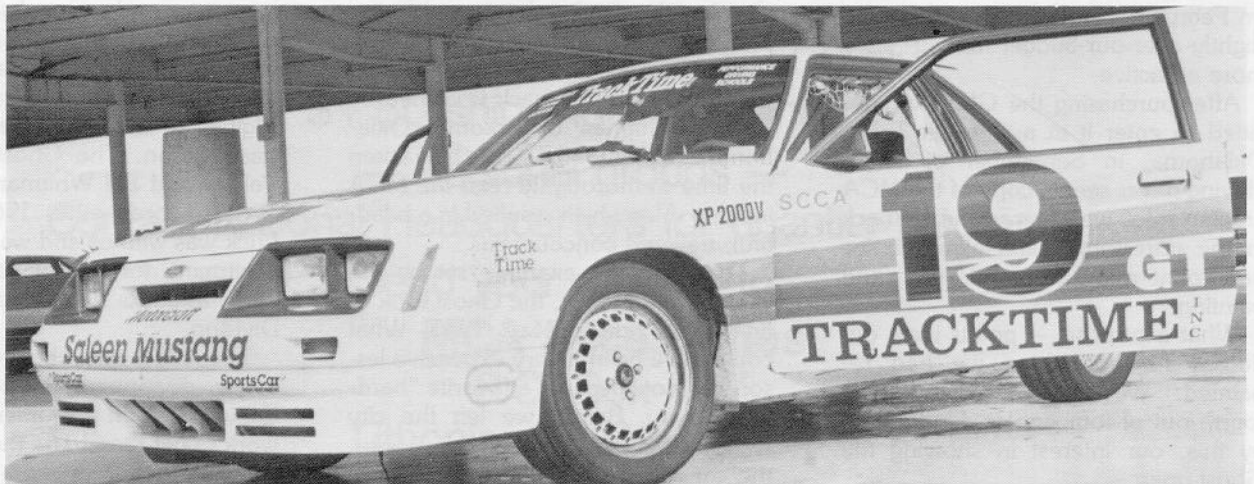
MT

**FOR SALE:**

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 1 of 2 "R" Models made in 1986  
 Car has not been raced since rebuild by Saleen Autosport  
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 Spare Wheels and Tires \$17,500

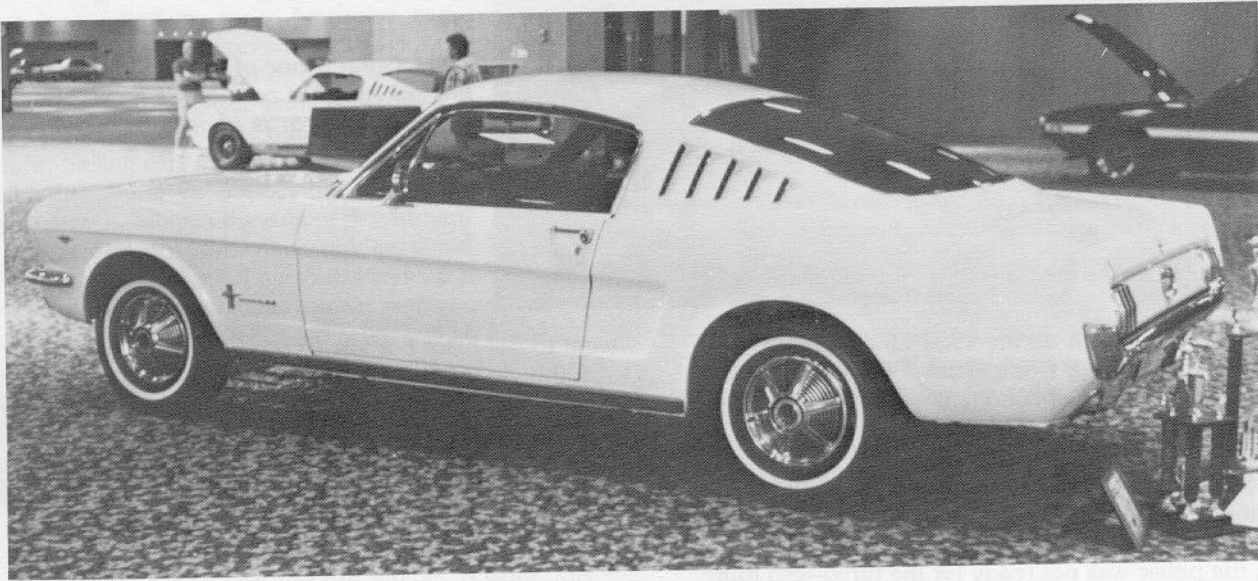
**CONTACT:**

Jack Layne  
 (216) 793-3833



# The Road to Retirement

by Terry Jones



The Ghost first entered our lives in April, 1983. The Ghost, you see, is our Wimbledon White 1965 fastback which my wife, Sudi, and I had searched for for several years. We had been on the lookout for just the "right" 1965 fastback. It came equipped with an A-code 289 4V engine, power steering, power brakes, air conditioning, and blue standard interior — exactly what we had been looking for.

We found that the one-owner 2 + 2 had been regularly serviced at the dealership where it was first delivered on February 12, 1965; this made the slightly-over-our-budget asking price more attractive.

After purchasing the Ghost we decided to enter it in a show at Tulsa, Oklahoma, in September of 1983. Having never seen a copy of the MCA judging rules we entered the fastback in the unrestored class although we had spent many hours cleaning and painting.

What a surprise — points were deducted for everything we had repainted. We finished a miserable fourth out of four entries. Undaunted by this, our interest in showing the Ghost grew.

The concours class seemed more appealing after we attended a 1984 MCA national show in Memphis, Tennessee. To prepare for concours competition the engine, transmission, and front-end were rebuilt with the help of Dean McDaniel of McDaniel Salvage in Okay, Oklahoma, and a new coat of paint was applied by Jon Troppman of Honey Creek Body Shop in Grove, Oklahoma.

The fastback then served a dual role — daily transporter and concours competitor. We spent many hours cleaning the car for shows and it was fun, but there was that pesky 1965 Poppy Red fastback that kept beating us. The "other" fastback is owned by Valerie Whitman of Arkoma, Oklahoma. Valerie's father, Bill, had taken the time to thoroughly read the MCA judging rules which resulted in a beautiful, trailered concours car.

Following the example set by the Whitman's fastback, the Ghost took its first trailer ride in May, 1985. What could have been a very expensive lesson has now become a favorite "hard-luck" story. Before we left the city limits of Grove, the ties broke loose, the car rolled off of the trailer, drove

itself down a hill and came to rest without hitting anything. The end result was only minor damage to the front valance. We reloaded the Mustang and headed once more for Baton Rouge, Louisiana, where our efforts were rewarded with a first-place win.

More work and several shows later, the Ghost was ready for its first MCA National, the 1985 Southern National in Biloxi, Mississippi. Again, our hard work was rewarded with a first place trophy.

Nineteen-eighty-six brought many more area and regional shows and, of course, the 1986 Rio Grande Grand National in Albuquerque, New Mexico. A win there would make the car eligible for a coveted Senior Division classification. The Ghost was ready; Valerie and Bill Whitman were ready as were three other 1965 fastbacks. Luck was with us and we tied with the Whitman's for first place. This made both fastbacks eligible for the Senior Division.

The 1987 rule changes brought a major disappointment — no more Senior Division and after all the hard work to get there! The thought of now showing the car crossed my mind but

Sudi suggested we set a new goal of retiring the car by the end of the show season.

Carefully reading the new rules was the first order of business. Some changes were necessary such as hoses, belts, a few modifications to the undercarriage, etc. Hard work again resulted in two national first place wins; the first at the Lincolnland National in Springfield, Illinois, and the second at home, the Green Country National in Tulsa, Oklahoma.

Our final goal had been reached.

It was now time to return to the town where our first place wins began — Biloxi, Mississippi — for the Great Southern Grand National. This was our first showing in the prestigious Retired Division.

The road to retirement has been fun; not easy but well worth every hour spent polishing and cleaning.

*The Ghost*

1965 Mustang Fastback 2+2  
VIN # 5F09A601091  
Build Date: Jan 16, 1965 B30: Kansas City, MO.  
Assembly Plant: Dearborn, MI.

<p><i>Options:</i></p> <ul style="list-style-type: none"> <li>289 4V Engine</li> <li>Cruiseomatic</li> <li>Backup Cables</li> <li>Fordaire Conditioner</li> <li>AM Radio</li> <li>Tinted glass</li> <li>Visibility Group</li> <li>Unique Console</li> <li>Power Steering</li> <li>Power Brakes</li> <li>Dealer Installed Rear Seatbelts</li> <li>Dealer Installed Dual Exhaust</li> <li>Wood Trim Molding</li> </ul> <p>Delivered Price 1965: \$3675<sup>00</sup> For Sale Today: \$15,000<sup>00</sup></p>	<p><i>History:</i></p> <ul style="list-style-type: none"> <li>~ First Fastback Delivered in Joplin, MO., to Dr. G. Cohagan, Feb. 11, 1965</li> <li>~ Purchased by Terry and Sudi Jones April 1, 1965</li> </ul> <p><i>National Show Record:</i></p> <ul style="list-style-type: none"> <li>Biloxi, Miss. July 1965 1<sup>st</sup> Place</li> <li>Albuquerque, NM. Aug. 1966 1<sup>st</sup> Place</li> <li>Springfield, IL. June 1967 1<sup>st</sup> Place</li> <li>Tulsa, OK. July 1967 1<sup>st</sup> Place</li> <li>Biloxi, Miss. Aug. 1967 Retired</li> </ul>
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Why retire?

A goal has been reached and now we will have time to visit with the friends we have made during the past four years; perhaps help with the judg-

ing and maybe, just maybe, look for a new project car.

Thank you Mustang Club of America. MT

Mustang Club of America

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Ask Fred Glazier  
Mustang Club of America  
P.O. Box 447  
Lithonia, GA 30058

Dear Fred,

After new muffler pipes, a new carburetor, fuel pump, and gas lines, I still have gas fumes in the car (windows closed, no smell). The car also has a new gas tank and filler hose. The odor is unbearable.

The 289 engine runs great and starts in a second. After running for an hour or so and then parked, the car will not crank for a minute or two. I have installed a new coil, starter and filters. Sure pray you can help me. This is a great 1966 convertible.

Leonard Weiss  
Montgomery, AL

Dear Leonard,

Your problem with gas fumes can have several causes. Even though the carburetor is new, have it checked for proper adjustment. The smell when the windows are open could also be from a coating of some sort of the new muffler. The other item to check is the steel line for fuel that runs from the back to the front of the car; sometimes these lines are very fragile and may have developed a small leak during the repair to the exhaust system.

Your starting problem may be caused by the starter itself, even though it is new. I have in the past encountered several "rebuilt starters" that did not function properly; also check the starter relay.

Fred

Dear Fred,

I seem unable to find a MUSTANG decal for the trunk lid of my 1971 fastback. The Mustang Recognition Guide says that fastbacks came with a stripe instead of the chrome block letters like that on the coupes and convertibles. Any information or ideas would be greatly appreciated.

Louis Lagattuta  
Baton Rouge, LA

Dear Louis,

You are correct in that the Mustang Recognition Guide shows a tape stripe on the deck lid. However, the Ford Master Parts catalog shows that the stripe is no longer available as a stock item. The part number is D1ZZ-6320000-H for the silver and D1ZZ-6320000-G for the black, perhaps one of the vendors in this magazine has the stripe as an N.O.S. item.

Fred

Dear Fred,

I purchased a 1965 289 convertible a few months ago and I have two problems. One is that the rear end whines or howls at about 35 mph up. I have owned 1965-66 Mustangs before and some had this same noise in the rear end. Friends say this is normal. Do you have any answers for this problem. The former owner stated that he had the rear end completely rebuilt about 5,000 miles ago.

My second problem is the 4-barrel carburetor. I have paid \$90 to a carburetor repair place and it still surges at times. Do you have or can you recommend someone who rebuilds carburetors?

I paid big bucks for this convertible and I am very unhappy with the way it

runs. Any help would be appreciated.

Ted Dobbins  
Apple Valley, CA

Dear Ted,

It sounds as if there is still a problem with the differential even though it was rebuilt; I would check for excessive play in the pinion gear. The noise you describe is certainly not normal.

As far as the carburetor problem is concerned, I would take the car to a good local tune-up shop. The problem may not be the carburetor. There could be excessive play in the distributor which is affecting the timing. Nevertheless it would be best if the entire engine was checked.

Fred

To All of You,

I have received several dozen letters requesting information on the stripes on the 1969-73 model cars with blacked-out hoods. The location and size of these stripes is complicated to explain in a column such as this. However, as soon as time permits I will try to put together an article outlining these specifications and include the proper dimensions with a chart and photos. Thank you for your patience.

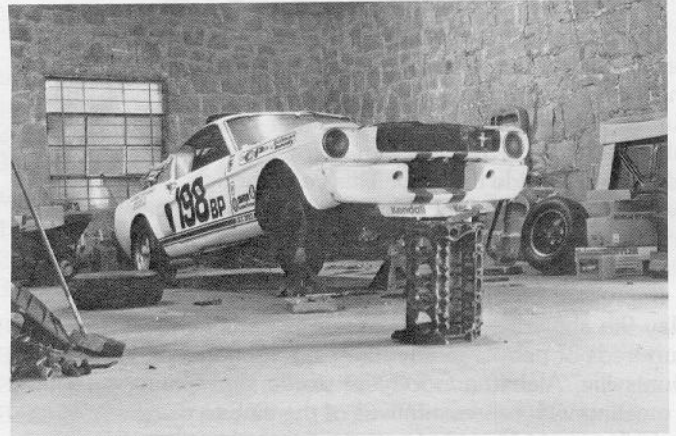
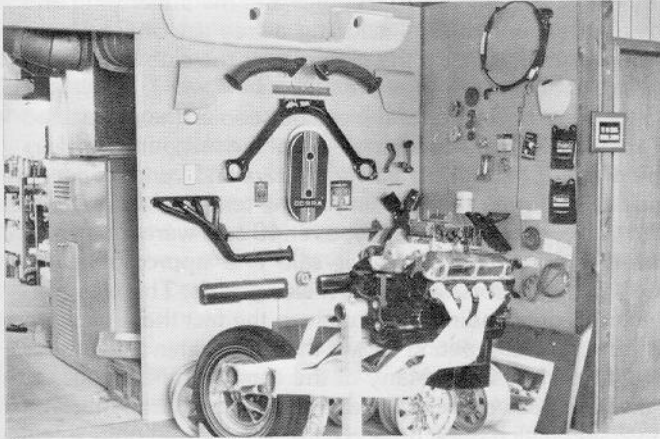
I have also received letters from people asking me for recommendations as to where to take their car for service or where to buy parts. I make it a point not to recommend the services of any particular shop or vendors; however, by reading this magazine and checking the advertisements you will find several reputable vendors listed.

Fred



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## The Goodyear Tire Co. Shine, Show & Swap

by F. L. Beaver  
The Rocket City Mustang Club

Traditionally, the Rocket City Mustang Club has held a yearly swap meet in early autumn in addition to its main car show and swap meet held in the spring. In the past, these autumn swap meets have been rather loosely organized affairs held mainly for the benefit of its members and little advertised outside the club. This year, though, our year-end event blossomed to include a mini car show with trophies and door prizes which necessitated quite a bit of prior planning and advertising.

Impressed by the nearly 140 Mustangs on display at our May 9th show along with numerous parts vendors and the hundreds of people in attendance, a manager at one of the Huntsville, Alabama Goodyear stores, Jim Gaurige, set up a meeting with representatives of the club to discuss hosting a similar event later that year in the parking lot of Dunnavant's Mall where his store is located. The result was the Goodyear Tire Co. Shine, Show & Swap held on Saturday, October 3rd — an event which may someday rival even our

spring show judging by the response to its inauguration.

In order to insure the widest possible interest, it was decided early on that the show would be open to all makes and models of cars and that there would be no entry fee to display a car or to sell parts. Goodyear agreed to pay the majority of the cost for the 10 trophies and the advertising and provide the door prizes (including a free set of Goodyear Eagles!) in exchange for the expertise of the club in organizing such an event.

Show day arrived crystal clear but cooler than expected which had everyone concerned about the turnout. Our fears were allayed, though, as slowly the cars and vendors began to trickle in during the morning as the temperature became more comfortable. By midday, over 40 cars were on display with several more offered for sale and approximately a dozen parts vendors were busy making deals. This was considered an outstanding turnout given the fact there were no less than four competing shows that day within a 2-3 hour drive from Huntsville. Many of the cars were Mustangs, as might be expected, including an '87 ASC McLaren Mustang conversion which drew quite a bit of interest and quite a few of the cars were modified. Huntsville has always supported a large population of handcrafted street rods and tricked-out street machines due to the high-tech influence of NASA's



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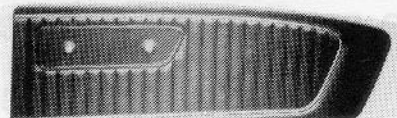


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Everyone was eligible for the door prizes, spectator and participant alike, and all that was required was that a Goodyear credit card application be filled out. Response was excellent as 90 applications were turned in as opposed to about a half dozen on a typical Saturday. As a bonus, everyone who filled out an application received a free two-liter bottle of Coke and everyone who participated in the show received a free Goodyear hat.

To keep things fair, Paul Wickenhauser, the Goodyear regional manager for high performance tires out of Atlanta, and Mr. Gaurige were given responsibility for judging the cars. As anyone who has judged a car show can attest, this turned out to be a rather difficult task for them as the overall quality of the cars was outstanding, but eventually they chose the 10 winners.

Even though we had to operate on a very modest budget, the Rocket City Mustang Club believes it gave Goodyear more than its money's worth and everyone was very pleased with the results. Other clubs are encouraged to approach their local Goodyear stores to hold similar events as we

found them to be very enthusiastic and easy to work with. The club hopes this is just the beginning of a lasting relationship with Goodyear and that future shows will be even bigger and better. Many thanks to all who assisted in the planning and organization and congratulations to all the winners.

### Goodyear Tire Company's Shine, Show & Swap Winners List:

#### Stock Class

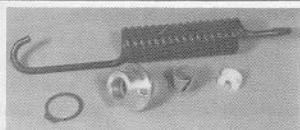
- 1st Scott Underwood (1969 RS-SS Camaro)
- 2nd Charles Goodman (1965 Mustang Coupe)
- 3rd Barry Barnett (1973 Mustang Coupe)

#### Modified Class

- 1st Tick Wright (1948 Chevy Truck)
- 2nd David Allen (1966 Mustang Fastback)
- 3rd Rodney Tielking (1966 Mustang Coupe)

- Best Interior** — Randall Jean (1964 Chevy Nova)
- Best Engine** — Larry Limbaugh (1966 Chevelle SS)
- Best Paint** — Jimmy Tielking (1970 Comet)
- Best of Show** — Jon Turis (1970 Oldsmobile 442 W-30)

MT



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1972 Grande, lime green metallic with dark green vinyl roof and interior. 302 V8, PS, PB, AM radio, driven daily (159,000 miles), runs well. Detailed book listing every penny spent on car during past 6½ years. Needs some body work. \$1,000 firm. (215) 377-2706, leave message, PA.

1967 coupe, 302, AT, completely restored and repaired. \$5,500. Days (404) 482-1219. Ask for Ben. GA.

1965 fastback, 6 cylinder, AT, great first Mustang. Original DSO 21 car. \$2,500. Bill Koivur, (404) 482-9219 or 987-9529. GA.

1965 convertible project car, rusty but cheap. Has 1964½ hood and heater switch. \$1,200 without motor or \$1,600 with newly rebuilt 289 with 3-speed. Also 1966 parts car for \$200. If you buy convertible, this car is definitely restorable. \$1,750 takes all. (417) 532-6334. MO.

1973 convertible, 351C, AT, PS, PB, AC, AM/FM, forged aluminum wheels, Gold Glow, \$4,500. 1972 Mach I, 351C, AT, PS, PB, AC, AM/FM, fold-down rear seat, spoilers, \$3,500. 1969 coupe, 6 cylinder AT, rare deluxe bench seat, \$3,000. All three cars look and drive great. Mustang trades considered. Carl Moyer, (703) 943-7572. VA.

1968 convertible, 200 c.i., AT, PS, mechanically sound, very good car for restoration project. Call Liz, (606) 236-2752. KY.

1967 convertible, 289 2V, AT, PS, PT, tilt steering, factory air, deluxe interior, console, remote mirror, sport hood, luggage rack, tinted glass, blue center wires. Tennessee car, no bondo, minor rust, gold with black top and interior. Runs and drives great. New top, all original except paint. \$5,800. For more details call (615) 883-7866. TN.

1966 factory GT coupe, 289 4V, 4-speed, red with parchment pony interior, all original, all correct, right A code engine, runs and drives good. Average rust and bondo for this area. \$2,900. For more details call (615) 883-7866. TN.

## Cars Wanted

1971 sports coupe, color code I (Grabber Lime), engine code F, H, Q, or M. Prefer body very good to excellent condition. Engine and transmission must be mechanically sound. Call with any additional information. (301) 461-6437. MD.

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1968 convenience panel option, console mount, absolutely complete and in working condition, includes molded console pad. Best offer. Call (804) 489-0800. VA.

1969-70 coupe quarters off rust free California car, \$150 each and also a left fender, \$125 (plus freight costs). Price negotiable. Picture available upon request for \$1.00. Write or call Carey D. Clark, 3268 Whitehead Rd., Columbus, OH 43204, (614) 274-3695.

1965 6,000 V8 rally pac, \$160; 1965 left hand fog light bar, \$60. Both nice originals. Call Tom after 5:30 p.m. (502) 781-4841.

Boss 302, dual dominator 2 X 4 with offset distributor, magnesium. N.O.S. cross boss and carb., 1970 stripe kit, N.O.S. tailamp doors, oil cooler adapter. Doug Sulko (312) 448-6782, IL.

4.86 N case posi-traction, \$350; bare N case, \$150; 3.55 eight inch complete, \$150; 4V Cleveland exhaust manifolds, \$150; GT 390 exhaust, \$150; 1965-66 GT steering wheel, \$150. Andy, 13760 Sage Hill Rd., Reno, NV 89511, (702) 851-3137.

Parting out 1973 loaded Grande, ram air hood and air cleaner setup, \$350; power windows, rear glass defogger, tinted glass, black interior, console, tach. and gauges, power brakes, Q code. Also 1969-70 parts. 428 shock towers for 1969, \$125 pair. Ron McGuffie, 133 Cooper St., Hueytown, AL 35023 (205) 491-6078.

## Parts Wanted

Used front spoiler for 1971 Mach I, plastic only, no glass. Wynn (409) 832-4740.

Boss 429 anything! 429 CJ 2 X 4 intake, 429 Shelby valve covers, 58 IDA Webers, any exotic 429 parts. Doug Sulko (312) 448-6782, IL.

## Miscellaneous

Wanted: *Mustang Monthly* issues; October 1986, November 1986, May 1987 and the issue with "Mustangs of the Big Apple", in excellent condition. Also need showroom sales catalogs from 1974, 1980, 1982, and 1983 in excellent condition. Write to Steve Rudkowski, 15 Bedford Ave., Massapequa, NY 11758.

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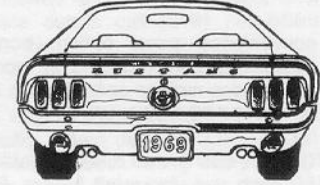
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1965-72 Master Body Parts Manual, includes Mustang and all other Ford cars, illustrated with interchange between various models, includes soft trim section, correct Ford binder, low price \$32.50 ppd. 1965-72 huge 8 volume Master Parts set, weighs 33 pounds, \$70 plus shipping. 1964-74 Hollanders Interchange Manuals, cross references Mustang and all other cars; mechanical, 1104 pages, \$48.50 ppd; body, 560 pages, \$28.50 plus \$2 UPS; both \$69.50 plus \$2 UPS. Your non-Mustang manuals taken in trade or purchased. Jim Lungwitz, Box 1078, Monticello, MN 55362. (612) 295-2306. (800) 541-8184 to hold, or order COD (\$2.40 extra). MN residents add tax.



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## Advertising Index

Bart's Barn.....	37	Mid County Mustang.....	11
Classic Auto Air Mfg. Co.....	8	Mr. G's.....	40
D & D Automotive.....	8	Mustang Parts Corral of Texas.....	40
Dallas Mustang Parts.....	27	Mustangs Unlimited.....	43
Ford Mustang/Thunderbird Buyers Guide.....	38	National Parts Depot.....	18
Gano Filter.....	11	New Castle Battery Mfg. Co.....	13
Glazier's Mustang Barn.....	4	The Paddock, Inc.....	39
Kamei USA.....	37	St. Louis Classics, Inc.....	17
King & Wesley Obsolete Parts.....	3	Saleen Mustangs For Sale.....	30, 31
KolorKey.....	7	Snake-Oyl Products.....	2
Larry's Mustang Parts.....	16	Super Ford Magazine.....	9
MCA Accessories.....	33	Superior Mustang.....	36
		Vintage Mustangs.....	35

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SIZE	WIDTH x DEPTH	CAMERA-READY OR EXACT REPEAT	NON CAMERA-READY
Full page	7½" x 10"	\$140	\$185
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Direct all display advertising correspondence to Brad Bowling, *Mustang Times* Ad Manager, P.O. Box 917, Lithonia, GA 30058.

### Deadlines

The deadline for all display advertising is the 1st of the month prior to the cover date month, i.e., June 1st for July issue. Material received after the 1st of the month will be retained for the next month's issue. Payment must accompany ad.

### Classified Advertising

Classified advertising is free to Mustang Club of America members. Ads to be repeated must be resubmitted each month. *Mustang Times* will not be responsible for the correction of illegible ad copy. Commercial advertising is not allowed in the classifieds. All ads must relate to Mustangs, Bosses, and Shelbys only. Correspondence concerning classified advertising should be directed to Mustang Club of America, P.O. Box 447, Lithonia, GA 30058.

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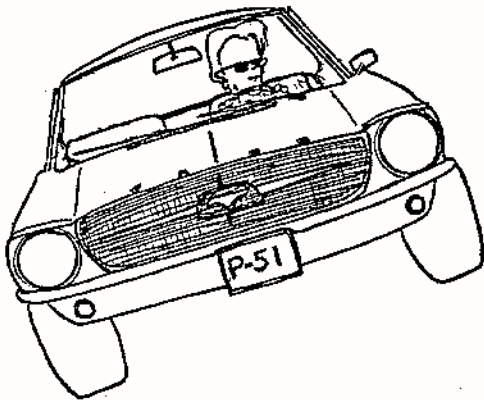
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## Bowling for Cars

by Brad Bowling

Corvettes are being stolen. (Honey, Brad's talking about Chevrolets, Do I have the wrong magazine?)

Now, I wouldn't be so concerned about what people do with their Brand X cars, either. I mean, if someone wants to go to the trouble of stealing a Chevy, they deserve what they get. Right?

However, what concerns me about the Corvette thefts I read about recently in *Vette Vues Magazine* (November, 1987 issue) is that they were stolen during shows!! The first car, a '67 roadster was stolen while the owners were eating dinner Friday evening. The officials of that event decided against announcing the theft (they didn't want to risk scaring quality cars away from their show) and Sunday saw a '66 427/425 roadster disappear from the show site.

According to the article, these two cars were recovered; the owners worked quickly and were lucky. Three Corvettes disappeared from a show in Bowling Green, Kentucky, and have yet to be recovered.

As long as I have followed the Mustang show circuit here in the South, I've never heard of anything to match the *Vette Vues Magazine* report. That's good. I think it shows that Mustangers look out for one another.

However, now that we are between show seasons, I think that it is a good time to review all the lessons we've been taught over the years about theft prevention.

Do you realize, for instance, that many of our cars are now worth five times what they were originally bought for twenty years ago? Combine that fact with the realization that most of these cars can be stolen with just a coat hanger and pocket knife, maybe less, and you will probably be spending some sleepless nights in out-of-town hotels on show weekends.

Expensive, professionally installed burglar alarms are good ways to keep your Mustang safe and sound; even if a thief is familiar with the system and knows its weak points, he will probably pick another car to take if it means spending valuable time with yours. However, many show car owners do not want points deducted for alarm systems.

Another way to slow the thief is by removing certain mechanical parts from the car, such as spark plug wires, battery cables, even the battery (most thieves probably don't carry their own 12-volt batteries).

Some people have hidden switches that control the ignition. Switches can be hidden where only you (and an occasional MCA judge) will find them.

Recently, I've been reading about a product called "The Club". Made and distributed by Winner International, the "Club" fits over the car's steering wheel (one size fits all) and makes driving impossible. The device contacts the unmoveable parts of your interior (windshield, seat, door) and stops movement of the wheel. This means that even if someone hot-wires your Mustang, he won't get any further than the first turn in the road. Using the "Club" and turning the wheels all the way to one direction would give a thief a very fast ride in a circle.

Featuring a double-tumbler lock and tempered steel construction, it not only prevents theft but looks like it would make a good defensive weapon if called upon to do so. The "Club" could be put on show (or street) cars overnight or before leaving them in restaurant parking lots. At less than \$60, the device is a fraction of the cost of most alarm systems and will not be responsible for lost points at shows.

Another way to secure your car is by travelling with other Mustangers. Several Mustangs parked together at a restaurant will probably clue a thief in to the idea that there are many sets of eyes looking out for suspicious activity.

As I said, we have been lucky. It's bad enough to have your car stolen when you take it to the mall or just a quick trip into the post office but if cars started disappearing from shows, some owners would just park the cars and seal up their garages forever. **MT**

