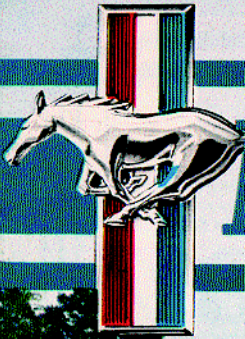


Vol. 37 No. 1 / 82



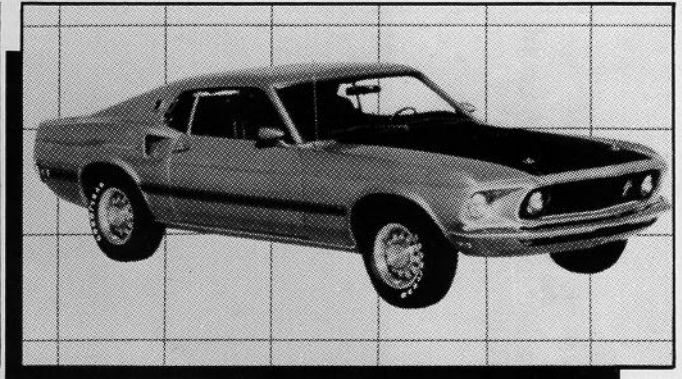
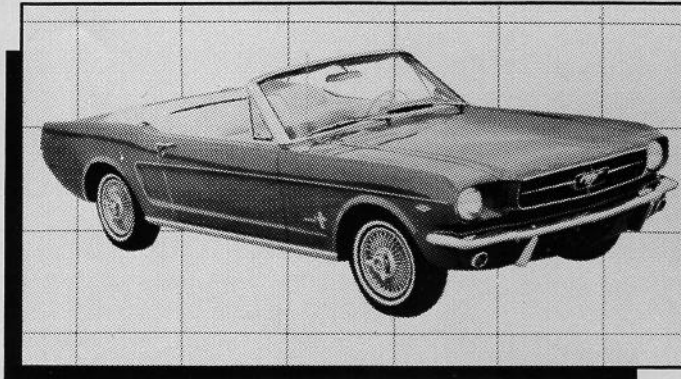
MUSTANG TIMES

JAN



The Official Publication of

THE MUSTANG CLUB OF AMERICA



pick one

Sometimes it's hard to choose . . . but when it comes to parts for your classic Mustang, the choice becomes clear. National Parts Depot is one of the oldest and largest Mustang suppliers. With over 6000 items IN STOCK we offer the largest selection, and ship 98% of our orders within 24 hours (most on the same day you call). We sell only the best, either original factory new parts or the very best reproductions available. You can't beat the quality, price and service of National Parts Depot . . . the choice is clear!



\$67.95
standard
bucket



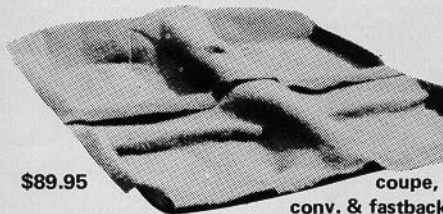
65-70 UPHOLSTERY

We stock all standard & most deluxe type seat upholstery!

pair of buckets, std \$129.95
front bench only 149.00
full set-buckets & rear, std. 179.95

NOW AVAILABLE!

1965-66 deluxe 'Pony' upholstery
1969 deluxe Mach I upholstery
1970 standard hi-back upholstery



\$89.95

coupe,
conv. & fastback

65-73 MOLDED CARPETS

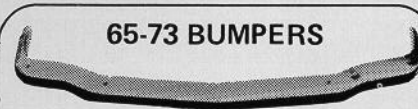
Top quality, factory fit in original patterns & colors. Heel & toe pads, serge bound where original. Available in all interior colors! (Fastback with fold-down \$104.95)



\$154.20
65-66 dash

65-73 DASH PADS

Original Dash Pads are in stock for most years in many colors. Call us for availability & prices.



65-73 BUMPERS

65-72 front 65-73 rear

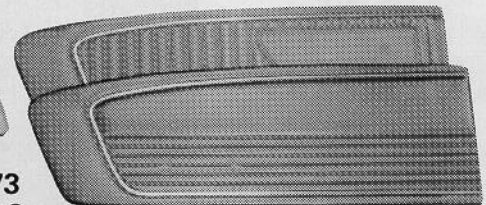
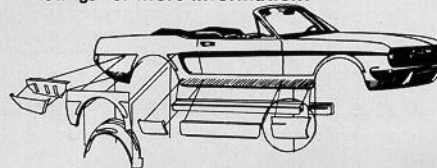
\$109.95
limited offer!

These new, original bumpers are in stock so order now!

**OVER 6000 MUSTANG
GOODIES IN STOCK !!**

65-73 SHEET METAL

Full line of sheet metal repair panels for 1965-1970, new original sheet metal 1965-1973. See our extensive catalog listings for more information!



DOOR PANELS \$99.00 pair 65-69

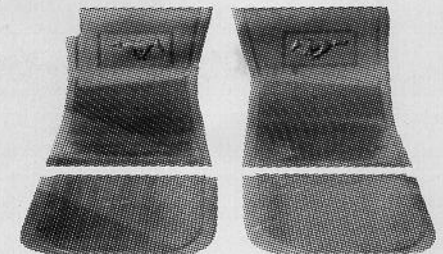
Standard type, reproduced exactly as original with accent trim attached. We also offer vinyl repair covers for deluxe molded door panels, to be installed on your existing panels.

65-66 deluxe, complete with foam & back panel (less stainless) ready to use! pair. \$200.00

68 deluxe door panels, pair 185.00

65-67 deluxe covers, pair 150.00

69-73 deluxe covers, pair 250.00



65-73 FLOOR MATS \$39.95

Exact reproductions. Heavy duty molded rubber with raised "running ponys." Available in white, blue, black, bright red, dk. red, green or tan.

NATIONAL PARTS DEPOT



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5% (\$2.00 Minimum) Shipping Charge. Orders over \$200 prepaid. Truck items freight collect.

NOTE: UPS/COD CUSTOMERS — UPS will require cash or certified payment.

Prices subject to change without notice.

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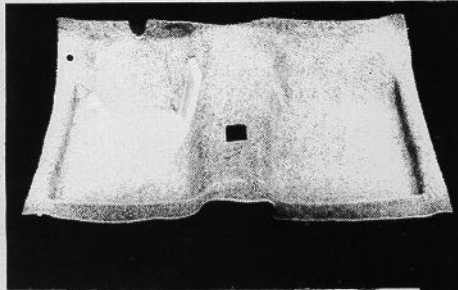


"America's Number One Manufacturer
Of Original-Style Molded Carpets"

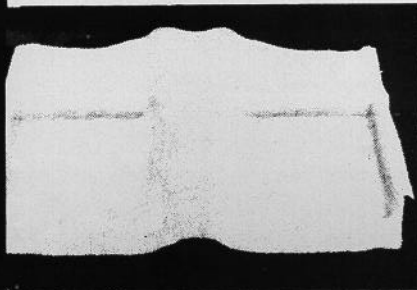
We have
high quality,
original-style
carpets to
fit your...

Mustang

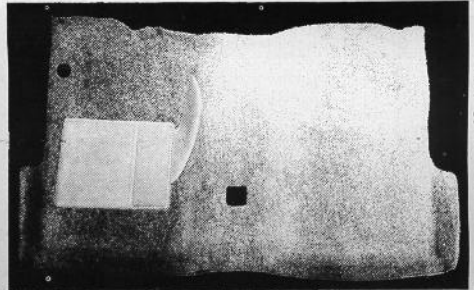
Coupes... Convertibles... Fastbacks... Fastbacks with Fold-Downs:



(Coupes or Convertibles)



(Fastbacks)



- '64 1/2-'68 MUSTANG Series:
- Nylon loop and cut pile for coupes, convertibles or fastbacks. SET \$95
 - Original-style 80/20 Rayon/Nylon loop. SET \$105
 - Fold-down package for fastbacks. EACH \$15
 - Kick-pad carpets for coupes and convertibles. SET \$14⁹⁵

NOTE: Mustang heel pads are produced from plastisol compound in original Mustang molds and as close to 100 point as can be made.

(Carpets and prices listed in this ad are also available for '67-'73 Cougar Series.)

- '69-'70 MUSTANG Series:
- Nylon loop for coupes, convertibles or fastbacks. SET \$95
 - Fold-down package for fastbacks. EACH \$15
 - MACH-I Deluxe with full insert package. SET \$160

- '71-'73 MUSTANG Series:
- Nylon loop for coupes fastbacks or convertibles SET \$95
 - Fold-down package for fastbacks. EACH \$15

About Our Quality...

- We GUARANTEE that you've never seen a Mustang carpet that will compare to ours.
- All carpets are molded and trimmed to fit your car just like the originals.
- Easy Installation — perfect results every time.
- OEM quality, fit and appearance.
- We offer the fold-down carpet in a die-cut package which includes the small corner panels with serged edges. Each panel is die-cut for precision fit. No cutting or fitting required.

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We ship UPS/C.O.D. anywhere in the Continental United States



Holland's

AUTO CUSTOM CARPETS

316 "J" Street, Anniston, Alabama 36201

OUR TOLL-FREE ORDER NUMBER... **1-800-633-2358**

For Information: (205) 236-1118



THE FORD PARTS WAREHOUSE

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1965 Full wheel cover, 13" or 14"	ea. \$ 20.00
1966 Full wheel cover	ea. 22.50
Spinner & blue center for 1965-66 wire wheel cover	ea. 24.50
1966 Trim ring for styled steel wheels	24.50
1965-66 Red center for styled steel wheels	17.00
1965-67 Lug nuts for styled steel wheels	ea. 3.00
1967 Trim ring for styled steel wheels	24.50
1967 Blue center for styled steel wheels	10.00
1967 Full wheel cover	20.00
1968 Full wheel cover (plain center)	26.00
1968 Full wheel cover (red center)	42.00
1968 Trim ring for styled steel wheels	24.50
1966 Chrome Hi-Po air cleaner	22.50
1965-66 GT exhaust trumpets	pr. 125.00
1965-66 Chrome trim for GT trumpets	ea. 14.00
1965-68 GT or std. rear valance, specify yr.	49.50
1965-66 Front bumper	120.00
1965-66 Rear bumper	120.00
1967-68 Front bumper	110.00
1967-68 Rear bumper	110.00
1965-68 Bumper guards (set of 4)	73.00
1965-68 Front valance, specify year	61.75
1965-66 Rocker panel molding	ea. 54.00
1967-68 Rocker panel molding	ea. 30.00
1965 Quarter panel ornament	16.75
1966 Quarter panel ornament	18.50
1965-66 Outside door handles	ea. 16.65
1967-68 Outside door handles	ea. 18.75
1965-66 Tail lamp bezels	ea. 14.75
1967-68 Tail lamp bezels	ea. 11.0
1965 Grille mesh, specify std. or GT	54.75
1966 Grille	80.50
1967 Grille	67.00
1965-67 GT grille bars, specify year	pr. 135.00
1965-67 Fog light assemblies	ea. 61.60
1965 Grille ornament "Horse and Corral"	58.00
1965 Grille bars, std.	ea. 22.00
1965-66 Fenders, specify year, side	ea. 175.00
1965-68 Coupe quarter panels, specify yr.	190.00
1965-66 Convertible quarter panel	190.00
1965-66 Fastback quarter panel	475.00
1965-66 Dash bezel, specify yr. & type	31.25
1967 Dash bezel, black	26.45
1967 Dash bezel, brushed alum.	46.95
1968 Dash bezel, black	46.95
1968 Dash bezel, woodgrain	46.95
1965 Dash pads (black, red, blue)	120.00
1966 Dash pads (black, burgundy, blue)	120.00
1965-66 Armrest pads, specify yr., color	ea. 18.00
1965-66 Chrome armrest bases	ea. 14.00
1967-68 Armrest pads, specify yr., color	ea. 25.00
1965-68 Fuel tank	90.00
1965-66 Trunk mats, specify year, body type	41.50
1965-66 Steering wheel, black	78.00
1965-68 Horn ring for std. wheel	56.00
1965-67 Horn ring for woodgrain wheel	25.00
1965-66 Parking lamp assembly	30.00
1967-68 Parking lamp assembly	30.00
1965-66 Back-up lamp assy, specify year	37.50
1965-66 Ign door lock set w/2 pony keys	28.50
1965-68 Step plates (specify body type)	pr. 28.00
1965-68 Accessory step lates (outer)	pr. 46.00
Cobra alum. valve covers, 260-302	pr. 75.00
Cobra alum. valve covers, 351-428	pr. 110.00
1965-66 Hood	225.00
1967-68 Hood (specify year)	215.00
1965-66 Radiator (specify engine)	175.00
1965-68 Luggage rack (except fastback)	130.00
1967 Antenna kit	60.00
1965-66 Door edge guard kits	25.00
1967-68 Parking lamp assy.	27.60

REPAIR PANELS

1965-66 Lower rear corner patch panel 7 1/2" height	25.00
1965-70 Lower rear corner patch panel, 12" height, specify year	33.00
1965-70 Rear wheel flair, specify year	33.00
1965-70 Rear frame rail	51.00
1965-66 Lower rear corner of front fender	25.00
1967-68 Lower rear corner of front fender	26.00
1965-70 Inner panel, lower rear qtr.	21.00
1965-68 Short frt. floor pan	per side 44.00
1965-68 Long frt. floor pan	per side 49.00
1965-68 Rear floor	per side 49.00
1965-70 Inner rear wheel Hsg.	50.00
1965-68 Outer wheel Hsg. specify year	59.00
1965-68 Conv. inner rocker panels	65.00
1965-68 Conv. torque boxes	66.00

UPHOLSTERY 1965-68 (Specify Year and Color)

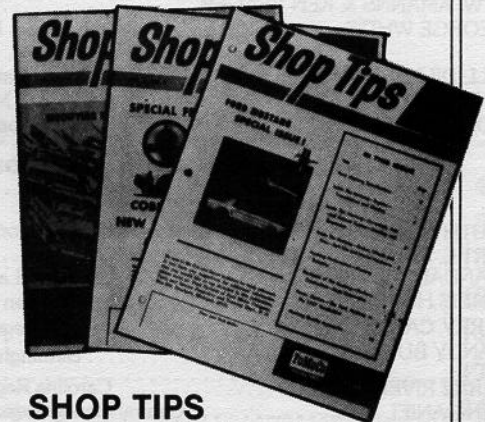
Complete set std. interior	185.00
Front buckets only	pr. 132.00
Complete set with bench front	225.00
Complete set 65-66 "Pony" interior	270.00
Front buckets only	190.00
Door panels std. interior	52.00
"Pony" door skins	135.00

MOLDED CARPET

All carpets molded and trimmed to fit your car just like the original. No cutting or fitting required.	
Coupes, convertibles, fastbacks, without fold down area	95.00
Fastbacks with fold down area	115.00

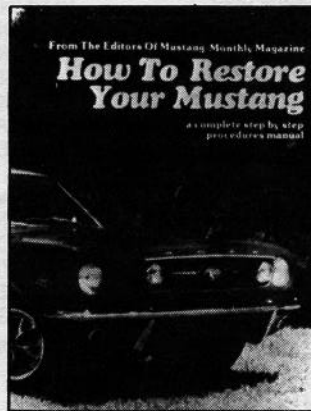
ACCESSORY PONY MATS

Complete, set of four	45.00
Fronts only	30.00
SHOP MANUALS, LITERATURE, PARTS CATALOGS	
'65-'68, '70-'73 Shop manuals	25.00
'65-'73 Owners manuals	6.00
Mustang Does It	27.50
'65-'72 Genuine Ford parts catalogs, loose leaf, gives illustrations and part numbers	60.00
1965-70 Factory Facts books, specify year	4.95



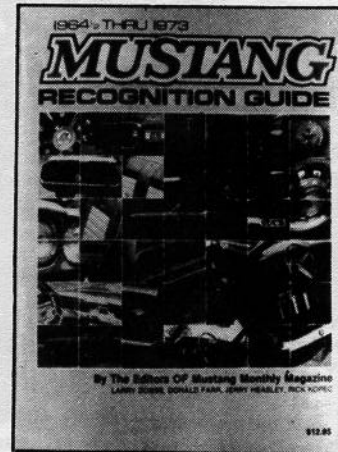
SHOP TIPS

Ford Parts Warehouse has reprinted 3 of Ford's Mustang-related SHOP TIPS publications. Volume 2, Number 4 is the special Mustang issue that introduced Mustang specifications to Ford service dealers. Volume 2, Number 2 (February 1964) describes the "Cobra Kits", and Volume 2, Number 6 includes a section on "Modifying Ford V-8s for High Performance". The superior quality reprints sell for \$4.50 each, PPD.



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Classified Advertising **FREE** to club members.

MUSTANG TIMES

MUSTANG TIMES

The Official Publication of the Mustang Club of America

JANUARY 1984

VOL. 8 NO. 1

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Teresa Vickery
Brenda Wilson

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For any correspondence pertaining to new membership, club information, renewals, national club business, etc. please send your letter to the national club address:

The Mustang Club of America, Inc.
P. O. Box 447
Lithonia, Georgia 30058

Mustang Times (ISSN 0744-2572) is published monthly by the Mustang Club of America, Inc., 1470 Stephenson Road, Lithonia, Georgia 30058. Membership dues to the club are \$20 per year which includes \$15 for twelve monthly issues of *Mustang Times*. Second class postage paid at Lithonia, Georgia 30058. Postmaster: please send address changes to *Mustang Times*, P.O. Box 447, Lithonia, Georgia 30058.

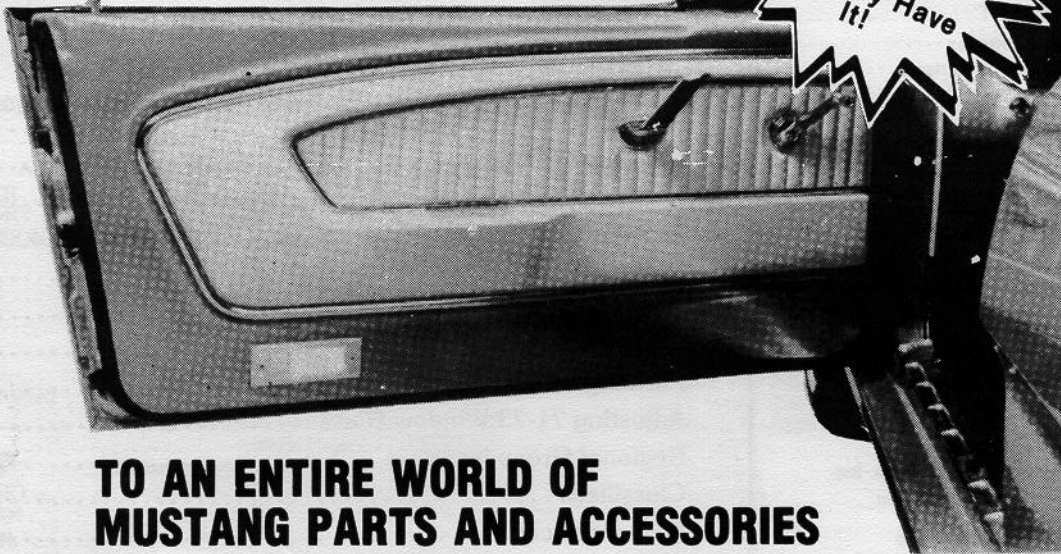
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America. Cash must be sent at your own risk. Please notify the club of any change of address immediately and allow a minimum of six weeks.

For urgent business with the Mustang Club of America, the office phone is (404) 482-4822. This is answered from 8-12 a.m. Monday through Friday.

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It!

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Also Carry Complete Line Of Upholstery 65-68

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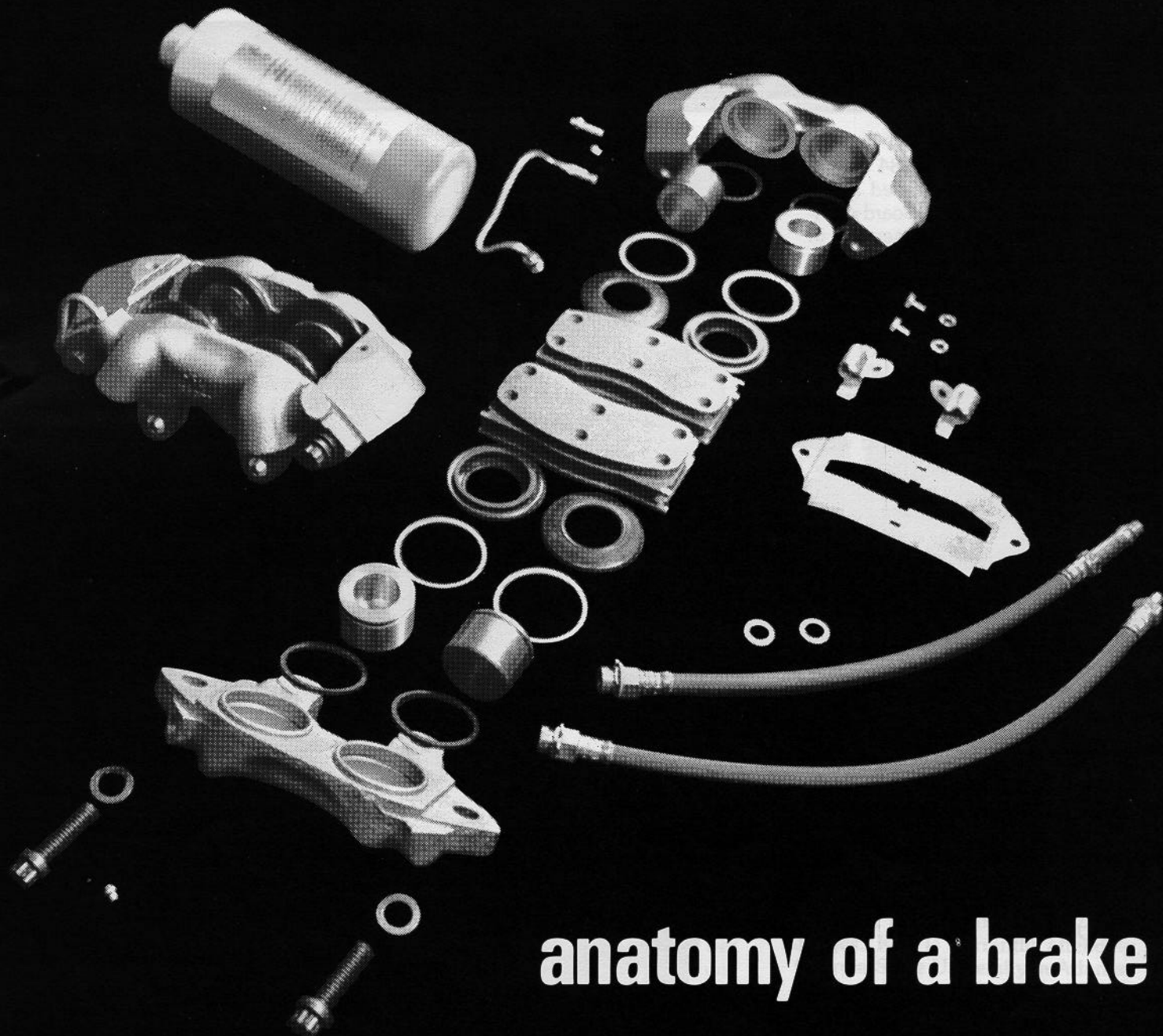
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Model Year _____ MT-2

PRESIDENT'S COLUMN



The 1984 officers were elected at the regular Board of Directors meeting in December. I am happy to announce that I will again be able to serve as president of the Mustang Club of America. With the help last year of not only the Board of Directors but all the regional groups and the entire membership, we were able to grow and prosper. It is not a one man show by any means, and without the continued support of the membership we would not be as successful as we are. I want to thank the National Officers who served with me last year and welcome the new ones for 1984. On the following pages I hope you will join with me in welcoming some of our past associates back as well as a couple of new ones. I would also like to welcome our newest regional group — the Fort Lauderdale Mustang Club in Fort Lauderdale, FL. One last note — the 1984 MCA Calendar is in short supply at this time with only a couple hundred copies left. If you haven't ordered yours, you had better hurry.

Bob Fudge

New Regional Group

Texas Classic Mustangs

Pres.: Bob Fudge

109 Struss Lane
Columbus, TX 78934

Nat. Dir.: Joyce Fudge

109 Struss Lane
Columbus, TX 78934

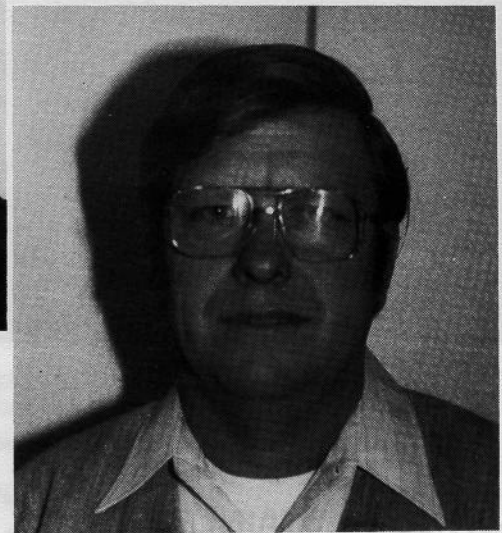
WELCOME ABOARD!



Co-treasurers Bill and Barbara Koivu have been active members of MCA for several years. Bill has been our treasurer in the past while Barbara was a co-treasurer in 1983. Together they keep a close watch on our finances. Bill also now handles the MCA accessories and is currently expanding the line of Mustang related items we carry.



George White is a name well known to most members. George will be serving his second term as Chairman of the Board after serving three years as president. George is also one of the original founding MCA members.



Vice-president David Hicks is a relatively new MCA member bringing with him many new and fresh ideas. David served on the 1983 Board of Directors and has become a valued club supporter.

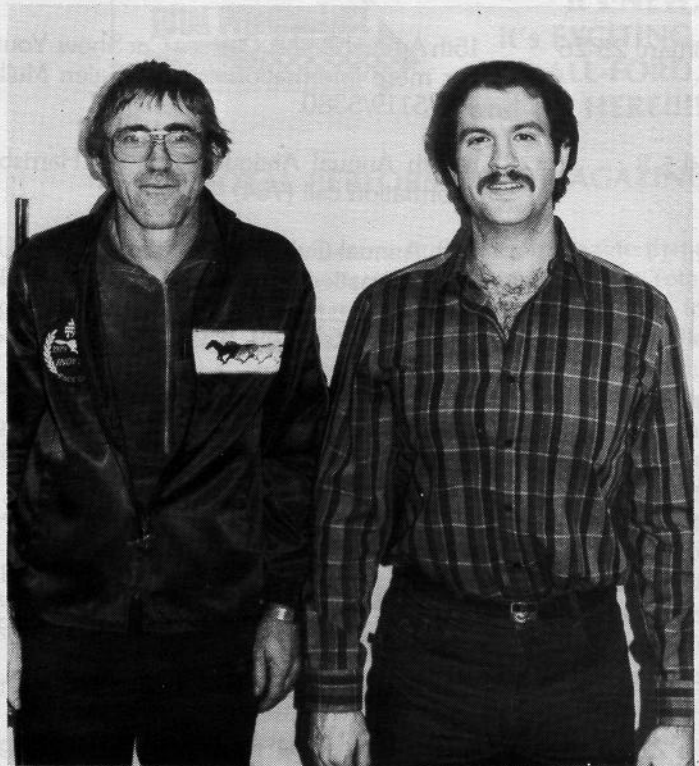


SUE OSBORN .

JACKIE MILLS .

Co-secretary Sue Osborn is a long-time valued member of MCA. She, along with husband Jim, has served in many different areas of the club as well as editing and publishing the *Mustang Times* in the past. Sue and Jim are known nationwide through their business, Jim Osborn Reproductions.

Co-secretary Jackie Mills is a relatively new MCA member having been in the club only 2 or 3 years. Jackie is always willing to lend a helping hand and never hesitates to express her thoughts and ideas. She and husband ShirI are very enthusiastic MCA supporters.

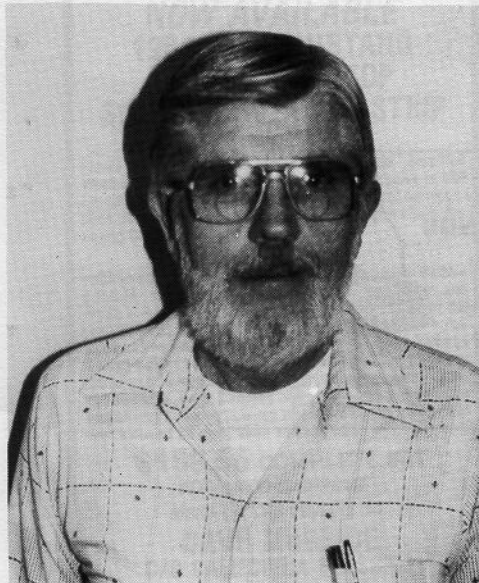


A. W. AMANNS

KEN YEAGER . .

Sergeant-at-arms Ken Yeager has been a very active member during the years serving as treasurer, vice-president and one of the first Head Judges. Ken is currently attending Georgia State University in Atlanta.

Sergeant-at-arms A. W. Amanns is a former employee of Ford Motor Company in Hapeville, Georgia. Wife, Gail is currently employed at the same plant. A. W. has been a loyal MCA supporter having served as president of the Georgia Regional Group in the recent past.



HORACE WOOD

National Regional Group Director Horace Wood has become an expert in his job. This is evidenced by the increase in the number of regional groups we have. Horace and wife Evelyn travel from Birmingham, Alabama each month to Atlanta to attend the Board of Directors meeting. Horace will begin his fourth term as our regional group director this year.

Bill Dillard will be serving his second term as National Head Judge. Bill is one of the original founding members of MCA and brings with him a great deal of experience in shows and judging.

President Bob Vickery will be serving his second term at the helm of MCA. He previously served two years as National Head Judge after becoming an active member when wife Teresa joined the club in 1979. When he is not busy with his many club duties Bob devoted his time to his trucking company.

EVENT CALENDAR

- February 25 Third Annual Indoor Swat Meet, Belleville, Michigan. Hosted by the Mustang Owners Club of Southeastern Michigan. For information contact Don or Ruby Gillespie (313) 427-7819.
- February 25-26 15th Annual Rod & Custom Car Show. Youth Center Bldg., Jones County Fairgrounds, Monticello, Iowa. For more information contact Galen Muller, 853 Southhaven Drive, Monticello, Iowa 52310. (319) 465-5119/5380.
- April 5-8 Eighth Annual Antique AutoFair, Harrisburg, NC. Hosted by the Charlotte Motor Speedway. For information call (704) 455-2121.
- April 14 Fifth Annual Gulf Coast Mustang Round Up, Pensacola, FL. Hosted by the Gulf Coast Regional MCA. For information call Vivian McClain (904) 477-0761. Raffle car: April 17, 1984 is the 20th Anniversary of the Mustang; therefore the Gulf Coast Regional Group will raffle off a 64½ Convertible (manufactured April 15, 1964) 289, black on black, 3 speed stick. Tickets will be \$5 each.
- April 27-29 Second Annual Lower Carolina Spring Fling. Charles Towne Landing State Park, Charleston, SC. Hosted by the Carolina Lowcountry Region of the Shelby American Automobile Club. For more information call Doug or Sandra Elliott (803) 556-9447.
- May 4-6 Southwest National, Dallas/Ft. Worth, TX. Hosted by the North Texas Mustang Club.
- May 19-20 Second Annual Tri-State Shelby-Mustang Pocono Weekend Car Show. Quality Inn, Route 209, East Stroudsburg, PA. For more information call Alec Garden (201) 347-8216, Ed Shaw (202) 246-2563, Rob Senft (201) 249-7426 Nights and 991-4390 Days.
- June 1-3 Mid-South Nationals, Memphis, TN. Hosted by the Mustangs of Memphis.
- June 22-24 1984 Worlds Fair Roundup, Baton Rouge, LA. Hosted by the Baton Rouge Mustangers. For more information contact LaNita Braud, Route 2, Box 232F, Feismar, LA 70734. (504) 673-4405.
- June 30 Ninth Annual Straits Area Antique Auto Show, St. Ignace, MI. Meet 1984 Guest of Honor, Carroll Shelby.
- July 6-8 Dixie National, Birmingham, AL. Hosted by the Birmingham Mustang Club.
- August 10-12 1984 Grand National, Kingsport, TN. Hosted by the First Tennessee Regional Group.
- September 14-16 Fall National, Columbia, SC. Hosted by the Central South Carolina Regional Group

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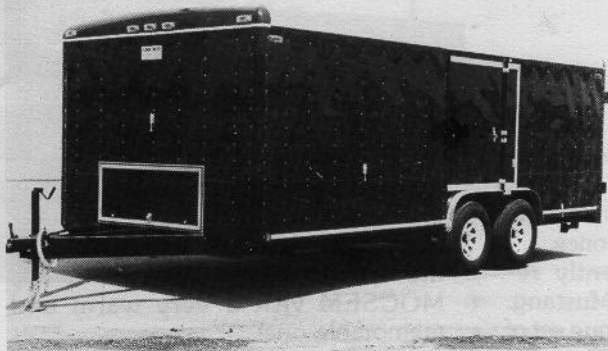
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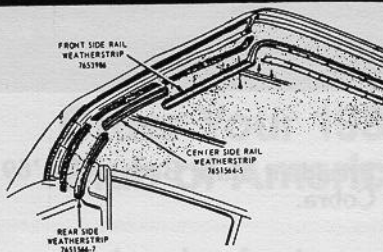


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"In Search of Mustangs visits the MOCSEM!"

by Jim Smart

Southeastern Michigan, known for automobiles, is known more importantly for the Mustang. Mustang was conceived and born here. A club, dedicated to the classic Mustang, was born here too! The Mustang Owners Club of Southeastern Michigan, headed up by Mark Bednarek, is one of the finest clubs in these United States.

I recently had the golden opportunity to "Mustang Club it" with the fine folks of the Mustang Owners Club of Southeastern Michigan and the special memories are second to none. There is a special breed of cat that makes up the core of MOCSEM. You have president Mark Bednarek who displays his love for the special machinery of the classic sixties. Mark, who is not only a Mustang enthusiast, owns a 1969 Torino Cobra, crammed full of 428 cubic inches of beautiful muscle. Mark also sports two immaculate mid-sixties "Chevy" Chevelles (Ok, I know . . . I know!).

You have J. R. Gillespie and Gary Pietraniec, both have Mustangs of which they can be proud. Gary in particular has one super sleeper of a 1966 Mustang. Gary's '66 sports as much beauty as it does horsepower with a 289 Tri-power!

J. R. Gillespie, like other MOCSEM members, makes his living at Ford Motor Company. J. R. has spent much time at various assembly plants around the country and had many a humorous story to relate. One story in particular drew quite a laugh. J. R. was on an assembly line as an observer (as his job sometimes requires) dressed in suit and tie. Suddenly he was shot with oil from an unknown location. Obviously by someone with that "team spirit"!

During an evening with interested MOCSEM members at the "Mama Mia's" restaurant in Livonia, Michigan, we discussed IN SEARCH OF MUS-

TANGS and it's various finds. MOCSEM blessed IN SEARCH with yet some more interesting new finds. One being a 1965 2+2 that was once . . . Lee Iacocca's. I am presently researching this "DSO 89" Mustang. J. R. told me about a very unique set of wheel covers that he owns. They are 1967 "Spinner" wheel covers, the only set known to be in existence. They are basically your standard 1967 full wheel cover, however, they have the spinner that definitely sets them apart from the rest! What happened to the others? Ford sent down a memo, says J. R., that said just simply, "DESTROY." J. R. had the foresight to save one set. Today, some sixteen years later, J. R. has something that is truly priceless.

After the meeting, we visited with one MOCSEM member with a unique 1966 Mustang GT. The mid-sixties GT Pony sported an obvious warranty/serial number goof (covered in IN SEARCH, October, '83) that made for interesting conversation. This GT was the first in "IN SEARCH" with a warranty plate error.

Visiting with different MOCSEM members had its "interesting" moments too, especially when one member asked why "IN SEARCH OF MUSTANGS" had not expanded to the 1974-78 Mustang II. What do you think MCA?

A bright, sunny, warm June day in Redford Township, Michigan was just the setting for a parade in which MOCSEM played an important role. Of the many events in Redford's Memorial Day (postponed a week) Parade, the MOCSEM parade of Mustangs attracted the most attention from on-lookers. I was blessed with the opportunity to ride in Art Butler's beautiful '65 Mustang convertible. As you can see, there couldn't have been a better day!

The Redford Township Parade and MOCSEM made for the perfect ending to a perfect visit to the Motor City area. Many thanks go to Mark Bednarek and the special people that made my MOCSEM visit a very warm and memorable one!

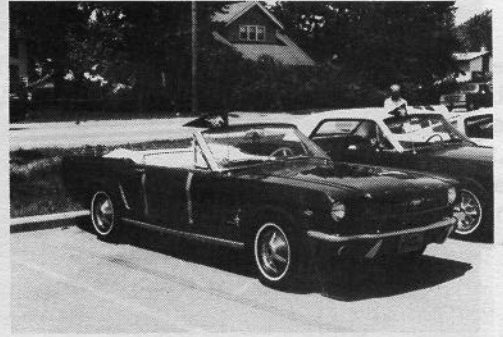
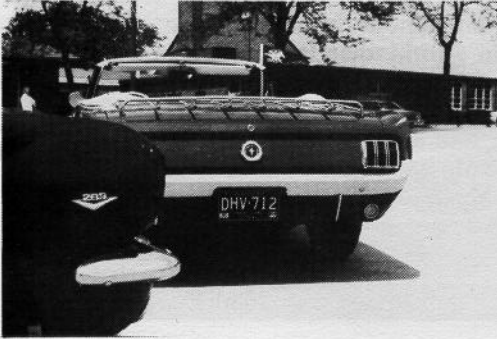


President Mark Bednarek's '69 Torino Cobra.



Art Butler at the wheel of his beautiful '65 convertible.

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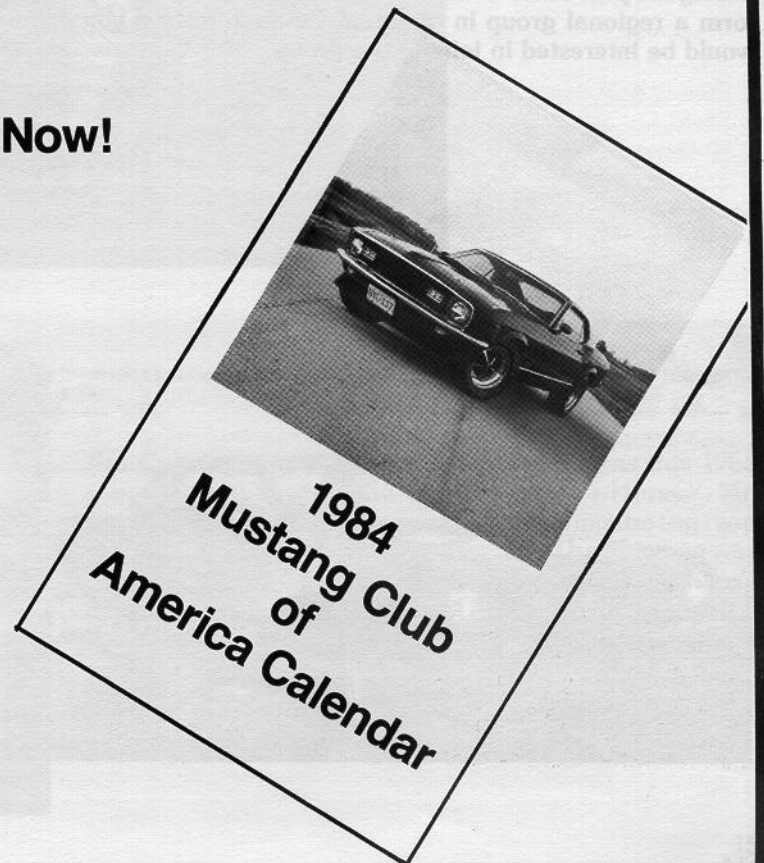
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HORSE SHOW



Homer Boyd of Minneapolis, Minnesota located his Rangoon Red Pony in a little town in Missouri in 1981. This 1965 convertible is equipped with a 289, automatic transmission, power brakes, power steering, air conditioning, rally pac, and white interior. Mr. Boyd states that he loves his little Mustang and will not sell. That sounds like a few other Mustangs we all know.

This black 1971 Mach I is owned by Terry Hagins of Johnstown, Pennsylvania. Features include a 351 HO engine, Hurst 4 speed, dual ram air induction, Argent front and rear spoilers, rear window slats, plus a few other goodies. This beauty took home 3 first place trophies during the past season. Terry indicates he is trying to help form a regional group in his area. Contact Terry if you would be interested in joining the group.



Placentia, California is home to this 1964½ coupe as well as owner Jim Gilliland. Since completion of a 2½ year restoration effort, this "brand new" Mustang has been honored with several first place awards and a best of show award. Watch for more information on this pony in a future issue of MT.

HORSE SHOW



It appears that Michael Grentus of Tawaco, New Jersey is a very serious Mustang judging from the Cobra painted on the hood of his 1968 GT coupe. Equipment includes a 302 4V engine, automatic transmission, dual exhaust, power steering and disc brakes. Modifications on the Bright Blue Metallic coupe include an Edelbrock Torker manifold, Holley carb., competition cam, Cyclone headers, and a new interior featuring 1969 Mach I seats.



Jim Cunningham of Columbia, Missouri owns this 1965 convertible featuring the prestige tag "1-Horse." Mr. Cunningham indicates he considered having the tag read "A-Horse" but then thought better of it. The Mustang was purchased in 1969 and was used by Mr. Cunningham's daughter during her high school and college years. It now has approximately 65,000 miles on it and is much in demand for parades, etc.

Ask Fred

Do you have a question of a technical nature, and you're just not sure about the answer? Ask us. Fred Glazier of Glazier's Mustang Barn is now assisting us with the technical information portion of our publication. Please send all questions directly to National Headquarters. Your answer will appear in an upcoming issue of *Mustang Times*.

Dear Fred:

Q. My car had the inner rocker panels, torque boxes, rear frame rails, floor pans, etc., brazed in. Then these areas were sandblasted, and one year later corrosion appeared around these brazed areas. What is the best way to get rid of this corrosion? What are the advantages of welding versus brazing?

Max Reinholdt
Wauwatosa, WI

A. Dear Max,

The structural parts of your car should have been welded rather than brazed. Brazing is somewhat like soldering. The strength of the joint is only as strong as the brass. Welding on the other hand is stronger because the weld joint is actually a fusion process of the two metals that is as strong as the original metal.

The corrosion is caused by the chemical interaction of the two dissimilar metals. This can probably not be stopped. You could try wire brushing the corroded areas and using metal conditioner and then rust-o-leum primer.

Fred

Dear Fred:

Q. Hope you can help!!! Glad to see that the *Mustang Times* will have a Tech section.

I have written to a national Mustang magazine at least four times in the past several years for technical advice and still have not even received a return letter or my letter printed in their monthly technical column.

I have a 1966 coupe which I drive every day, which is almost show condition, and probably "B" rated.

I also own a 1965 convertible which is about \$6000 away from complete restoration. If I remove the front and rear quarter window frames (I have had them out once) and have the chrome part rechromed, will they fit my 1966 coupe?

If the 1965 convertible window frames will fit my coupe, I will have them rechromed and install them in my 66 coupe and then rechrome the 66 frames and install them in my convertible next year.

Ken Essex
Annapolis, MD

A. Dear Ken:

The chrome frames from the quarter windows on 1965/66 Coupes are not the same size as a 1965/66 Convertible. Therefore, they would not be interchangeable. The vent window frames, however, would be interchangeable among a coupe, convertible, or fastback of those two years.

Fred

SPECIAL THANKS

I would just like to say THANK YOU to all my friends for the recent cards, letters, and phone calls on my "retirement." Y'all are terrific!

Teresa Vickery

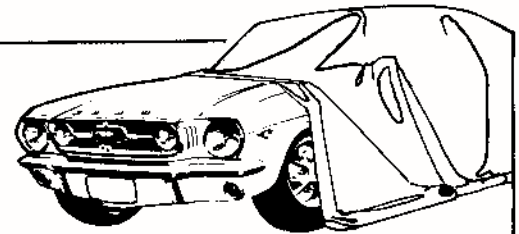
I would like to thank the people who sent me their July '83 issue of the *Mustang Times*, which featured my 1970 Mach I, in response to the ad I placed in the October '83 issue of the *Mustang Times*.

Well, it was a success, I received over 20 issues. A special thanks to the following people:

Carl B. Johnson
Terry McCoy
Douglas E. Sult
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Thanks Again!
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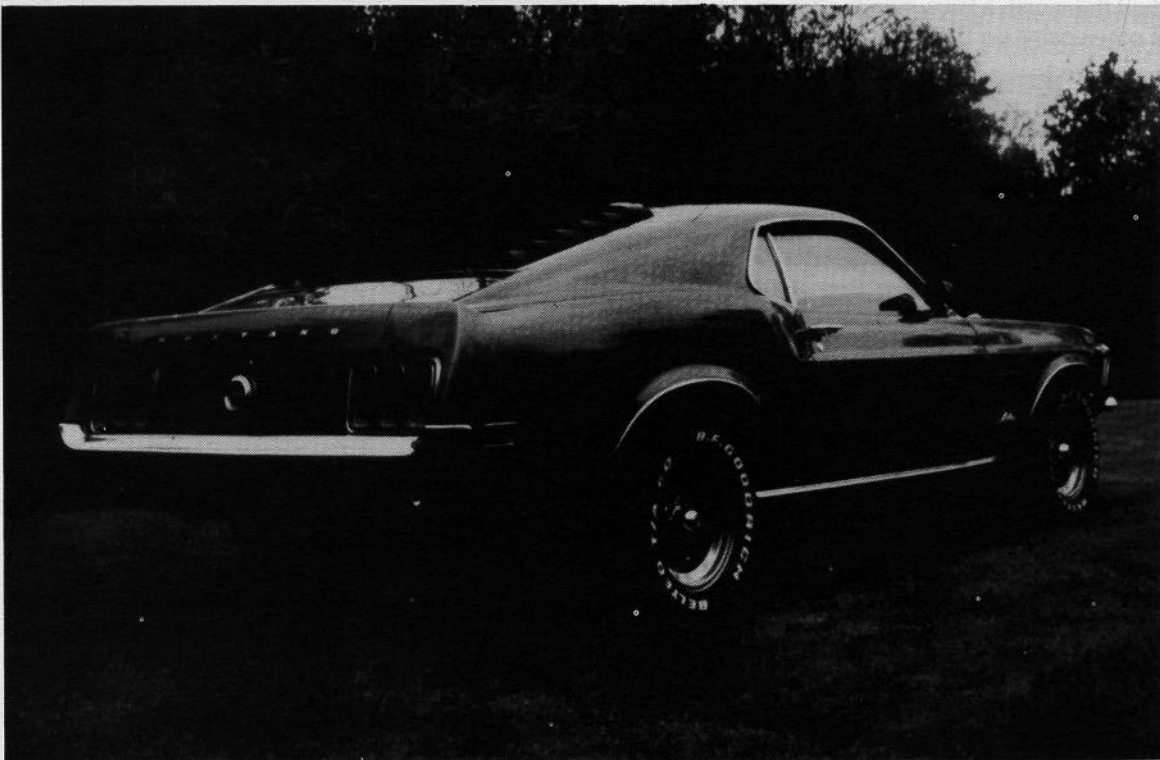
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All in the Family

by Keith Wiggand



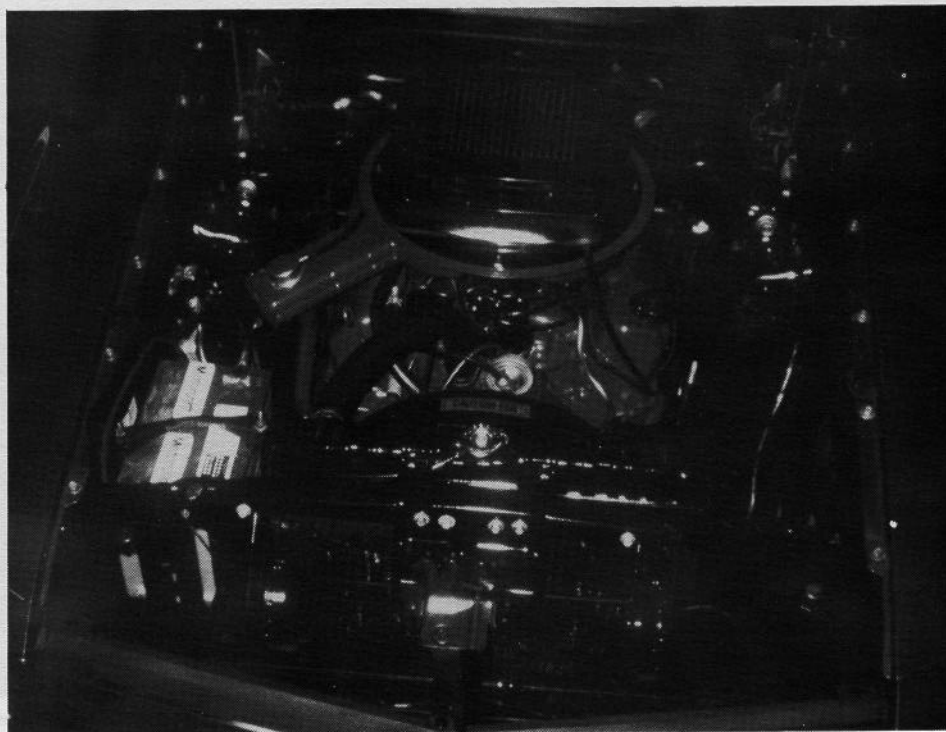
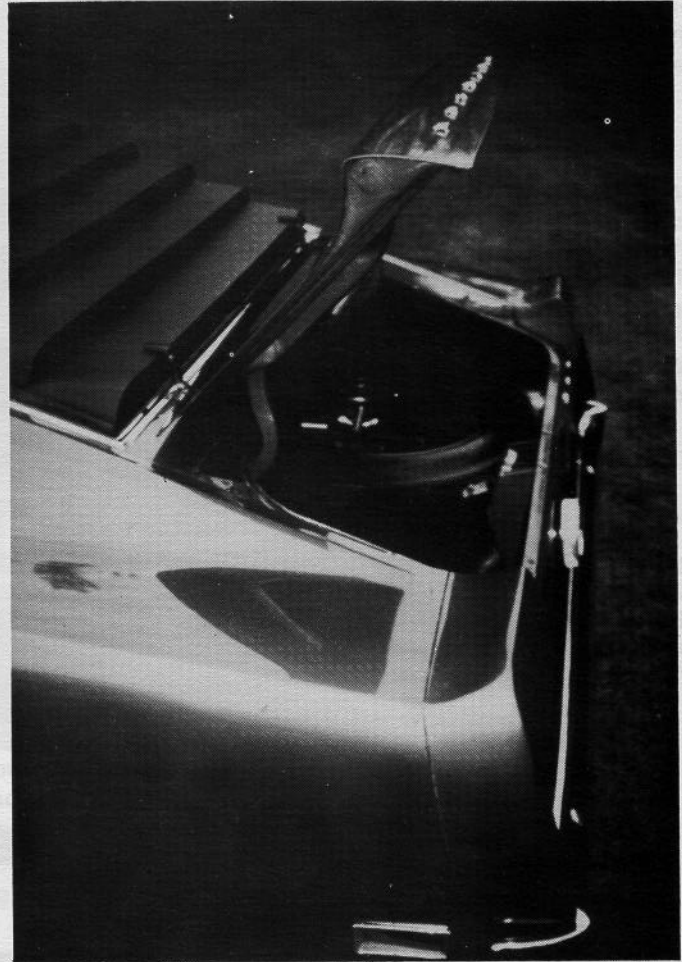
I can still remember that day in November of 1969 when my brother Bob, father Bob, Sr., and myself went to Orange Ford in Albany, NY and placed an order for a 1970 Sportsroof 63B, with a 351C 4V, Ram Air, dual exhaust, 4-speed transmission, Traction-Loc rearend (3.50:1 gearing), competition handling package, heavy duty electrical and cooling package, racing mirrors with rear window louvres, plus a whole list of other options. The dealer told us it would take 4 to 6 weeks to receive the car.

When the car finally arrived on February 20, 1970 my brother and myself (then 14 years old) went to pick it up. I can remember the goose bumps I got when he started the car for the first time, and the sound of those dual exhausts rumbled under the floor of the car, and each time the engine was revved, the ram-air scoop would make that slapping sound.

I also remember pulling out of Orange Ford and having to hit the first gas station we passed (Ford always was stingy with gasoline). We filled the tank with 110 octane Sunoco 260 (those were the days) for about \$10.00, and we were on our way.

The car always had the utmost in care. The oil has been changed every 1,000 to 2,000 miles since it was new. The car now has 64,000 original miles and the oil has been changed 48 times. The car receives a coat of wax about once a month, has been driven very few times in the rain, and has never been driven during the winter months on our salty roads up here.

All equipment on the car with the exception of the mag wheels and F60 x 15 tires, spark plugs, points and battery, are factory original including the radiator hoses, exhaust system, brake shoes, and spare tire (never touched the road). The only bodywork done to the car since it was new was the repainting of the hood and driver side half of the roof, when vandals scratched them with a key when the car was less than a year old. All other paint on the car is factory original.





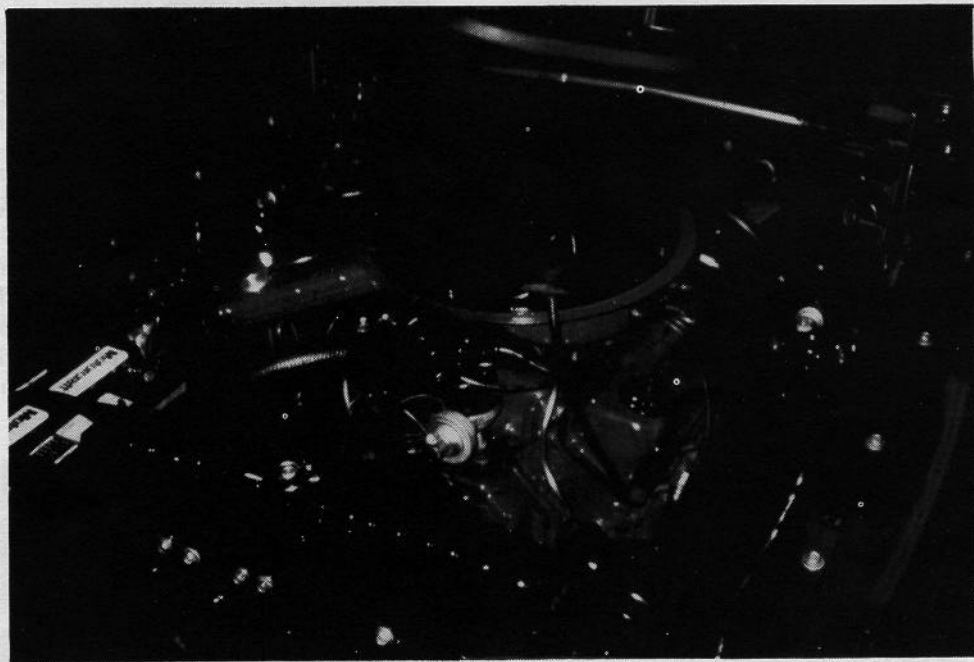
The car was always very fast. Late in 1970, my brother ran the car at the local dragstrip, not in competition, but just to see what the car would do. In the only 3 runs this car has ever seen over the quarter mile, it turned 14.4, 13.9, and 13.5 seconds respectively. Not bad for a car in pure stock street form with no modifications. All of our Chevy and Chrysler friends were astounded at the performance of the car, as most of their cars were modified and couldn't do as well. Ever since that day the car has never been raced or abused, and also since that day, everyone had respect for this car.

In June of 1977, after I graduated from college, I was looking for a Mustang to replace my well-worn '68 Fastback 289. Somehow, my brother told me he would sell the Mustang to me if I wanted it. At the time, it was between this Mustang or a Boss 429 that was for sale in the area. I opted to buy the car that I knew was taken care of rather than some monster I knew nothing about (now, I wish I had bought them both). For a total investment of \$2,100, I purchased this Mustang, and my brother even threw in a 1967 Rambler American for use in the winter. Ever since I gained possession of this car, it has been my absolute pride and joy, and with the exception of a few more miles, it is in the same pristine condition as it was then.

In 1982, I decided to clean the car up and detail the engine compartment and trunk for show. I painted the engine, which was a monumental task without pulling it out of the car, and cleaned every nut, bolt and grommet that I could get my hands on. My first show was one sponsored by a local Mustang club, and the car placed first in its class. Since then, the car has been shown seven times, and five trophies have been brought home.

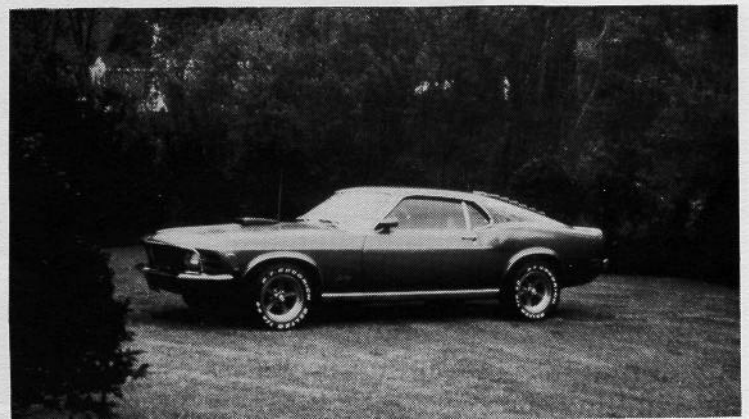
During the past year, I have become deeply involved in my new Mustang parts business, Central Mustang Supply, and have happily been so busy that I have been unable to participate in many car shows. With a little luck, maybe I will be able to attend one of the club's national meets sometime in the future.

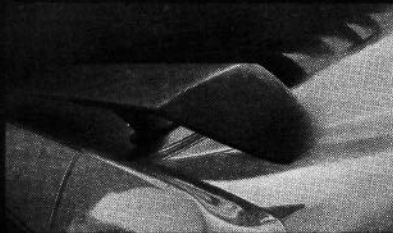
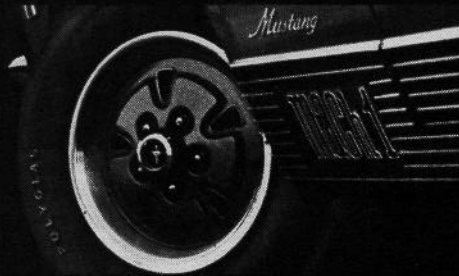
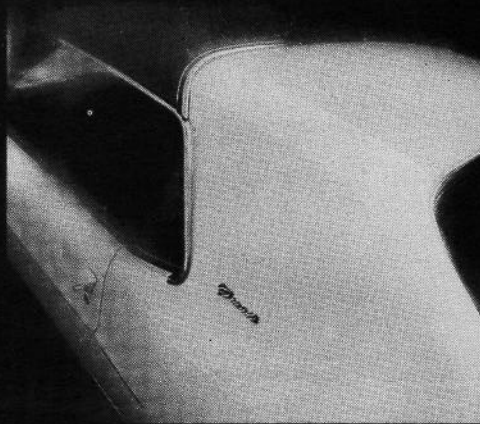




I guess my biggest hope, besides being successful in my new parts business, is to acquire an AC Cobra or Shelby convertible. I am waiting for a friend to sell his original '68 Shelby GT-500 Convertible, which has only 11,000 original miles and has been in storage for more than 10 years. Maybe this car will also be in the *Mustang Times* someday.

All told, I am very proud to own my Mustang, and probably will never part with it. I am also happy that my longtime interest in Mustangs has developed into a business that is both profitable and fun. I just hope that someday, my kid will be driving my Mustang, taking the same care of it that it has had since the day it was brought into the family.





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250 CID 1V Six—155 hp; 3.68" bore x 3.91" stroke; 9.0 to 1 comp. ratio; 7 main bearings; reg. fuel.

302 CID 2V V-8—220 hp; 4.00" bore x 3.00" stroke; 9.5 to 1 comp. ratio; regular fuel.

302 CID 4V "Boss" V-8—290 hp; 4.00" bore x 3.00" stroke; 10.6 to 1 comp. ratio; premium fuel.

351 CID 2V V-8—250 hp; 4.00" bore x 3.50" stroke; 9.5 to 1 comp. ratio; regular fuel.

351 CID 4V V-8—300 hp; 4.00" bore x 3.50" stroke; 11.0 to 1 comp. ratio; premium fuel.

428 CID 4V Cobra V-8—335 hp; 4.13" bore x 3.98" stroke; 10.6 to 1 comp. ratio; premium fuel.

428 CID Cobra Jet Ram-Air 4V V-8—335 hp; 4.13" bore x 3.98" stroke; 10.6 to 1 compression ratio; premium fuel.

429 CID 4V "Boss" V-8—375 hp; 4.36" bore x 3.60" stroke; 10.5 to 1 comp. ratio; premium fuel.

*Optional Drag Pack Includes Traction-Lok differential with 3.91 axle ratio or "No-Spin" locker with 4.30 axle ratio, plus these 428-cu. in. 4V engine modifications: engine oil cooler, cap screw connecting rods, modified crankshaft, flywheel and damper. Available with 428-cu. in. 4V non Ram-Air or Ram-Air V-8's.

Engine Features: 8000-mile (or 6-month) maintenance schedule with full-flow disposable type oil filter; dry element air cleaner; auto. choke; self-adjusting valves with hydraulic lifters (mechanical valves, Boss 429); 12-volt electrical system; 42-amp. alternator, 45 amp-hr battery with 250 thru 351 CID engines, 55-amp. with automatic transmission on 200, 351 engines; 55-amp. alternator and 80 amp-hr battery with 428's, 429.

TRANSMISSIONS:

3-Speed Manual: fully synchronized.

4-Speed Manual: sports-type w/Hurst Shifter[®]™.

SelectShift Cruise-O-Matic Drive: 3-speed fully automatic transmission which may be used manually to hold first or second gear for engine braking, better hill control hauling trailers.

MUSTANG POWER TEAMS

Engines	Transmissions			
	3-Speed Manual	Select-Shift	4-Speed Manual Wide-Ratio	4-Speed Manual Close-Ratio
200 Six (120 hp)	X	X		
250 Six (155 hp)	X	X		
302 V-8 (220 hp)	X	X	X	
302 Boss V-8 (290 hp)			X	X
351 V-8 2V (250 hp)	X	X	X	X
351 V-8 4V (300 hp)	X	X	X	X
428 V-8 Cobra (335 hp)	X		X	X
428 V-8 Cobra Jet (335 hp)	X		X	X
429 Boss V-8 (375 hp)			X	X

Rear Axle: semi-floating hypoid type; permanently lubricated rear wheel bearings.

Front Suspension: angle-poised ball-joint type with coil springs; strut-stabilized lower arms; link-type stabilizer.

Rear Suspension: asymmetrical variable-rate design longitudinal 4-leaf springs. Diagonally mounted shocks.

Steering: recirculating ball-type, permanently lubricated. 25.45 to 1 overall ratio (20.48 to 1 power). Turning diameter 37.6 ft.

Brakes: dual hydraulic system with dual master cylinder. Self-adjusting, self-energizing design. Lining areas: 190.4 sq. in. (200 Six); 154.0 sq. in. (250 Six, 302 V-8); 173.3 sq. in. (351, 428's, 429); Boss 302, 232.0 sq. in. swept area.

Dimensions and Capacities: Length 187.4"; Width 71.7"; Height 51.5" (SportsRoof—50.6"); Wheelbase 108"; Track 58.6"; Trunk 8.3 cu. ft. (hardtop), 7.2 cu. ft. (SportsRoof), 7.2 cu. ft. (convertible). Fuel—20 gallons (in California, 22 gal. std.).

Weight: Hardtop—3080 lb.; SportsRoof—3104 lb.; Convertible—3190 lb.

STANDARD EQUIPMENT

Hardtop—Power Team: 200-cu. in. Big Six and fully synchronized 3-speed manual transmission • floor-mounted shift lever • color-keyed loop-pile carpeting • courtesy lights • cigarette lighter • reversible keys • keyless locking • heater/defroster • all-vinyl interior • curved side glass • high-back bucket seats • locking steering column • Hurst Shifter (with 4-speed man. trans.) • Twice-a-Year Maintenance • glove box • color-keyed headlining • printed circuit instrument panel • aluminized and stainless steel muffler • black or white paint stripe with engine numerals (351-, 428-, 429-cu. in. V-8's) • E78-14 fiberglass belted bias-ply BSW tires. Plus all **FORD LIFE-GUARD DESIGN SAFETY FEATURES.**

Mustang Grandé—In addition to the features listed for Hardtop: special sound (insulating package) • special soft-ride suspension • luxury cloth and vinyl seat trim • molded door trim panels and courtesy lights • deluxe 2-spoke steering wheel • woodtone instrument panel appliques • electric clock • bright floor pedal trim • dual color-keyed racing mirrors including remote control LH mirror • dual bodyside paint stripe • black or white "Landau" vinyl roof covering • hounds-tooth check interior trim fabrics in 5 colors.

Convertible—In addition to Hardtop features listed for Hardtop: 5-ply manually operated vinyl top • clear vinyl backlite • color-keyed boot • easy-action top fastening latches • full-width rear seat • courtesy lights under instrument panel • glove compartment lock, wheel covers • rocker panel molding with vinyl insert • lower back panel applique • wheel lip molding.

SportsRoof: in addition to Hardtop features: integral rear deck spoiler • swing-out rear quarter windows • tinted glass backlite • courtesy lights under instrument panel, rear compartment.

Mustang Mach 1: In addition to Hardtop features listed previously: Power Team: 351-cu. in. 2V V-8 and fully synchronized 3-speed manual transmission • non-functional hood scoop/integral turn signal indicators • functional "shaker" hood scoop • competition suspension • outside color-

keyed dual racing mirrors • knitted vinyl high-back bucket seats/accents stripes • console with wood-tone applique • Rim-Blow deluxe three-spoke steering wheel • Bright dual exhaust extensions • Hood lock pins • Honeycomb back panel applique • Wide-oval belted WSW tires • Pop-open gas cap • Dark argent extruded aluminum rocker panel molding • Deck lid tape stripe (Diecast "Mach 1") • Black or white painted hood and tape engine numerals • Die cast center deep dish sports wheel covers • simulated driving lamps • Woodgrain cluster with right-hand instrument panel applique • electric clock • Bright pedal pads • Molded door trim panels w/courtesy lights • NVH sound package • Carpet runners.

Mustang Boss 302: In addition to Hardtop and SportsRoof features listed above: Power Team: 302-cu. in. 4V V-8 engine rated at 290 hp and 4-speed manual transmission equipped with Hurst Shifter[®]™ • black taillamp bezels • black chrome backlite molding and headlamp castings • color-keyed dual racing mirrors • black hood and rear deck lid and black lower back panel • F-60-15 belted BSW tires w/ white letters • hub cap/trim ring • space saver spare • "C" stripes • Boss 302 tape identification on front fender (black only) • dual exhausts • quick ratio steering (16:1) • competition suspension including staggered rear shocks • special cooling package • 3.50 non-locking axle • front spoiler • 45 ampere battery • power front disc brakes.

Every 1970 Mustang Includes these Ford Motor Company Lifeguard Design Safety Features: Dual hydraulic brake system with warning light • Glare reduced instrument panel padding, windshield wiper arms, steering wheel hub, rearview mirror/mirror mounting and windshield pillars • Energy-absorbing steering column, steering wheel, armrests and safety-designed door handles • Uni-Lock Safety Harness • Front and rear lap belts • Shoulder belts for front outboard occupants (except convertibles) • Turn indicators with lane-changing signal feature • Inside yield away rearview mirror • Energy-absorbing instrument panel with padding • Padded sun visors • Two-speed windshield wipers • Windshield washers • High strength laminate safety glass windshield • Double-yoke safety door latches and safety hinges • Emergency flasher • Backup lights • Side marker lights • Energy-absorbing front seat back tops with padding • Self-locking front seat backs • Safety-designed coat hooks (except convertibles) • Safety-designed radio control knobs and push buttons • Outside rearview mirror, driver's side • Safety rim wheel and load-rated tires • Corrosion-resistant brake lines • Uniform transmission shift quadrant • Parking lamps coupled with headlamps • Non-reversing odometer • Safety design front end structure • High-back seats • Safety glove box latch.

NOTE: Your new 1970 Mustang comes equipped with factory engineered and approved parts such as the dependable Autolite Sta-Ful battery, Autolite Power-Tip spark plugs, Autolite shock absorbers, and an Autolite 6000-mile oil filter. Be sure to specify genuine Autolite parts whenever replacement is necessary.

While the information shown herein was correct when approved for printing, Ford Division reserves the right to discontinue, or change at any time, specifications or designs without incurring any obligations. Some features shown or described are optional at extra cost.



MUSTANG HARDTOP



MUSTANG SPORTSROOF



MUSTANG CONVERTIBLE



MUSTANG GRANDE



MUSTANG MACH 1



MUSTANG BOSS 302

MUSTANG



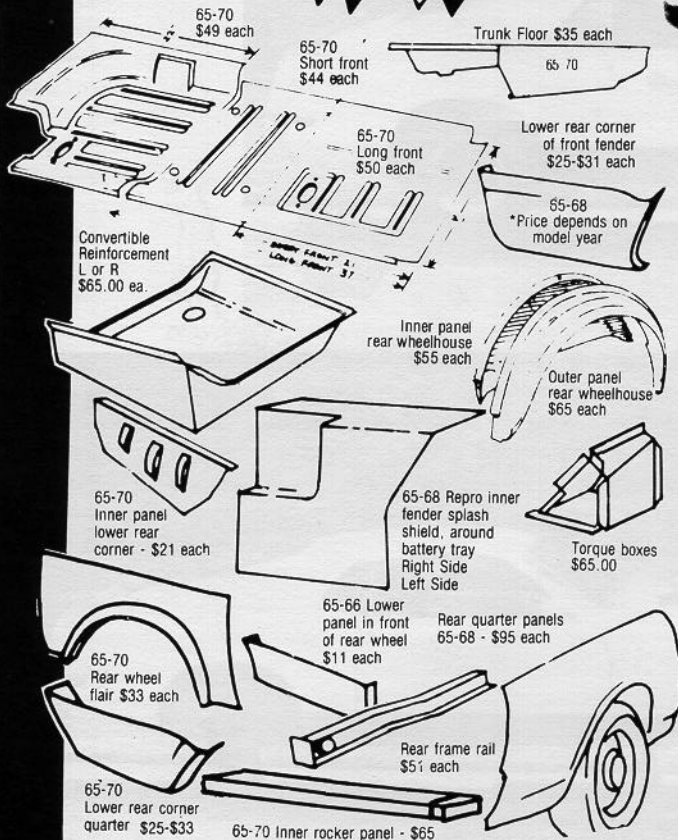
mr. mustang

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just a few
examples of our
vast inventory.

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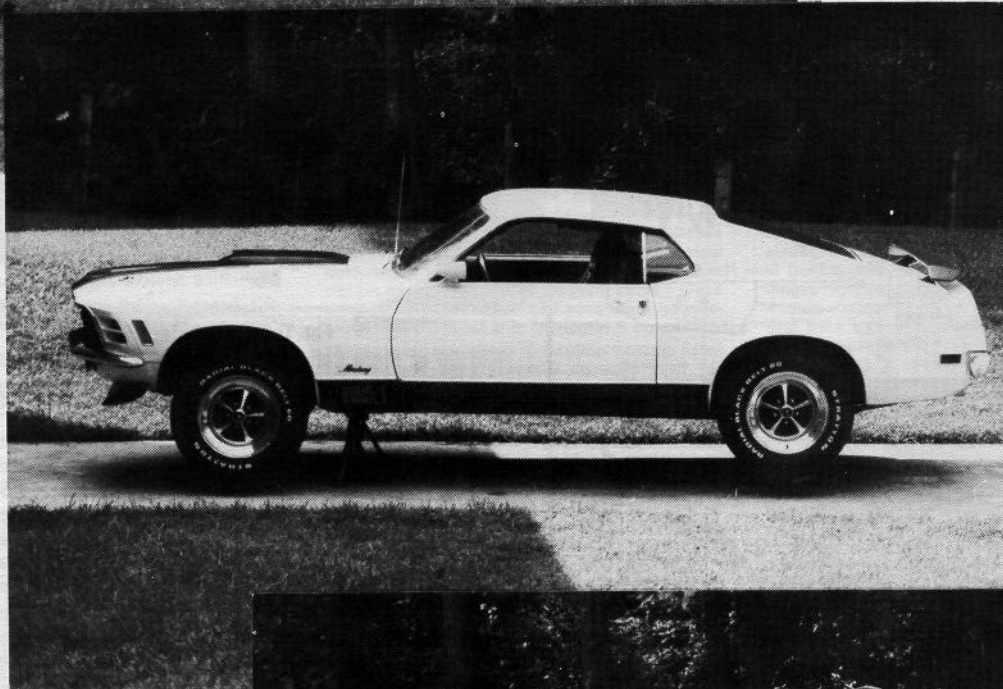
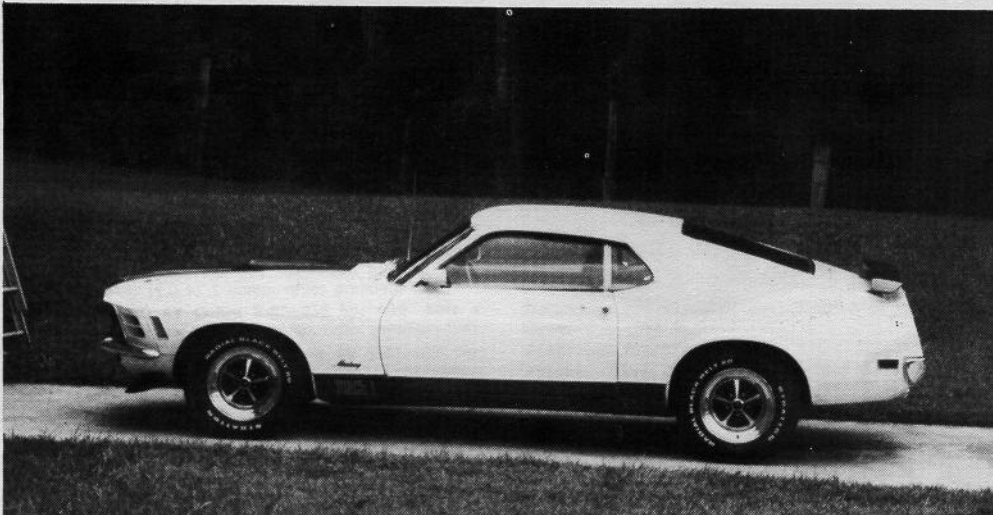
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- 65-70 Molded Carpet (specify year & color) set **\$100**
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Putting Brakes on your 1970 Mustang



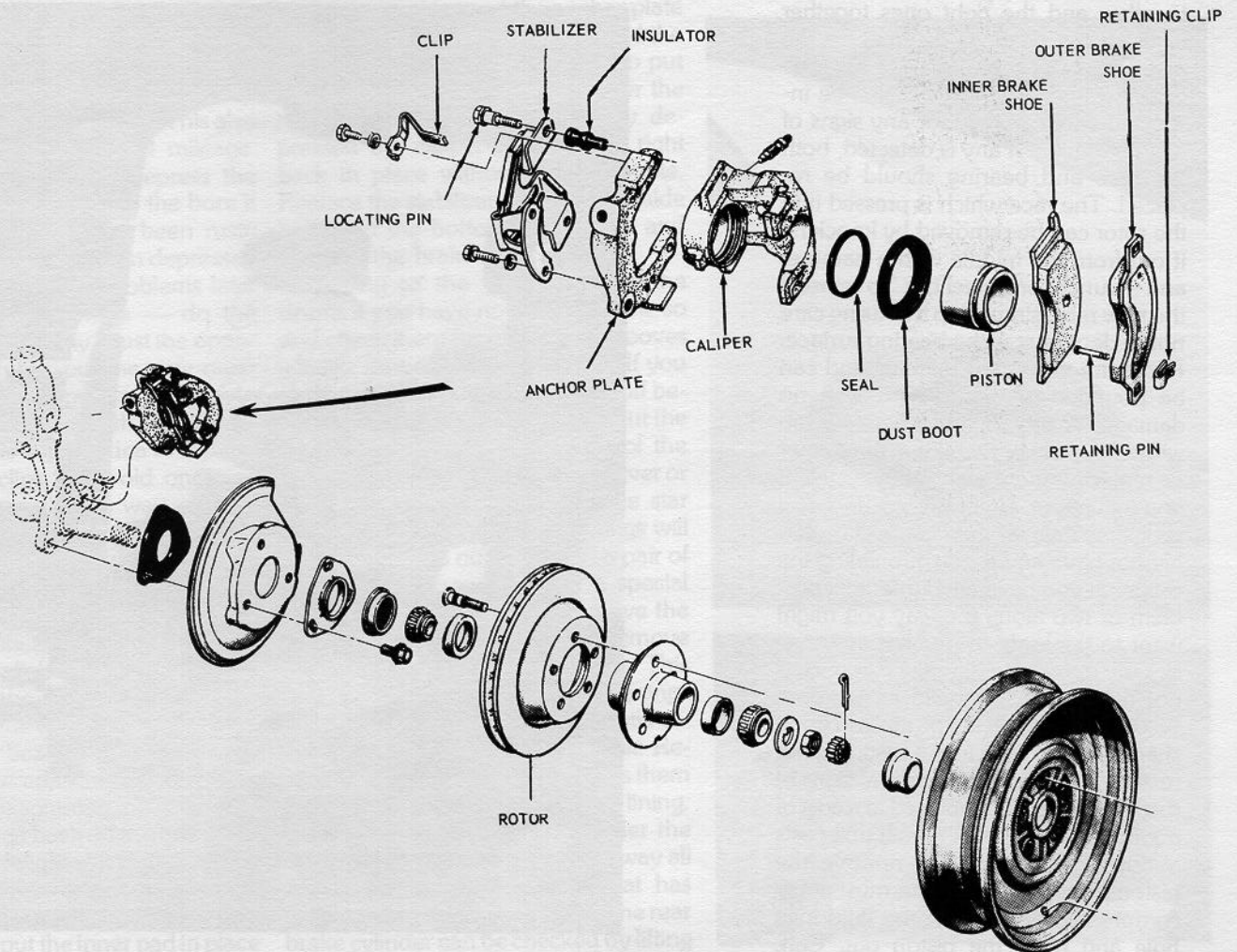
Let's start out with a 1970 Mach I with power front disc brakes and rear drums and a Saturday afternoon. Now you might ask why would I want to ruin a perfectly good Saturday afternoon over a \$59.95 brake job that most anybody in town can do. Well, the first reason is that most \$59.95 brake jobs on a 1970 model car of any type, more often than not, will soon turn into a much more expensive job than what you get for the original \$59.95. If all you have to do is to replace the front pads and rear shoes, turn the rotors and drums, and repack the front wheel bearings, you can do it yourself for about \$45.00 and three or so hours in your garage or driveway. A small savings at first glance but a valuable experience learned since most all late model cars are basically the same. So if you can do your Mustang you can also

do your Cadillac, Lincoln, or just about any other American car you might have. Besides you might enjoy the change of pace. But back to what happens more often than not. If you are having someone do the job and you get a phone call and the gentleman on the other end says that your rotors are worn out, your calipers are rusted and cannot be repaired and the drums on the rear are shot, what are you going to do. If you have the car fixed it will cost you \$200 to \$300 or more. If you tell them just to do what they advertised for the \$59.95 then you still don't know what kind of brakes you have or for how long. If you do it yourself you can buy most of the new parts you will need with the labor costs you have saved.

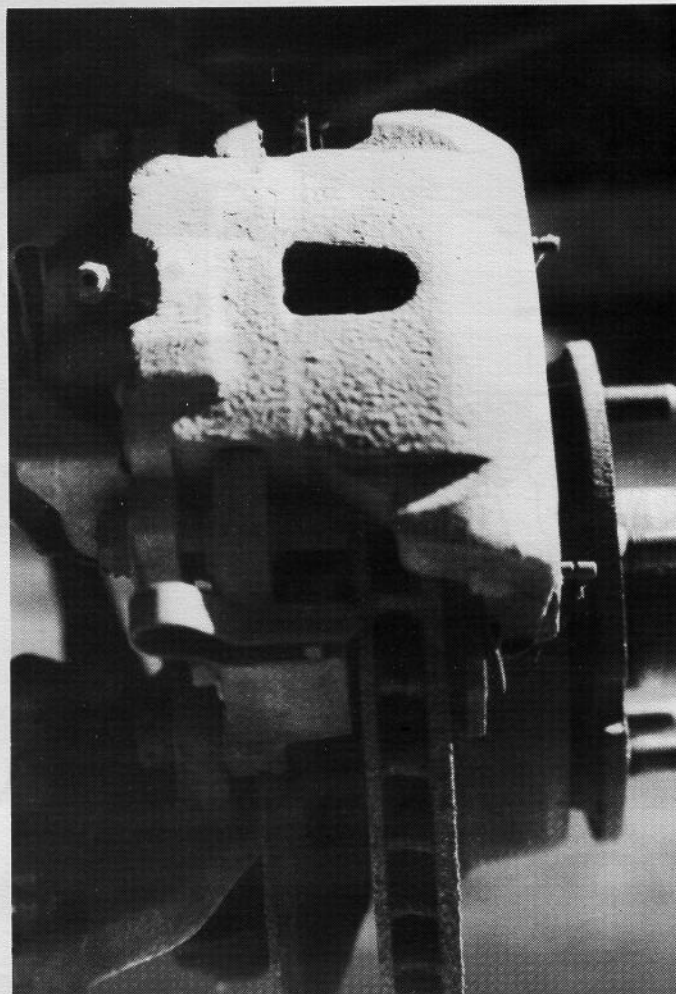
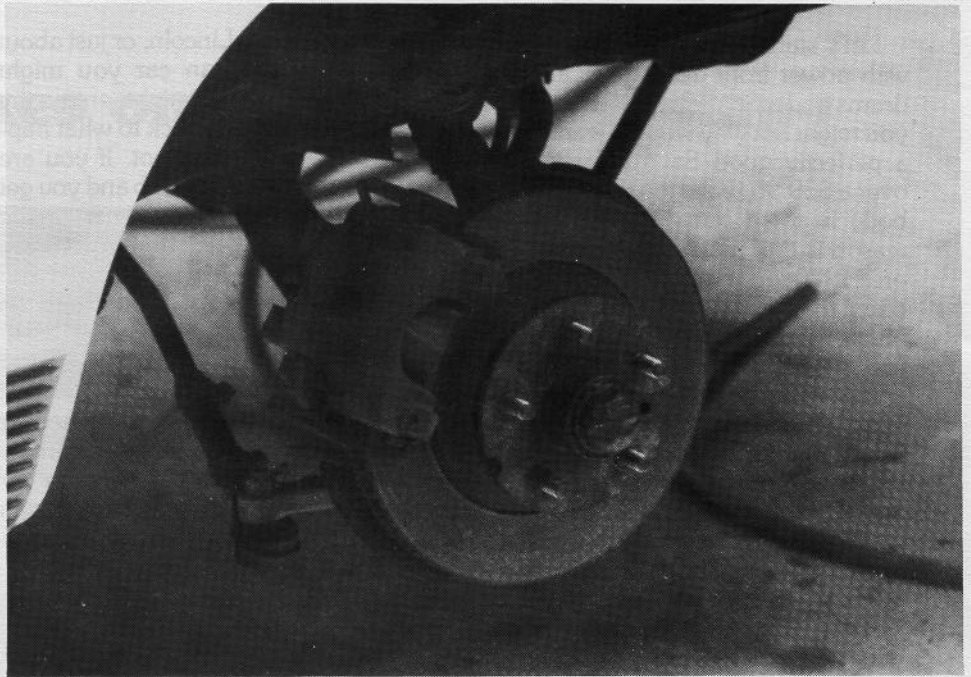
First a quick check to see if the brake pads and rear linings need to be replaced. Jack up the car and pull off all

the wheels either two at a time or all four. After taking the front wheels off simply look at the pads that are in the calipers and see how much of the pads are left. Make sure to check both sides as there is a pad on each side of the rotor. Front pads start out with about 1/2 inch of brake material and are pretty worn out when they get down around 3/16 to 1/8 inch. Next pull the rear drums off and look at the linings. If the lining is worn down almost to the metal shoe, it is time for brakes. However, sometimes the rear brakes will be in good shape and all you will need to replace are the fronts. This is due to the fact that 80% of your braking capacity is through the front brakes.

To remove the front caliper assembly you must remove the stabilizer by removing the four bolts that hold it on. Before lifting the caliper off also remove



the brake line from the caliper and either plug it or let it drain into a bucket. Then lift the caliper from the rotor. The inside pad will remain attached to the anchor plate and the outer pad will be attached to the caliper by two pins and two clips. A screw driver will remove the clips from the caliper to free the pad. Two 7/16 screws hold the clips in place that hold the inner pad to the anchor plate. Now it's time to remove the rotor by pulling off the front dust cap and removing the cotter pin and the nut lock and the adjusting nut. Then pull the rotor toward you and catch the washer and bearing before they hit the floor and remove the rotor from the spindle. Inspect the rotors for any grooves or cracks that may be present. Before taking them to be turned be sure to knock out the grease seal and inner bearing. Don't worry about mixing up the inside and outside bearings because the inside ones are smaller than the outer ones. But do mark the rotors and keep the left rotor and bearings together and the right ones together because the bearings do mate to the races or cones that they ride on. The bearings and races should also be inspected very carefully for any signs of wear or pitting. If any is detected, both the race and bearing should be replaced. The race which is pressed into the rotor can be removed by knocking it out from the middle with a hammer and a punch, or a steel bar. To reinstall the new race, simply tap it in using care not to dent or scar the bearing surface. Races are very hard material and can be pounded on pretty hard with no damage. A proper and complete job will include either rebuilding the caliper or replacing them with rebuilt ones. If you have not encountered any real problems thus far then you will probably not have any problem building the caliper. If you have encountered a problem or two along the way you might want to think about purchasing yours already done. The difference in price is not that great. A rebuild kit is about \$5.00 per caliper if the piston is in good shape and the bore in the casting is not rusted. If the piston shows any signs of rust then it must be replaced at a cost of about \$10.00 each. A rebuilt unit costs about \$22.00 each. To remove the piston from the caliper you must apply compressed air through the fluid inlet hole and force the piston out. Care

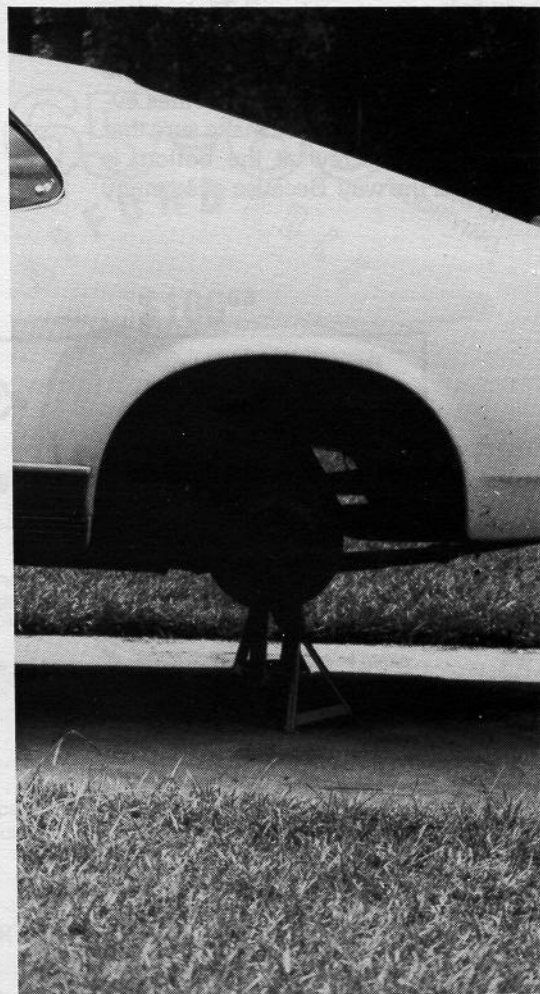
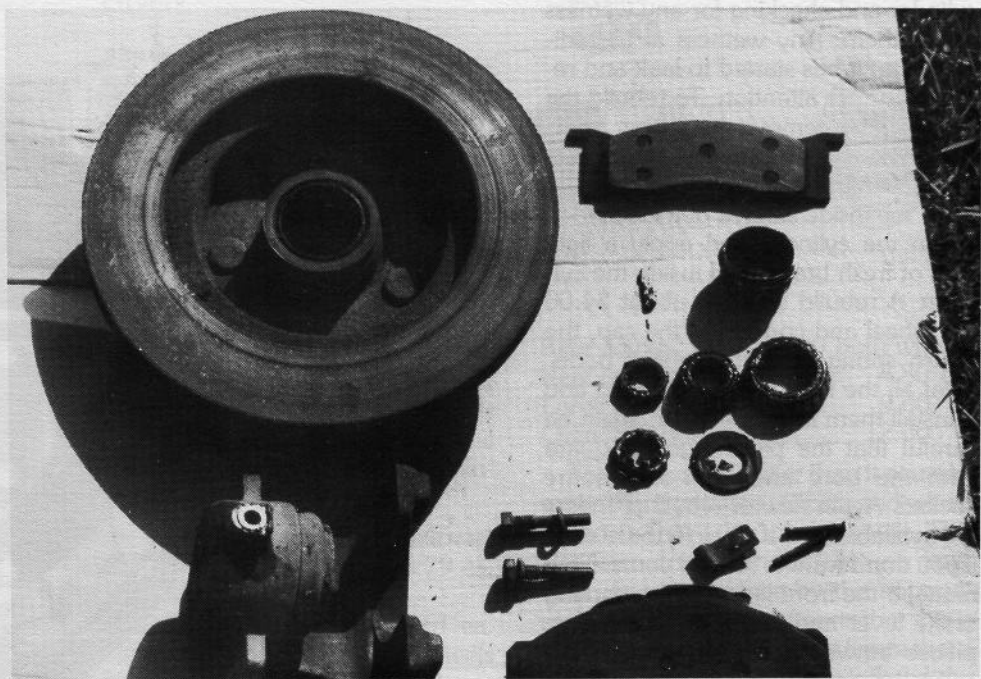


must be taken to prevent the piston from popping out of control. Remove the old piston seal from the bore and also the boot. Clean and inspect all parts and lubricate them with fresh brake fluid before starting to reassemble them. Then place the new piston seal in the groove in the bore and tuck the boot in the outside groove. This is the tricky part, putting the piston in straight without pinching the boot or the seal. You must work the edge of the boot around the piston before you insert it into the bore. The piston must be put in with the open side out. It may take a medium size C clamp to fully depress the piston into the caliper's bore. If the piston is not completely depressed it will not allow enough room for both of the new pads once you are ready to reinstall it over the inner pad and rotor. You might ask what happens if I don't want to fool with either rebuilding the caliper or replacing them with rebuilt ones. Well, at best you will probably only get a quarter to half the normal wear out of the replacement pads because the old parts will not release properly and will cause the shoes to drag on the rotor. This also will cut down on your fuel mileage. Also, because you must depress the piston all the way back into the bore if not rebuilt, it could have been rusty around the piston and when depressed cut the seal and cause problems later on, so don't cut corners — do the whole job. Reassembly is just the opposite of disassembly, put the new outer pad into the caliper, put the two pins in place and secure them with the clips on the outside. It is a good idea to replace the pins and clips if the old ones are bent or deformed in any way.

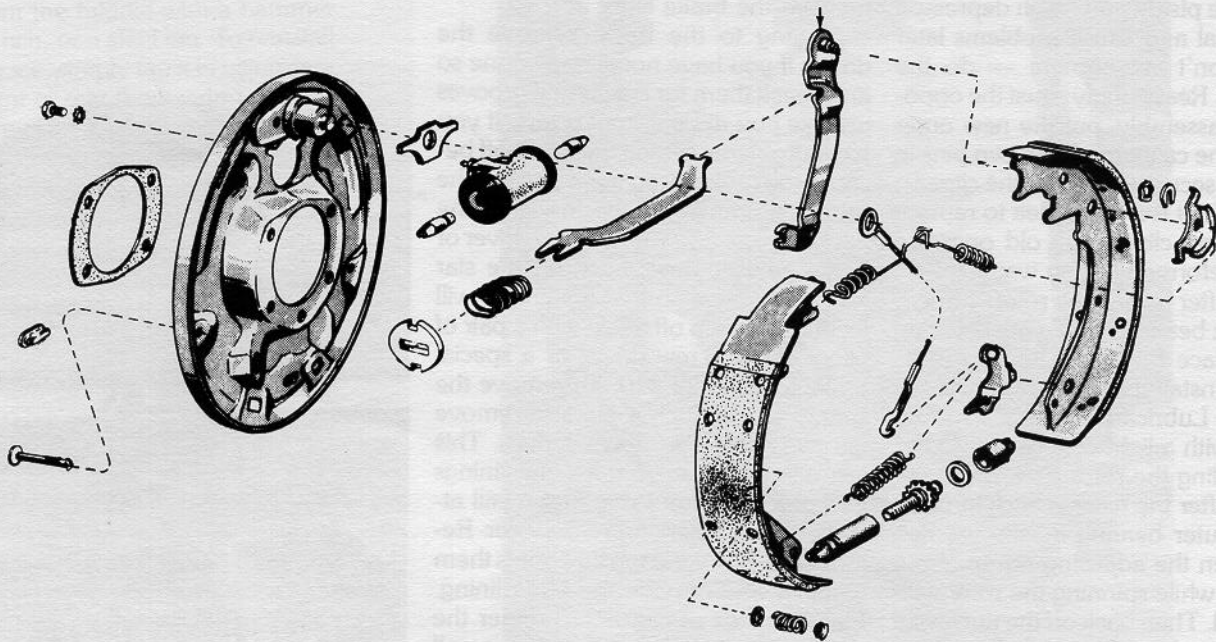
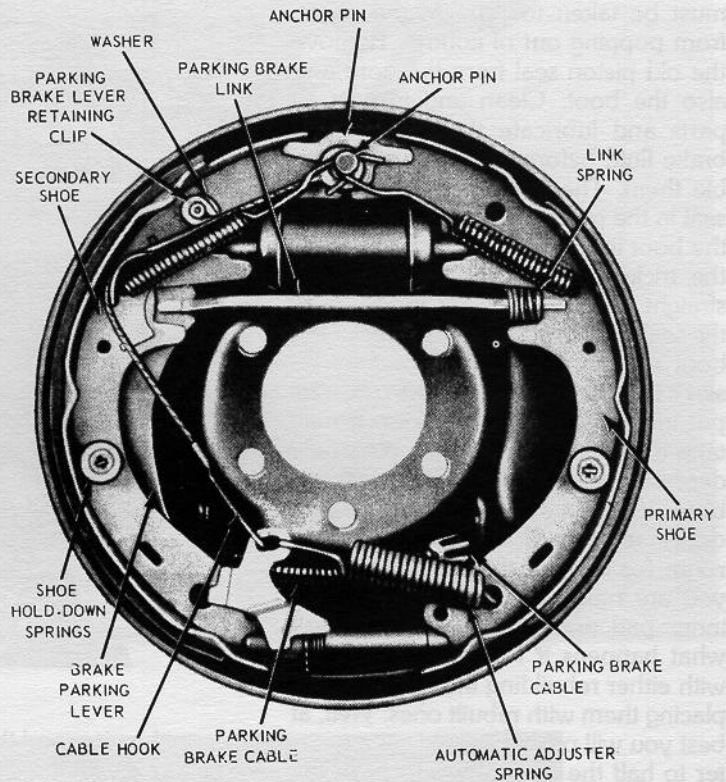
Then, after having the rotors turned, repack the bearings with wheel bearing grease. Place the inner bearing in its race and install the new grease seal in the back. Lubricate the seal's rubber surfaces with a light coat of grease before installing the rotor back on to the spindle. After the rotor is back in place put the outer bearing in, the washer, and tighten the adjusting nut to about 20 ft. lbs. while spinning the rotor with your hand. Then back off the nut about 1/2 a turn and retighten it to about 10 ft. lbs. Replace the nut lock and a new cotter pin and knock the grease cap back on. Next put the inner pad in place

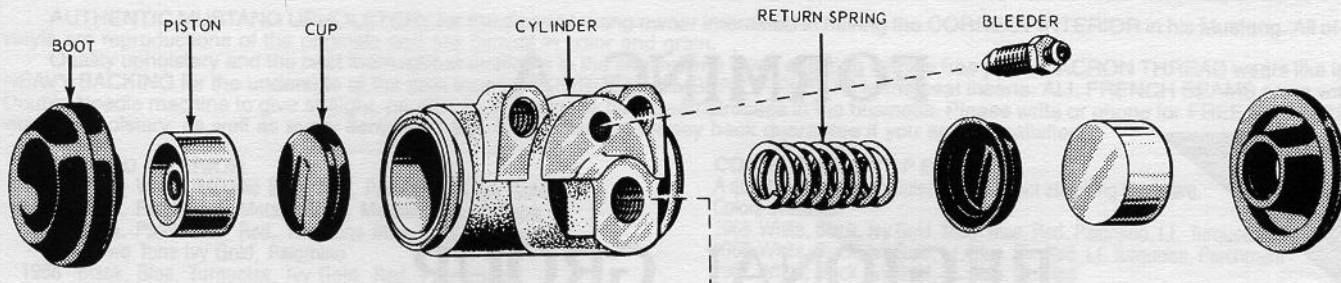
between the rotor and the anchor plate and secure it with the two clips and the two 7/16 screws. Now it is time to put the caliper assembly back on over the rotor. If the piston is completely depressed the caliper should slide right back in place without much trouble. Replace the stabilizer with the top guide bolts and the bottom two screws and reattach the brake lines.

Moving to the back, remove the drums if you have not already done so and check them for cracks and grooves just like you did the front rotors. If you have problems getting the drum off because the brake is too tight, pull out the rubber grommet on the inside of the backing plate and with a screw driver or brake adjusting tool back off the star adjusting sleeve so that the linings will let the drum slip off. Next with a pair of pliers and a screw driver or a special brake tool (about \$10.00) remove the springs at the anchor pin and remove the two shoe hold down springs. This will allow you to remove the linings except for the front one that is still attached by the parking brake lever. Remove the clip at the top that holds them together and remove the other lining. Place a piece of cardboard under the wheel and with a brush, brush away all the black soot and powder that has collected on the backing plate. The rear brake cylinder can be checked by lifting



up the rubber boots at each end of the cylinder and checking for any wetness under them. Any wetness at all indicates that it has started to leak and requires further attention. To rebuild the rear cylinder, remove the rubber boots and press the pistons and spring out. Take a drill and a cylinder hone and hone the inside surface of the cylinder. Clean the cylinder and apply a light coat of fresh brake fluid inside the cylinder. A rebuild kit costs about \$4.00 per wheel and consists of the cap, the return spring, and the rubber boots. Coat all the new pieces with fluid and reinstall them in the cylinder, again be careful that the pistons go in square with the bore and do not become cocked. Again new or rebuilt cylinders are available for \$10.00 to \$15.00 each if you don't want to rebuild yours. Now reattach the front lining to the parking brake lever and install all the bottom pieces between the two linings and hang the entire thing on the backing plate. Replace the two shoe hold down springs and replace the remaining parts in their respective places. There is no good way to explain how to put each piece back on but it should look like the picture when you get done. After everything is back in place make sure that the adjusting screw at the bottom is closed all the way. Because of so many





different sources for linings there is a possibility that the drums might be hard to get back on. High spots on the linings or a slightly different curvature might be the problem. If you can get the drum started on then you can tap, not beat, the drum on with a rubber hammer or a piece of wood and a hammer. In the first few miles the shoe will seat to the drum and the high spots will wear off causing no real problem. If the drum fits properly then you should adjust the shoes out to where they make contact with the drum but will still allow the drum to turn freely.

Now it is time to bleed the brake system. First fill up the master cylinder with fresh brake fluid and replace the top cover. The master cylinder will not pump if the top is not securely fastened. Get someone to pump the brake pedal a few times and hold it down while you start at the right rear and loosen the bleeder screw on the back of the wheel cylinder and let out all the air. After you loosen the bleeder and the pedal goes to the floor, retighten the screw and repeat until you get a steady stream of fluid and no air. Check the master cylinder after you do each wheel and fill as necessary. Move from the right rear to the left rear and then to the right front and finish up with the left front or driver's side. After bleeding the brakes you should have a hard pedal. If the pedal is still soft, then you still have some air in the system and need to bleed the system again. Replace the wheels and you are ready for a test drive. It is not necessary to burn in a new set of brakes. You should drive normally. Burning in new brakes causes a glaze on the pads and shoes and they will not stop as well as they should. If this is your first attempt at brakes you will probably want to do the fronts one Saturday and the backs the next week to split up the work.

The '70 that we did had to have both front rotors, pads, both calipers rebuilt and new pins and clips to hold the pads to the calipers, and grease seals. The rears needed new linings and the cylinders rebuilt.

- Rotors \$57.45 ea.
- Caliper kits 5.79 ea.
- Pistons for front
- Calipers 10.61 ea.
- Pins and clips 6.00 both wheels
- Front pads 11.00 both wheels
- Grease seals 3.80 ea.
- Turn rotors 5.50 ea.
- Turn drums 5.50 ea.

- Rear linings 14.00 both wheels
- Rear cylinder kits 4.80 ea.
- Large can of fluid 9.00
- Cylinder hone 12.00

The job is a lot easier than it sounds, especially if you use calipers and wheel cylinders that are already rebuilt. This also cuts down considerably on your time. As you can see by the approximate cost on our list of parts that this is not an inexpensive task but figure that a shop would have normally inflated the cost of the parts 15% to 30% and charged a \$100 to \$150 labor fee for such a job. So you can see that the savings can add up quickly.

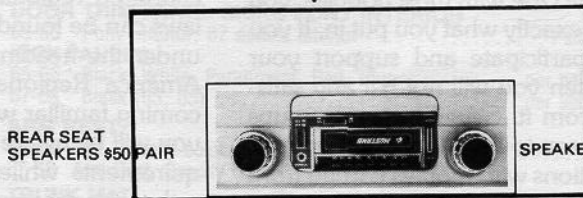
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FORMING A REGIONAL GROUP

After the holidays have passed, the activities of most people slow down considerably. This is the time when those serious restoration projects are in full swing and plans for warmer weather are made. This is also an excellent time to consider forming a chartered regional group in your area. The Mustang Club of America currently has 75 chartered regional groups and is anticipating adding many more across the country in 1984. While we want our club to grow as much as possible, we need an enthusiastic growth with regional groups that are both active and prosperous.

As is the case with most hobbies, you get back exactly what you put in. If you do not participate and support your hobby then you will not get any satisfaction from it. Several of our groups have chosen to help support charitable organizations with monies earned from car shows and related activities. The First Tennessee Regional Group, the Mississippi Coast Mustang Club, the Georgia Regional Group, and the Volunteer Regional Group are just a few of the groups that contribute to such charities as the county rescue units, the Cancer Society, and Scottish Rite Children's Hospital. There are many reasons to form clubs in addition to the obvious one which is to enjoy and further the Mustang hobby.

It is really very simple to form a regional group. More than likely you have three or four friends who are also Mustang enthusiasts and wanting to form a club. To contact potential members

you can place a classified ad in your local newspaper announcing a new club with information on a meeting place and date for organizational purposes. Be sure to include the name and phone number of a contact person for those who may wish additional information or directions to the meeting location. You may also want to print flyers with this information to leave on Mustangs you see around town or in your favorite auto parts store.

Before your first meeting it is a very good idea for the "founding members" to become acquainted with the National Club by-laws which govern all chartered regional groups. These by-laws can be found in the current roster under the heading "Mustang Club of America Regional Groups." By becoming familiar with these regulations you will be aware of National Club requirements while forming your club rather than having to make changes later on. During your first meeting you may wish to discuss these by-laws with your potential members so everyone is aware of the requirements.

Now that you have established the fact that there is enough interest in your area to form a group you will need to submit to the Board of Directors a written petition signed by five persons who are members in good standing of MCA along with a map outlining the 50 mile radius of the area your group will cover. This information should be mailed directly to our National Regional Group Director, Mr. Horace Wood, at 3653 Altadena Drive, Birmingham, Alabama

35243. Mr. Wood will check the information on the petition and also the map to make sure the requested area does not conflict with any existing groups. Include in your information an address and phone number for a contact person in the event Mr. Wood needs additional information. After everything has been checked, Mr. Wood will present the petition and map to the Board of Directors for approval. Once approval has been granted you will receive your group charter and also a package of "goodies" containing such items as membership application forms (both national and regional), membership cards, etc.

As a chartered regional group you are entitled to any of our Mustang accessories at wholesale prices, supplies such as national and regional membership applications, and regional membership cards, space in the regional group news section of the *Mustang Times*, the right to use the name Mustang Club of America in conjunction with your chartered group name, a trophy sponsored by MCA to be used at a show or rally as well as back issues of the *Mustang Times* to give to potential members and anything new we come up with, such as the 1983 membership rebate drive.

Now is the perfect time to get things underway, so don't delay. To obtain additional information and forms contact Mr. Horace Wood at the address listed above or at (205) 967-1705. Good Luck!

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AUTHENTIC MUSTANG UPHOLSTERY for the discriminating owner interested in having the CORRECT INTERIOR in his Mustang. All of the vinyls are reproductions of the originals and are correct in color and grain.

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1965 Black, White, Metallic Blue, Red, Palomino, & Ivy Gold.	
1966 Black, Parchment, Metallic Blue, Metallic Red, & Aqua.	
1967 Black, Parchment, Red, Two Tone Blue, Two Tone Aqua, & Two Tone Ivy Gold, Palomino	
1968 Black, Blue, Turquoise, Ivy Gold, Red, Parchment	
Seat Covers for one Bucket Seat; includes Cushion Cover, Backrest Cover, and "Stitch Rule Embossed" material to cover the back of Back Rest	74.95
Seat Covers for two Bucket Seats; as above	138.95
Seat Covers for Bench Seat; as above	159.95
Complete Set of Seat Covers; front and rear as above, with Buckets	189.95
Complete Set of Seat Covers, front and rear as above, with Bench	209.95
Rear Seat only	112.95

PONY INTERIOR

1965 Black, Red, Blue and White, Palomino, Ivy Gold/White,	
1966 Black, Blue and White, Parchment, Ivy Gold, White, Turquoise/White, Red	
Seat Covers for two Buckets	169.95
Seat Cover for one Bucket	94.95
Seat Covers for two Buckets and Back Seat	257.95
Rear Seat only	149.95

These interiors are the most authentic reproductions available today. Special attention has been given to match the PONY INSERT, colors, and grain in every detail.

CARPET SET

Includes front and rear carpets, nylon loop pile type, with color keyed heel pad and Jute underpadding. Available in black, red, medium blue, fawn, olive green, brown, saddle, dark green, dark blue, turquoise, and maroon.

STANDARD CARPET: with sewn corners.

65-73 Hardtop (65) or Convertible (76)	65.00
65-73 Fastback 2 plus 2, (63)	65.00
65-73 Fastback 2 plus 2, (63), including rear seat fold down area	87.00

MOLDED CARPET, like the original with Heel and Side pads.

Available in most colors.

65-68 Hardtop (65), Convertible (76), or Fastback 2 Plus 2 (63)	105.00
65-68 Fastback 2 Plus 2 (63), including rear seat fold down area	122.00

HEADLINERS

Original type vinyls of correct colors and grain and are guaranteed to fit.

Available in all the original colors.

65/70 Moonskin grain vinyl, 71/73, Tier grain vinyl.

Please specify year, body style, and color desired when ordering

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HEADLINER INSTALLATION KIT

Includes instructions and glue for the proper installation of Headliner

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CONVERTIBLE TOP

Our top quality vinyl convertible top material is guaranteed against defects in workmanship and materials for three years (exc. rear window)!

65-73 Convertible Top with Plastic Curtain	
White, Black	114.95
Beige, Ford Blue, Red, Tan, Green	124.95

65-70 Convertible Top with Folding "Glass" rear window	
White, Black	209.95
Beige, Ford Blue, Red, Tan, Green	219.95

Note: For 65-66, Replace well cover with 67-68 type.

71-73 Convertible Top with one-piece "Glass" rear window	
White, Black	205.95
Beige, Ford Blue, Red, Tan, Green	215.95

Note: Colors other than Black or White are Special Order only. Please allow 4-6 weeks for delivery.

CONVERTIBLE TOP PAD SET

Set of Two	18.95
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CONVERTIBLE QUARTER TRIM COVERS

Available in the same years and colors as Seat Covers . Pair

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WELL COVER

Fits between the rear seat and the trunk.

65-66 Black or White	19.95
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CONVERTIBLE TOP BOOT

A quality vinyl boot complete with correct attaching hardware.

Colors available:

1965 White, Black, Ivy Gold, Med. Blue, Red, Palomino, Lt. Turquoise
1966 White, Black, Ivy Gold, Lt. Blue, Dk. Red, Lt. Turquoise, Parchment
1967 White, Black, Ivy Gold, Lt. Blue, Dk. Red
1968/70 White, Black
1968 Shelby, Black, Parchment

BT-241 65/66	44.95
BT-241B 67	44.95
BT-241C 68, Mustang	46.95
BT-241D 68, Shelby	46.95
BT-241E 69/70, Mustang & Shelby	46.95
Storage Bag for above boot	4.95

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Pinch on type; indicate color desired per foot .75

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65-66 Black, White, Parchment, Red, Blue	per set 29.95
67-68 Black (63, 65)	per set 29.95

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65-68 Available in all original colors, specify body style and color	ea. 21.95
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65 Black, Blue & Red	154.20
66 Black, Blue & Burgundy	154.20
69-70 Black, Blue; without Integral Air Conditioning	229.05
69-70 Black, with Integral Air Cond.	229.05
71-72 Green	146.90
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DOOR TRIM PANELS STANDARD INTERIOR

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DOOR TRIM PANEL SKINS PONY INTERIOR

65-66 Pony interior, 67 deluxe interior	Pair 150.00
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67-68 Black (63, 65)	per set 29.95

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67-68 Arm Rest, Specify color	25.85

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Genuine Ford N.O.S. (1965-1966 only)	39.20
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Note: Please add 10% for shipping within U.S.A., 5% for California. We pay the freight on orders over \$125.00.

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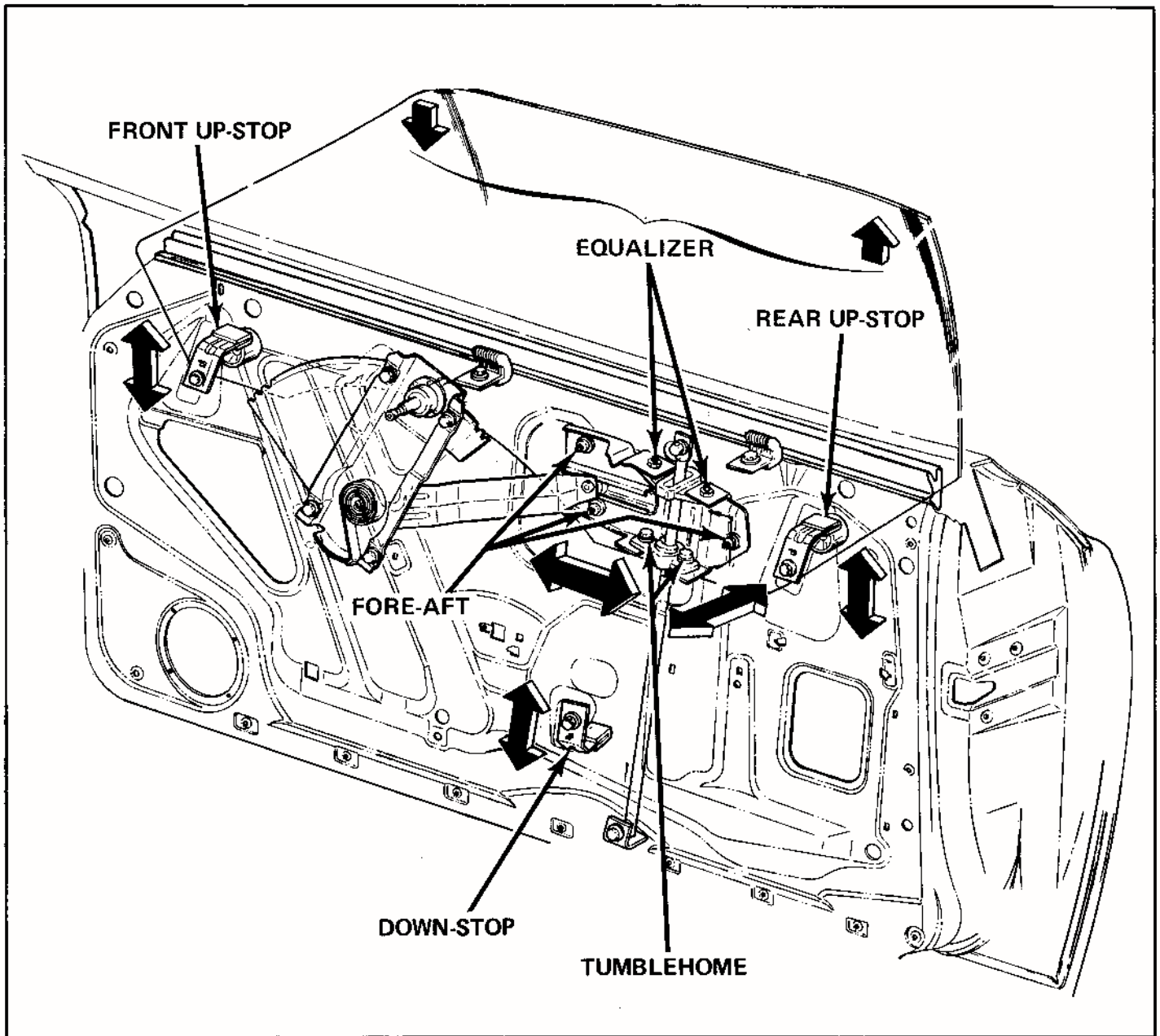


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Mechanisms

Mustang, Cougar, Torino, Montego, Thunderbird and Mark IV will use single tube window mechanisms. The window mechanism rides up and down on one tubular run. This tube is bolted top and bottom, to the door inner panel and is not adjustable.

Adjustments

The guide plate bracket is attached to the glass in three places. Loosening these bolts allows you to make a **fore** and **aft** adjustment of the window. A **tumblehome** type of adjustment can be made by loosening the screws retaining the lower plastic guide to the guide plate bracket, and moving the window in or out as required. To make an **equalizer** type of adjustment, loosen the screws retaining the upper plastic guide to the guide plate bracket. (This type of adjustment is made to align the top of the window to the roof rail weatherstrip.) The **upper front** and **rear stops** are adjustable up and down. The **down stop** can be adjusted by loosening its attaching bolt to the inner door panel, and moving it up or down as required. The down stop should be adjusted so that the top edge of the glass is between flush and 1/4" above flush with the belt line weatherstrip, when the window is in its full down position. All adjustments are located behind the trim panel.

REGIONAL GROUP NEWS

Mustangs of Memphis

The regular meeting of the Mustangs of Memphis was called to order by club president Ed Xiques at 7:00 p.m., November 8, 1983. Secretary and treasurer's reports were given, all committee reports given, and club and national regional by-laws were explained and talked about.

Our upcoming mid-south national was talked about and ways to help raise money for the show were discussed.

We are putting together a good national show for all you Mustangers, so get them ponys shined and ready. We hope to see a lot of new mustangs and faces at this national and all the regular ones.

Our election was held for the year of '84 as follows:

President: G. W. McNutt
Vice-President: Charles Young
Secretary: Patsy James
Treasurer: Frank James

Board of Directors:

Alex Migliara
 Bill Rapp
 Mark Williams
 John Siron
 Steve Gaines

National Director:

Clarke Welbourn

The last of September, I attended a Mustang show in Tulsa, OK, put on by Green County Mustang Club. This was one of the best shows I have ever attended. These people really had it together, everyone there was a winner.

G. W. McNutt
 National Director

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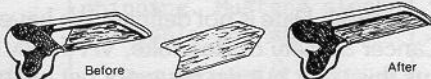
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North Jersey Mustang Club Fall Tour '83

The North Jersey Mustang Club held its annual Fall Tour on October 16th and 17th. Once again we had a ball driving up and into the most beautiful part of the country, New England. Our tour went through Connecticut to Lime Rock where vintage race cars battle it out. There was also a Flea Market and Car show at this area. After our stay over at Kingston, NY we were off to the Aerodrome in Rhinebeck, NY. The Air Show was great where antique air planes showed us they still had guts. I would like to thank Phil Ziegler for his endeavors in preparing this fine tour; for he has brought this Club a little bit closer together, which I hope lasts a long time.

John K. Griffith
 Regional Group Director

Valley Forge Regional Group

The Valley Forge Mustang Club held its annual election of officers at our November 3rd meeting. The following are the results from our membership voting on new officers for the 1984 season. They are as follows: Warren Perkins, Sr. — President, Barry McElroy — Vice-President, Rose McElroy — Treasurer, Peggy Wak — Secretary, Pat Vassallo — National Director. Our members extend a very special thanks to the 1983 officers for their excellent contribution to The Valley Forge Mustang Club. They worked hard to bring many interesting and informative programs to our monthly meetings. Our Club would like to thank those members who brought their cars out on November 20th to the Downtown Farmers Market. We had 28 cars for this event (in spite of the threat of rain) and from what we've heard this was the biggest club turnout for the market. They had requested at least 20 cars, and we had cars in the aisles. This was an indoor event, and a very nice one. In April of 1983 our club voted to name our newsletter — Pony Express. Our club car show will be held on Saturday June 16, 1984 at Sloan Motors, Exton, PA.

*Seasons Greetings & Happy New Year
to all our Pony people*

Peggy Wak
Secretary



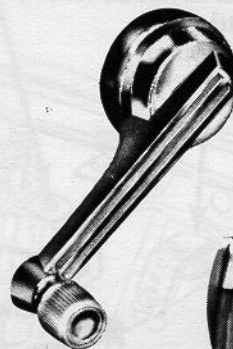
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69 Mach I Upholstery Fronts Only	169.95 pr
65-66 Seat Buns — Pony or Std.	40.00 ea
65-68 Standard Door Panels	84.95 pr
65-66 Pony Door Panels Less Chrome	135.00 pr
68 Deluxe Door Panels	155.00 pr
65-70 Headliners	29.95
65-68 Sunvisors	34.95 pr
65-68 Conv. Top Boots	34.95
65-66 Arm Rest Bases — Repro	10.50 ea
65-70 Trunk Mats — Repro	17.50 ea
Spare Tire Covers	10.50 ea
65-68 Door to Window Seals	8.95 pr
65-68 Qtr. Pillar Seals	8.95 pr

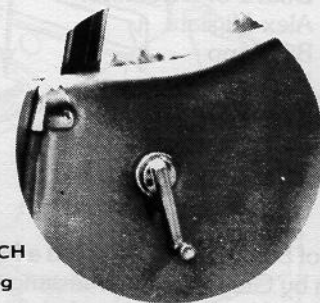
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Mustelby Mustang Club

The Mustelby Mustang Club had its monthly meeting on Sunday, November 20, 1983. Richard Graham, president, opened the meeting. Roll was called with three active members present. We had one new member accepted to our club. He has been attending our meetings for four or five months. We discussed plans for having a second annual Mustang Show around June 1984. Date is not definite. We have asked the American Cancer Society of Roanoke, VA if they would like to sponsor us this year, but we have not yet heard from them. We are really excited about this show and are hoping for real success. We dediced to have our next meeting at the home of Howard Nichols in the form of a Christmas party. We urge all members and prospective members to join us in celebrating the Christmas season. The meeting will be on December 18, 1983.

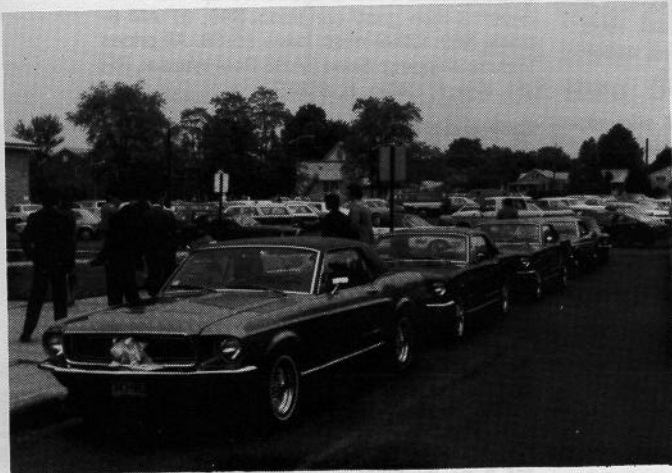
Howard Lee Nichols
National Director

Here Comes the Bride, I Mean Ponies

On May 21, 1983, me and my 1968 Mustang were in a wedding. Mine! It was easy to have my car and my brother's 1967 Mustang in the wedding. The tough job was trying to find five more restored Mustangs for all the other attendants. I found myself actually going up to total strangers and asking if they would be willing to drive their car in a wedding. Since most restored Mustang owners in New Jersey are proud of their cars and friendly to fellow Mustang lovers, I found five willing strangers to make my wedding day complete.

The sight of seven beautiful Mustangs (1965-69) driving in a line received many admiring glances. It was really breathtaking! The picture proves that I had the best looking wedding cars in town!

So, if there are any MCA members planning for a wedding, consider using Mustangs for all the wedding cars. It will make that special day, more special!



Penny Sherwood
Edison, New Jersey

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Classified advertising is free to Mustang Club of America members. Each member is limited to one thirty (30) word ad per month. Ads to be repeated must be resubmitted each month. Please type all ads submitted if possible. If not, please print ad copy clearly. *Mustang Times* will not be responsible for the correction of illegible ad copy. Please note that commercial advertising is no longer allowed in the classifieds. All ads must relate to Mustangs, Bosses, and Shelys only.

Correspondence concerning classified advertising should be directed to *Mustang Times*, P.O. Box 447, Lithonia, GA 30058.

CARS FOR SALE

1964½ Mustang Coupe, V-8, 260, 2 BBL, Auto, PB, Body stripped and painted Guardsman Blue 2 years ago. Blk. interior. Motor has 4000 on complete rebuilt, low serial number. Information and taking offers. Roger Jr. (617) 995-4655 8:00 a.m.-5:00 p.m.

1964½ Mustang Convertible, 260 V8, 3-speed. Complete ground up professional restoration. Caspian blue with white power top and light blue interior. Console, rally pac, spinner hub caps, \$9000. Mike Beaver, 3765 Maple Grove Rd., Manchester, MD 21102 (301) 374-2073.

1964½ Mustang Convertible, 289, 4 spd., full console, rare D engine. Ground up restoration. Triple black. Power top, wire spinner caps. Several trophies. (806) 352-1822. 3820 Danbury, Amarillo, TX 79109.

1964½ Mustang Convertible, very good condition. Auto, console, white w/blue interior. #5 F08 D 133835, built 5/13/64. Some restoration. \$6576 John Perkins, Box 526, Lufkin, TX 75901. (409) 632-4947.

1965 Mustang Coupe, 289, auto, pony interior, factory air, PS, console, SS wheels, etc. 1000 miles on rebuilt engine. \$6000. 1966 Shelby GT 350, white w/blue stripes, 4 spd, beautiful car. \$11,500. (404) 982-5836 Days, (404) 422-6534 Nights.

1965 Mustang Luxury Convertible, 289, 2V, auto, Power, Air. See page 15 November *"Mustang Times"*. Recent show winner. All original documents. None nicer. \$13,500, consider trade for nice Shelby or Boss. (806) 747-6807.

1965 Mustang 2+2 Fastback, V8, auto. Black with new red interior. \$4200 C. K. Young, 4968 Chuck Ave., Memphis, TN 38118. (901) 363-9241.

1965 Mustang Oklahoma Coupe, 6 cyl. auto. Vintage burgundy w/white interior. 85,000 miles. Nicely detailed car with new paint, upholstery, tires and battery. \$2995. Call A (608) 375-4303 Days, (608) 375-2243 Evenings.

1966 Shelby GT350, #770, restored to original specs, balanced and rebuilt 289 HI-PO with matching "K" number, blue/white stripes/100%

perfect black interior. Over \$15,000 invested, will discuss \$13,500. Call Rick Pittman, Raleigh, NC. (919) 848-1044.

1966 Shelby GT350 with paxton supercharger, white with blue stripes. Restored to showroom condition. Garaged and in top mechanical condition. Magnum 500 wheels and "T/A" radials. Bryan (801) 261-0251, (801) 532-1318 Utah.

1966 Mustang Convertible, Red with black top, 289, 4V high performance engine, auto, PS. Car in showroom condition with only 16,663 actual miles — not restored. Pictures on request. \$12,500 FIRM. Robert Gamerl. (305) 723-1926. No Collect Calls.

1966 Mustang Convertible, auto, 6 cyl. cream puff, only 59,000 miles, garaged every winter. **No Rust Anywhere!** Candy Apple Red, black interior, new top, \$6000. (518) 463-8827. No Collect Calls, Albany, NY.

1966 Mustang Convertible, all new inside and out, 6 cyl., \$5000. 1967 Shelby GT500, 428, 4 spd., blue, excellent condition, \$10,000. 1965 Mustang K-Car, GT coupe, poppy red, excellent condition, \$6500. (615) 433-0955.

1968 Mustang GT 2+2 Fastback, all original, 302 4 bbl, 3 spd, restorable. \$1500. (305) 396-6684, (305) 846-4582.

1969 Shelby GT500 Fastback, 428, 4 spd, Red w/gold stripes, black interior, under 40,000 original miles. Fresh paint, perfect original interior. Correct and original wheels and tires. Gary S. Byrd. (803) 223-1178, (803) 798-1953.

1971 Mustang Grande', 302, AT, PS, AM/FM, under 50,000 miles, one owner, original sales contract, needs some body work, \$2700 or best offer. (216) 527-2546.

1973 Mach I 351-2V Auto 3F05H101896, PS, PB, AC, Factory AM Magnum 500 wheels, red/black interior. Excellent original condition. 45,000 actual miles, \$5000. Always garaged. (618) 497-2737.

1973 Mach I 351, CJ, auto, 37,000 m les. Repainted red/black stripes. Every option available except PW and fold down seat. Pro appraised at \$6500, \$5000 FIRM. (313) 425-7165.

Project Cars: 66 Convertible, 6 cyl. auto. 65 K model fastback. 67 & 68 GT fastbacks. Also parting 66 GT coupe, 67 GT fastback and 67 6 cyl. coupe. Mike Hufnagle. (717) 624-2572 PA, Delivery Possible.

Several Cars: 1966 Mustang, Nice, \$3800. 1965 Mustang Fastback, \$1200. 1964½ Mustang Coupe, \$495. 1973 Mustang Mach I, \$2500. 1972 Mustang Mach I, \$225. Will negotiate prices. (419) 523-4432, OH. Ask for Serge.

Classic Mustangs: \$2500 Each. 1965 Convertible, V8, pony interior. 1969 Mach I 428, Ram-Air, Cobra Jet. 1973 Mach I 302, V8, 3 spd. 1970 Mach I 351, \$1500. (919) 431-6235. Call or write for more info, with SASE — Donald G. Moran, Route 1, Box 310E, Randleman, NC 27317.

CARS WANTED

1968 Mustang Convertible with louvered Hood and Black interior. 289 or better. Contact Johnny. (803) 449-2677.

PARTS FOR SALE

Rally Pacs, 65 and 66, \$200 ea. Style Steel wheels, 65's, set of 4, \$350. Other new and used parts. (419) 523-4432, OH. Ask for Serge. Buyer pays shipment costs.

1969 Mach I gold tape stripes, new, never used, \$90.00. 1979 Mustang Pace Car seats, used only 1 year, \$450. (216) 364-2946 after 4:30 p.m.

New 1965-66 lighted horse, \$150 complete. New 1965-66 ski rack, \$100. Rebuilt 289 HiPo engine, \$1800. (704) 684-5064, NC.

65-66 parts — console for coupe or fastback, black or will dye your color, \$125. Two wood-grain wheels, \$100 and \$85. 65 spinner hub-caps 13 inch good condition, \$90. 67 AM 8-track, \$60. Other misc. parts 65-68. All prices include shipping. Send SASE Paul Wasser, RR #1, Box 7, Catlin, IL 61817.

Tach and clock repair. Tach \$75, clock \$30. 65/66 original wire harness rewired tach (limited), \$20. Convert. tach 8 cyl to 6 cyl, \$75. Joe Russel, MacGregor Dr., Mahopac, NY 10541. (914) 628-4866.

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Lighted pony grille emblem for 65-66. New or mint condition only. Also, would like to know name and address of original manufacturer of this after market accessory. F. Moore, 600 N. Englewood, Dothan, AL 36303.

Steering Column Relay part number 3E5553-A for a 67 tilt-away steering column. Michael Bland, 616 Pima Drive, San Jose, CA 95123.

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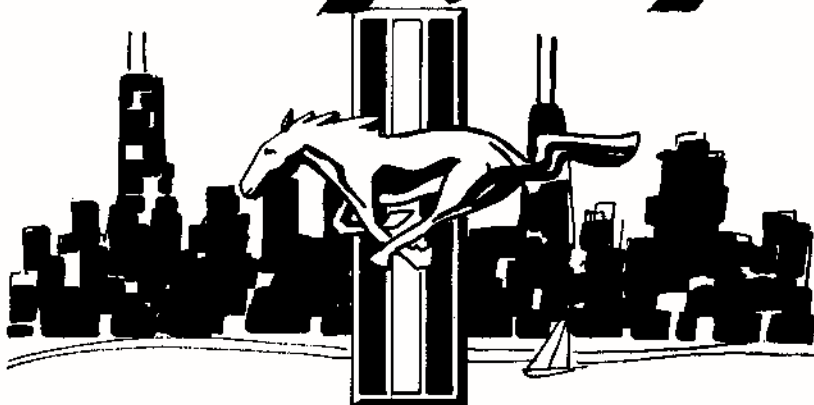
Mustang Models! 1965-1973, AMT, Mongram Jo-Han, Revell Plastic Kits. Also Matchbox and Ertl metals. Send for list. Bill Koivu, 1462 Wenderover Ct., Stone Mountain, GA 30083.

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cars owned _____

if regional group member, which? _____

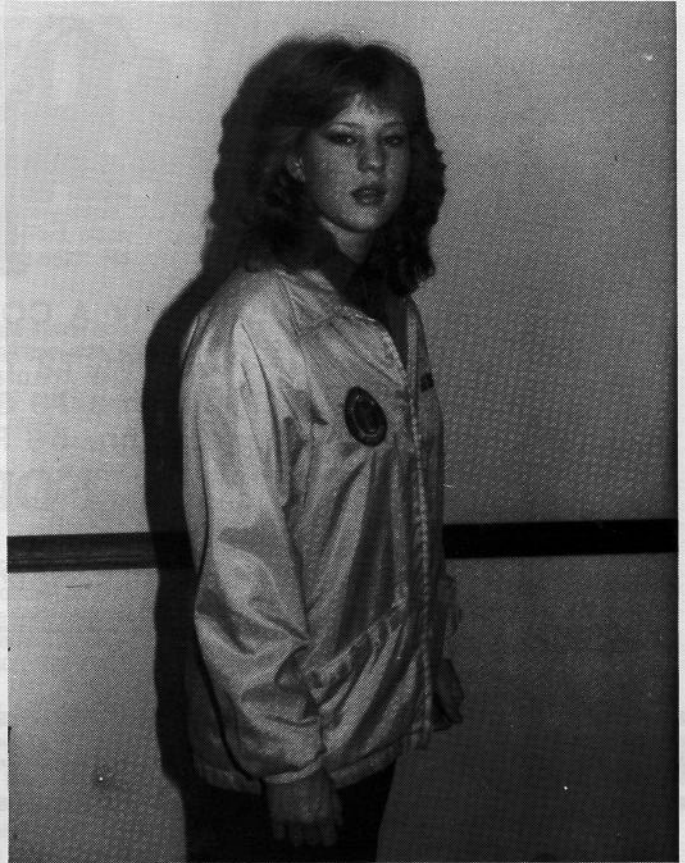
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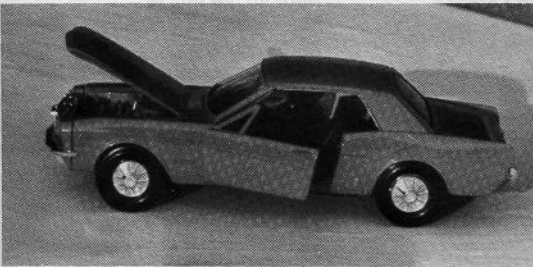
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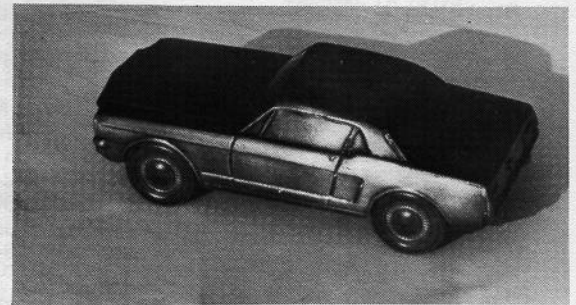


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ATTENTION ALL REGIONAL GROUPS

The regional group listing will be updated once every three months. All new groups will be listed on the President's page until the primary listing is updated.

ALABAMA

Birmingham Mustang Club
Pres.: Joe George
3544 Fox Hollow Lane
Birmingham, AL 35226
Nat. Dir.: Randy Burdine
8953 Valley Hill Dr.
Birmingham, AL 35206

Heart of Dixie
Mustang Club
Pres.: Jerry B. Lowery
4691 Summit Dr.
Milbrook, AL 36054
Nat. Dir.: Robert E. Messick
1904 Gatsby Dr.
Montgomery, AL 36106

Model City Mustang Club
of Anniston
Pres.: David Spellman
5804 Medders St.
Anniston, AL 36201
Nat. Dir.: Bill Ingram
3313 Hwy. 21, S.
Oxford, AL 36203

Rocket City Mustang Club
Nat. Dir.: Vernon Bush
2116 Southpark Blvd.
Huntsville, AL 35803

Shoals Mustang Club
Pres.: Johnny Bishop
P.O. Box 307
Cherokee, AL 35616

Wiregrass Mustang Club
Pres.: Carl Bruner
1306 Galaxie Dr.
Dothan, AL 36301

ARIZONA

Copper State Mustang Club
Pres.: John D'Ambrosio
2049 W. McRae Way
Phoenix, AZ 85027

CALIFORNIA

Highway Horsemen
Southern California
Pres.: Steve Bilderein
P.O. Box 877
Ontario, CA 91761

Golden Hills Mustang Club
Pres.: Gil Baumgartner
Gil's Ford Center
1128 Western St. #28
Fairfield, CA 94533

Northern Valley Mustang Club
Pres.: Virgil Willard
1050 Jay St.
Marysville, CA 95901
Nat. Dir.: John Johnston
1050 Jay St.
Marysville, CA 95901

DELAWARE

The First State Mustang Club
Pres.: Dick Steininger
19 W. Bender Dr.
Newark, DE 19711
Nat. Dir.: Jill Smethers
16 Duquesne Ct.
New Castle, DE 19720

FLORIDA

The Gold Coast Mustang Club
Pres.: Bob Acosta
5290 SW 6th St.
Miami, FL 33134

Treasure Coast Mustang Club
Pres.: Greg Michaelian
762 S.W. Falcon St.
Palm City, FL 33490
Nat. Dir.: Mike Owen
3800 S.W. St. Lucie Shores Dr.
Palm City, FL 33490

Gulf Coast Regional Group
Pres.: Bob McNeal
8701 Fowler Ave.
Pensacola, FL 32514
Nat. Dir.: Garry Hendrix
Rt. 2, Box 182
Contonment, FL 32533

Hernando County Mustang Assn.
Pres.: Tony Lagone
P.O. Box 282
Brooksville, FL 33512

Central Florida Regional
Mustang Club
Co-Pres.: R. W. Simmons
Henry Howard, Jr.
Nat. Dir.: Ken Daniel
P.O. Box 2426
Orlando, FL 32802

GEORGIA

Chattahoochee Valley Region
Mustang Club
Pres.: Virgil Frank Petty
5609 Fairchild Dr.
Columbus, GA 31904

Georgia Regional Group
Pres.: Mel Parks
2249 Myra Lane
Snellville, GA 30278
Nat. Dir.: Gordon Harrison
2915 Greenrock Tr.
Doraville, GA 30340

West Georgia Regional
Mustang Club
Pres.: Larry E. Fincher
Rt. 2, Grayson's Landing
Hogansville, GA 30230

ILLINOIS

Central Illinois Regional Chapter
Pres.: Floyd Scranton
61 Ronald Dr.
Decatur, IL 62526
Nat. Dir.: Joe Hengst
1010 West North Street
Decatur, IL 62522

Mid-America Regional Group
Pres.: Monty Shehorn
120 Smith Ave.
Flora, IL 62839
Nat. Dir.: Same as above

Southern Illinois Mustang
Association
Pres.: William J. Lauck
3400 Agnes Blvd.
Alton, IL 62002
Nat. Dir.: Kenneth C. Stange
629 N. 38th St.
Belleville, IL 62223

INDIANA

Hoosier Mustang Club
Pres.: Eimer Trimpe
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Columbus, IN 47202-2065

Old Fort Mustangers
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Auburn, IN 46706
Nat. Dir.: Noah Yoder
Rt. 1, Buckskin Rd.
Hicksville, OH 43526

Pony Express River City Mustangs
Pres.: Randy Adams
1003 Corregidor
Evansville, IN 47714
Nat. Dir.: Scott Seitz
601 Locust St.
Mt. Vernon, IN 47620

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Pres.: Ernie Pyle
11807 W. 55th St.
Shawnee, KS 66203
Nat. Dir.: Kert Maul

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Bluegrass Mustang Club,
Central Kentucky
Pres.: Jerry Caton
1887 Linton Rd.
Lexington, KY 40578
Nat. Dir.: Same as above

LOUISIANA

Ark-La-Tex Pony Express
Pres.: Randal J. Landry
627 Gladstone Blvd.
Shreveport, LA 71104

The Baton Rouge Mustangers
Pres.: Billy De Witt
Nat. Dir.: Chris Hutchinson
Rt. 3, Box 662-L
Denham Springs, LA 70726

MARYLAND

Mustang Club of Maryland
Pres.: Gene Schwandtner
P.O. Box 23
Bel Air, MD 21014
Nat. Dir.: Same as above

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Michiana Mustangs
Pres.: Bob Kasprzak
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South Bend, IN 46614
Nat. Dir.: Same as above

Mustang Owners Club of
Southeastern Michigan
Pres.: Mark Bednarek
P.O. Box 39088
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Nat. Dir.: Don Gillespie
33070 Rosslyn
Garden City, MI 48135

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Gulfport, MS 39501
Nat. Dir.: Jack Wilbanks
127 Vista Dr.
Pass Christian, MS 39571

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Mid-Missouri Mustangs
Pres.: Fred Nothstine
2701 Essex St.
St. Charles, MO 63301
Nat. Dir.: Tom Hoyt

MONTANA

Treasure State Mustang Club
Nat. Dir.: Kevin McAtee
Box #3, 810 N. 7th
Bozeman, MT 59715

NEBRASKA

Mustang Car Club of Omaha, Inc.
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P.O. Box 141
Ft. Calhoun, NE 68023
Nat. Dir.: David Spry
9827 Larimore Ave.
Omaha, NE 68134

Northeast Nebraska Mustang Club
Pres.: Rich Borer
Box 214
Madison, NE 68748

NEVADA

Mustang Club of Las Vegas
Pres.: Phil Smithy
2485 Marlene Way
Henderson, NV 89015

NEW JERSEY

Central Jersey Mustangs
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93 Robin Drive
Mercerville, NJ 08619
Nat. Dir.: Same as above

The North Jersey
Mustang Club, Inc.
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Nat. Dir.: John K. Griffith, Jr.
P.O. Box 212
Northvale, NJ 07647

South Jersey Mustangs
Pres.: Rich Riley
681 North Mill Rd.
Vineland, NJ 08360

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Rio Grande Mustang Club
Pres.: Bob Miller
Nat. Dir.: Bob Underwood
9716 Trumbull SE
Albuquerque, NM 87123

NEW YORK

Mustang of Buffalo
Pres.: Ray Kelm
P.O. Box 272
N. Tonawanda, NY 14120
Nat. Dir.: Bill Lewis

Adirondack Shelby-Mustang
Region, Inc., SAAC, MCA
Pres.: Louis Dahoda
P.O. Box 107
Burnt Hills, NY 12027
Nat. Dir.: Ruth M. Gallup

Twin Tier Regional Group
Pres.: Howard Steiner
53 William St., Box 417
Spencer, NY 14883

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Carolina Region Mustang Club
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Gastonia, NC 28052
Nat. Dir.: Perry Rivers
Route 1, Box 421 Lot #17
Harrisburg, NC 28075

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Garner, NC 27529
Nat. Dir.: Richard Pittman
1612 Lakepark Dr.
Raleigh, NC 27612

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Nat. Dir.: Harold D. Goad
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Stuart, VA 24171

Sandhills Regional Group
Pres.: Ray Craig
418 N. Wright St.
Raeford, NC 28376
Nat. Dir.: Mac McBryde
Rt. 1
Aberdeen, NC 28315

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Greensboro, NC 27410
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201 Kirkland Dr.
Danville, VA 24541

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Canton, OH 44708

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Nat. Dir.: Bob Myers
P.O. Box 45203
Westlake, OH 44145

Northwest Ohio Regional Group
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Nat. Dir.: Larry Graser
786 Sandalwood Rd. W.
Perrysburg, OH 43551

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Nat. Dir.: Bill Sullivan
P.O. Box 41538
Cincinnati, OH 45241

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Bellefonte, PA 16823
Nat. Dir.: Tony Branda
1434 E. Pleasant Valley Blvd.
Altoona, PA 16602

Northeast Pennsylvania
Regional Group
Acting Pres.: Arthur Dice
P.O. Box 51
Rock Glen, PA 18246
Nat. Dir.: Same as above

Three Rivers Regional Group
Pres.: Norb Hodgson
14 Rose Mary Ln.
Library, PA 15129
Nat. Dir.: Frank Stitt
244 Connecting Rd.
Mt. Lebanon, PA 15228

Valley Forge Mustang Club
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1407 Whitford Rd.
West Chester, PA 19380
Nat. Dir.: Pat Vassallo
%Mid-County Mustang, Inc.
891 E. Lincoln Highway
Exton, PA 19341

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Nat. Dir.: Craig Zion

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Pres.: Bernard Price
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Piedmont, SC 29673

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Townhouse Apts., A-1
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Kingsport, TN 37664

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Morristown, TN 37814
Nat. Dir.: Lonnie Hogan
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Morristown, TN 37814

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Address above

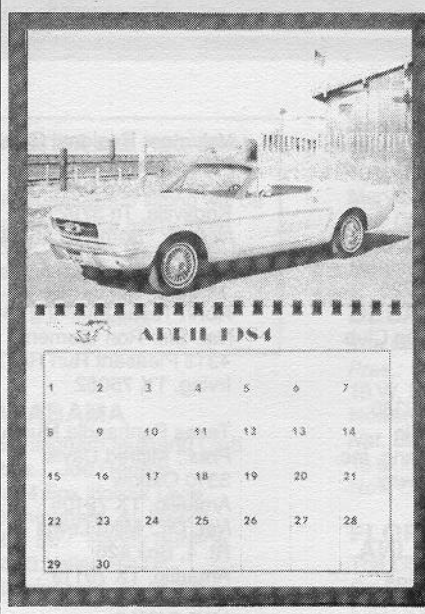
Shenandoah Valley Mustang Club
Pres.: Leonard Foltz
1223 Crest Cir.
Winchester, VA 22601

WISCONSIN

Wisconsin Early Mustangers
Pres.: Dick Doria
2511 W. Carrington Ave.
Oak Creek, WI 53154
Nat. Dir.: Wayne Witte
Rt. 4
Watertown, WI 53094

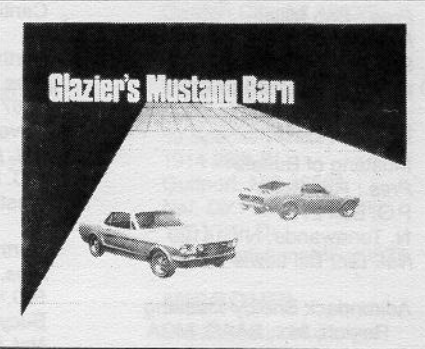
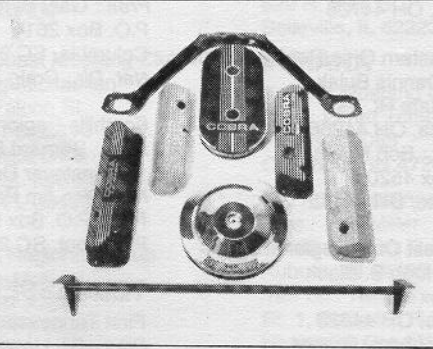
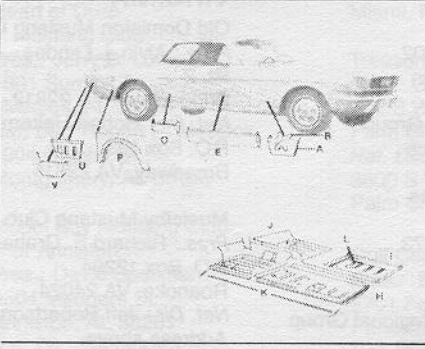
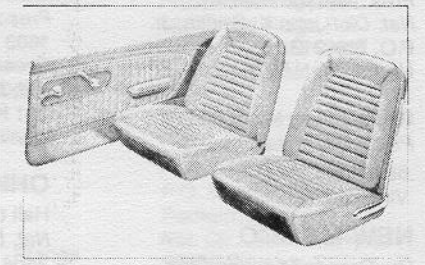
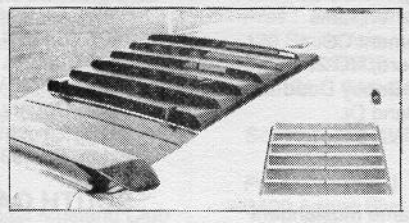
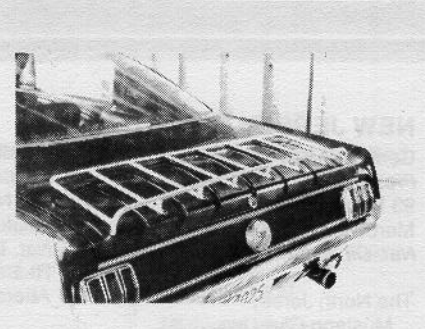
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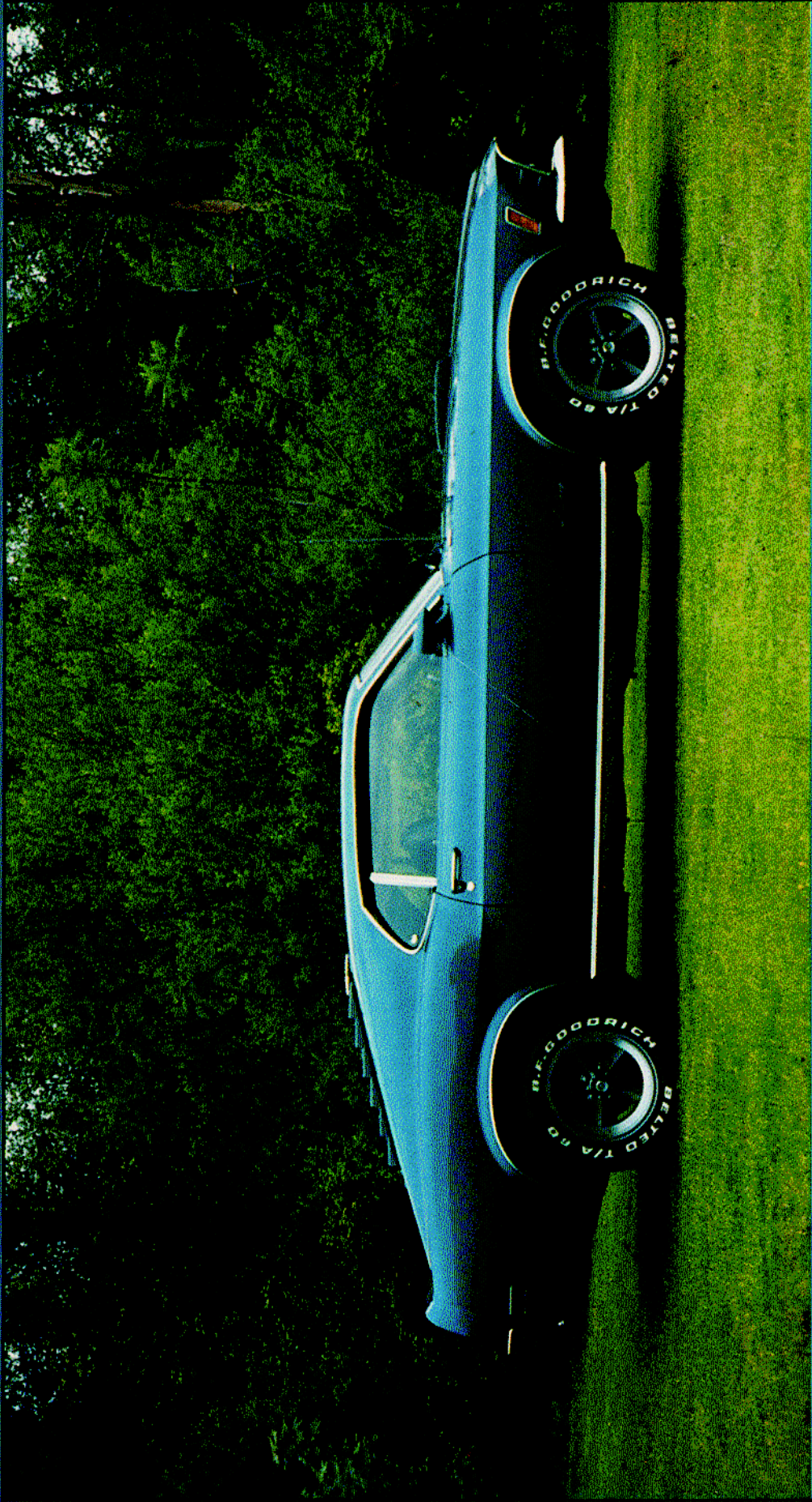
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