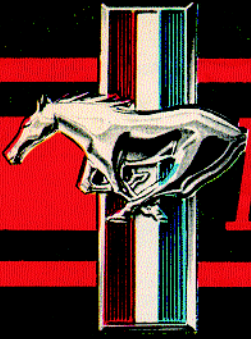


Vol. 9 No. 3/\$2.00



MUSTANG TIMES

March 1985



The Official Publication of

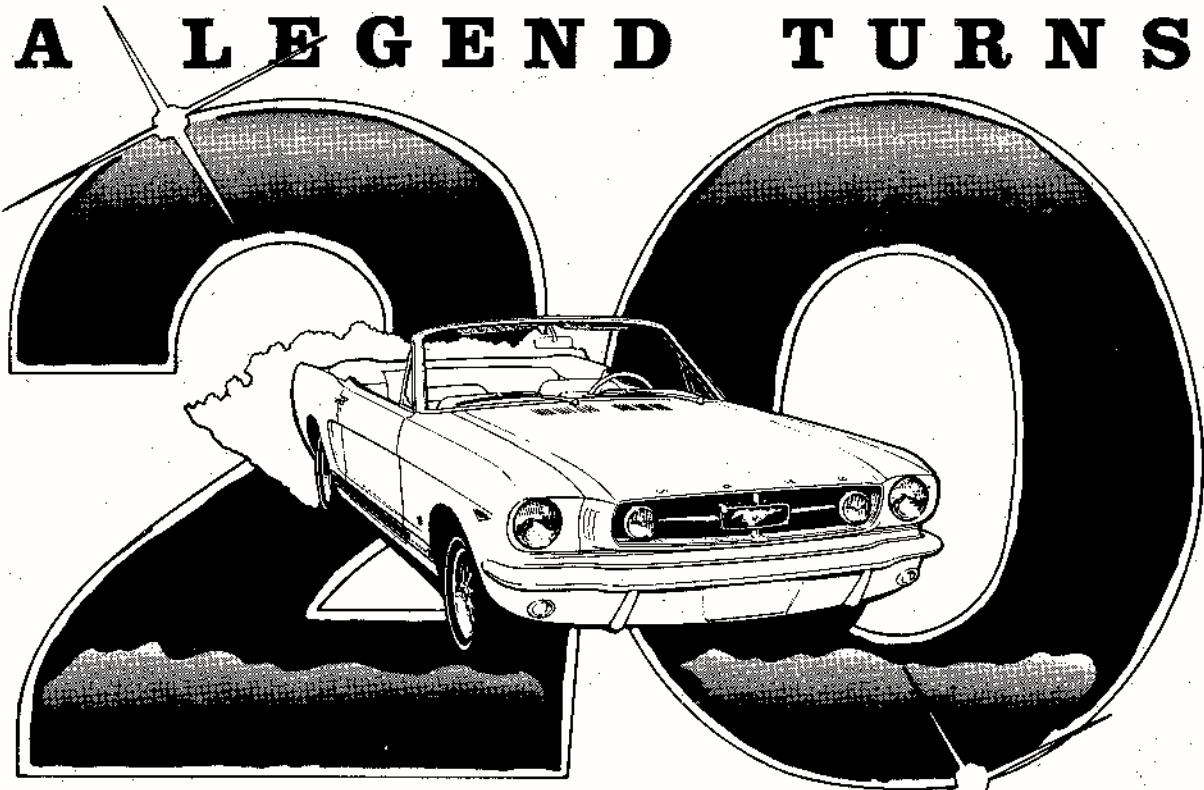
THE MUSTANG CLUB OF AMERICA



MUSTANG TIMES!

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**NOW THERE'S AN INTERNATIONAL CLUB FOR OWNERS OF THESE
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It's called the Mustang Club of America, and you'll find representative members through the United States and Canada ... even in some foreign lands.

Why a Mustang Club?

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

Prized Possession

Mustangs and Shelby's are greatly in demand these days, and a good one is rarely offered for sale because discriminating owners realize they possess an automobile of advanced design and beauty, one that will retain its saucy, modern appearance for years to come with a little loving care. These people have insight and sound judgment, and the Mustang Club of America wants to help them preserve their little cars.

For many such judicious and intelligent folks the savings in time and money in parts location alone have been reason enough for being members of our growing institution. Some dote on tech tips, while for others, the camaraderie that exists between persons of like tastes is their compelling reason for belonging to the Mustang Club of America.

What Membership Means

Whether your Mustang or Shelby serves as everyday transportation, a relaxing plaything, or both, you'll find valuable help in your restoration and maintenance problems in the Tech Tips printed in the club publication, the MUSTANG TIMES. This informative, illustrated periodical is distributed every month, and contains many interesting features besides the mechanical information mentioned ... articles

Enroll-A-New-Member — TODAY! —

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

Tours, meets, rallies, picnics, camp-outs and other outings designed to encourage group participation (with the Mustang or Shelby, that is) are regularly conducted by the various chapter groups located throughout the United States and Canada. There is probably one near you! You are warmly invited to attend any of these friendly chapter meetings or events.

Who Belongs?

MCA boasts people of all ages — from those born before the Turn of the Century to teen-agers still in school. Among the members are professional men and women — doctors, dentists, lawyers — individuals who could certainly afford newer, more costly vehicles if they chose. Widows, widowers, single persons and married all find something of value in their memberships, for the pride of owning the Classic Mustangs and Shelby's, the exclusive personal car of distinction, keeps them driving a vehicle of a past decade. For this company of people, there's a whale of a lot of fun in driving Mustang or Shelby. To them it's a daily holiday, a pick-me-up that never lets them down. It's full expression of their love of life and the chance to live the life they love. MCA wants to keep them feeling that way.

Premium Packet

Every new member receives a new member packet upon payment of initiation fee and dues. Also, many items such as patches, hats, decals, etc. are sold to members *only* at substantial savings.

MCA Hotline 404-482-4822

Monday - Friday 9 a.m. - 1 p.m. (E.S.T.)

**OUR OBJECTIVE: EVERY MUSTANG AND SHELBY
OWNER A MCA MEMBER
APPLICATION BLANK BELOW**

PLEASE ALLOW 6 WEEKS DELIVERY OF FIRST ISSUE

CUT ALONG THIS LINE



Founded 1976

MEMBERSHIP APPLICATION

YES!!! I want to join the most responsive and fastest growing organization in the world dedicated to the preservation, care, history and enjoyment of the 1964¹/₂-1973 Mustangs — 1965-70 Shelby's. Enclosed \$20.00 U.S. & Canada, (U.S. funds only) \$40.00 foreign (U.S. funds only).

Please send my new member's packet immediately and the next 12 issues of *The Mustang Times*.

NATIONAL HEADQUARTERS • P.O. BOX 447 • LITHONIA, GEORGIA 30058

Name _____

Address _____

City _____ State _____ Zip Code _____

Type of car currently owned _____

OWNERSHIP NOT ESSENTIAL ENTHUSIASM IS

Coupes, Convertibles And Fastbacks
 Nylon Loop Or Cut Pile (Original Colors).....SET \$95
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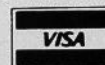
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UPHOLSTERY
PHONE FOR PRICES

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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 | 69.90 |
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| Seat Covers for Bench Seat; as above | 159.00 |
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| 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 | |
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STANDARD CARPET; with sewn corners.

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| 65-73 Hardtop (65) or Convertible (76) | 65.00 |
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Available in most colors.

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| 65-68 Hardtop (65), Convertible (76), or Fastback 2 Plus 2 (63) | 105.00 |
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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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| | 35.95 |
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HEADLINER INSTALLATION KIT

Includes instructions and glue for the proper installation of Headliner

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| | 2.50 |
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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

| | |
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| Set of Two | 18.95 |
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CONVERTIBLE QUARTER TRIM COVERS

| | |
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| Available in the same years and colors as Seat Covers | Pair 39.95 |
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WELL COVER

Fits between the rear seat and the trunk.

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| 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:

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|--|-------|
| 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 | |
| 1868 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 |

LANDAU VINYL TOP

Made as per original in the correct grain and colors.

Quality vinyl, Dielectrically Seamed and guaranteed to fit!

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| 65-73 Please indicate year and color desired | 45.00 |
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Available in Black only. Complete with all attaching hardware.

Guaranteed to fit perfectly! 65/66

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VINYL WINDLACE

Pinch on type; indicate color desired per foot .75

CAR COVER

Super Soft and Perfect Fitting! The finest material and construction available. 65-73

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SUN VISOR—LESS ARM & BRACKET

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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 | 170.15 |
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| 65-68 All original colors available | Pair 99.95 |
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| 65-66 Pony interior, 67 deluxe interior, includes cups and insert | Pair 170.00 |
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| 65-66 Black, White, Parchment, Red, Blue | per set 29.95 |
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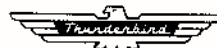
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| Reproduced type, plaid or speckle (Specify year and model) | 19.95 |

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MARCH 1985

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

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It is requested that any transaction with the club, including dues payment, be made by check or money order made payable to the Mustang Club of 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.

Mustang Times and The Mustang Club of America do not accept any responsibility for the accuracy of advertisements and/or advertisers. Any advertisers who have proved unreliable or who have been named in legitimate complaints from MCA members will not be allowed to advertise. Liability for clerical and/or typographical errors which may appear in *Mustang Times* is limited to the correction of same.

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1985 NATIONAL OFFICERS

| | |
|-----------------------------------|----------------------------------|
| HORACE WOOD | President |
| DONALD CHANDLER | Vice President |
| SUE OSBORN & TERESA VICKERY | Co-Secretaries |
| BARBARA & BILL KOIVU | Co-Treasurers |
| JACK YEAGER & ED HUNTER | Sergeant-at-Arms |
| BOB VICKERY | Chairman, Board of Directors |
| GORDON HARRISON | Parliamentarian |
| BILL DILLARD | National Head Judge |
| JOHN ROGERS | Magazine Publisher |
| HORACE WOOD | National Regional Group Director |



PRESIDENT'S COLUMN

Now that the severe cold weather is moderating it's that time of year again to get your ponies out from under their wraps and start checking them out, getting them ready for the 1985 show season. I predict that this will be a great year for all Mustang shows scheduled throughout the country, with the economy on a steady move upward, the inflation rate at a slow pace and, most important, fuel prices coming down slowly will make it economically feasible for you to attend more shows. That certainly helps to keep the enthusiasm on its high note. Anytime there's a Mustang show in your area make a big effort to participate (your Mustang doesn't have to be a Twenty-Thousand dollar restored car for you to show it). I find that the majority of the spectators attending these shows enjoy Mustangs, period. Get out there and expose the car, brag on it, be proud of it and I think you will be surprised at the fun and excitement you'll receive from having participated.

You remember in January's issue of the *Mustang Times*, I said that one of my goals for 1985 is to have ten thousand National members and one hundred Regional groups by year end. I need YOUR help! I would like to challenge each member to use the membership form on the back cover of this issue and sign up one new member. Do

you realize what this would do for "The Mustang Club of America". It would give us twelve thousand members and for sure we would be the largest Mustang club in the world. Wouldn't that be great? This shouldn't be hard at all because I believe every member knows at least one Mustang owner that's not a member of the National club, so all we have to do is invite them to join us. As for Regional groups, I think we will reach the one hundred mark easy, but if you have friends in areas where there isn't a regional group who are Mustang enthusiasts, encourage them to start a local club, then contact me for regional group information. I'll be delighted to help them anyway I can to get their group into the Mustang family.

As you know, The Board of Directors postponed further action on the issue of 74 to current year model Mustang's until our regular scheduled meeting April 9th. I'm glad that we did this because we are getting some correspondence from a few regional groups (not as many as we would like) but at least some are letting us know how their group feels about this. In the February issue of the *Mustang Times* there is a form for each of you to fill out and send to Headquarters so that you can have a vote as to how this goes. I can't tell you how important I feel this is, because the Board of Directors doesn't want to do

anything that the membership doesn't approve of or feel would not be in the best interest of the club. I'll remind you this is OUR club, so please take the time to fill it out, spend twenty cents and send it in before March 31.

We would like to feature your Regional Group in a future issue of the *Mustang Times*. To do this, we need photographs. A group picture would be nice, identifying each member, a picture of your club officers, pictures of some of your Mustangs, a nice summary of when the club started, events that you have been involved with or more or less a history of your group. I think this would be a good way for the regional groups to get better acquainted. Send the information to our Editor, Tracy Harrell, at Headquarters and we may can get this started as a regular monthly feature if we get enough response.

I will have a report next month on how the vote is going.

Until then. GIDDY-UP-GO. Get those new members signed up and keep those cards and letters coming in.



.....

CALENDAR SALES

by Bill Koivu

1985 Calendar sales were a rousing success. Over 2,000 calendars were sold, with less than 200 remaining.

Special thanks to the following Regional Groups who took the opportunity to purchase calendars in quantity.

Shenandoah Valley M.C.,
Winchester, VA

Birmingham Regional Group,
Birmingham, AL

S.E. Virginia Mustang Club,
Chesapeake, VA

Pony Express River City Mustangs,
Evansville, IN

Northeastern Ohio Regional Group,
Cuyahoga Falls, OH

Twin Tier Regional Group,
Spencer, NY

Central South Carolina Regional
Group, Columbia, SC

Centre Region Mustang Club,
Huntingdon, PA

Model City Mustang Club,
Anniston, AL

Flood City Mustang Club,
Johnston, PA

Texas Panhandle M.C.,
Amarillo, TX

South Jersey Mustangs,
Vineland, NJ

Mohawk Valley Mustang Club,
Utica, NY

Old Fort Mustangers,
Hicksville, OH

Also, thanks to the following Mustang Vendors who supported our 1985 calendar sales:

Glaziers Mustang Barn, Souderton, PA

Carolina Mustang, Cary, NC

Georgia Mustang, Lithonia, GA

Vintage Mustang, Doraville, GA

All American Mustang, Gambrills, MD

New England Mustang Supply,
Stratford, CT

Mustang Ranch, Eatonville, WA

Mustang Headquarters, Concord, CA

Auto Krafters, Omaha, NE

Please support these vendors — they support the MCA!

MUSTANG CLUB OF AMERICA

GULF COAST NATIONAL

Hosted by the Gulf Coast Regional Group
March 29-30-31, 1985

SHOW SITE
University Mall
Pensacola, FL

ON-SITE MOTELS
Econo Lodge
(904) 474-1060
\$26 Sgl. \$36 Dbl.

HEADQUARTERS
University Mall
Holiday Inn
I-10 & Davis Hwy.
(904) 474-0100
\$46 Sgl. \$46 Dbl.

BANQUET
University Mall
Holiday Inn

Red Roof Inn
(904) 476-7960
\$26 Sgl. \$36 Dbl.

Entry Form

YOU MUST BE A MEMBER OF THE MUSTANG CLUB OF AMERICA TO ENTER

Name _____ Membership No. _____ Exp. Date _____

Address _____ City _____ State _____ Zip _____

Year _____ Body Style _____ Serial No. _____ S M U S S R R E

Year _____ Body Style _____ Serial No. _____ O D R T D T

K F S T V R

| | | |
|--|---------------------|----------|
| Vendor Spaces (10 × 20) — \$15.00 each | Number Needed _____ | \$ _____ |
| Car Registration — \$15.00 each | | \$ _____ |
| Pony Corral — \$10.00 each | | \$ _____ |
| Banquet Tickets — \$15.00 each | Number Needed _____ | \$ _____ |
| Raffle Tickets — \$5.00 each | Number Needed _____ | \$ _____ |
| | TOTAL | \$ _____ |

Mail Payments To: Gulf Coast Regional MCA
P.O. Box 10126
Pensacola, FL 32514

For Additional Info Call:
Vivian McClain
(904) 477-0761

I agree to abide by all rules and regulations of the Mustang Club of America and understand that I am responsible for my automobile and merchandise. I agree to release all liability from the Mustang Club of America, Gulf Coast Regional Group, Holiday Inn and University Mall for any damage, injury, lost or stolen merchandise from this event.

Signature _____

EVENT CALENDAR

- March 16 1st Annual Indoor Swap Meet. Hosted by the Southeastern Michigan Regional Chapter, Performance Ford Club of America. Show site Bob Ford, 14585 Michigan Ave., Dearborn, Michigan. For more information (313) 464-9189 or (313) 464-8526.
- March 23-24 Ford Super Swap '85. Hosted by the Performance Ford Club of America. Show site Ohio State Fairgrounds. For more information contact Terry Tippett (614) 654-2567.
- March 29-31 MCA Gulf Coast National. Hosted by the Gulf Coast Regional MCA. Show site University Mall, Pensacola, Florida. For more information contact Vivian McClain (904) 477-0761.
- April 11-14 9th Annual Charlotte Motor Speedway AutoFair. Flea market, swap meet, collector car auction, All-Ford show. For more information contact Charlotte Motor Speedway (704) 455-2121.
- April 13-14 Austin Auto Expo. Hosted by the Mid-Fifties Classic Car Club of Texas, and *Auto Expo* magazine. Show site City Coliseum, Austin, Texas. Special Mustang Class. For more information contact Dean Earhart (817) 778-4802.
- April 14 Ford-Mercury Nationals East. Hosted by the Performance Ford Club of America. Show site Howard County Fairgrounds, Baltimore, Maryland. For more information contact Tom Dodge (301) 477-8149.
- April 19-21 2nd Annual Mustang Round-Up. Hosted by the Copperstate Mustang Club. Show site Phoenix, Arizona. Concours, modified, and peoples choice. For more information contact Holly Ray (602) 938-7219.
- April 27 Plaza Ford Mustang Show. Hosted by the Mustang Club of Maryland. Show site Plaza Ford, Belair, Maryland. For more information contact Bob Henry (301) 529-1224.
- May 3-4 1985 Round-Up. "Legends of the South Ride Again". Hosted by the Baton Route Mustangers. 22 Classes, concours judging. For more information contact Beverly Crowe (504) 293-8066.
- May 3-5 3rd Annual Lower Carolina Spring Fling. Hosted by the Carolina Low Country Region of the Shelby American Automobile Club. Show site Charles Towne Landing State Park, Charleston, South Carolina. For more information contact Doug or Sandra Elliot (803) 556-9447.
- May 5 3rd Annual Historic Auto Endurance Run. Hosted by the American Heart Association, Georgia Affiliate. 50 mile course from Atlanta to Roswell. Open to Antique, Classic, Milestone, and Special Interest Autos. Proceeds benefit American Heart Association. Registration fee \$35, tax deductible. For more information contact Paul Runyon (404) 261-2260.
- May 11 6th Annual Car Show and Swap Meet. Hosted by the Texas Panhandle Mustang Club. Show site John Chandler Ford, I-40 and Ross, Amarillo, Texas. For more information contact Mike Lewis (806) 355-8981 or (806) 622-2641.
- May 11-12 5th Annual International Mustang Round-Up. Hosted by the Music City Mustang Club. Show site Crown Ford, Thompson Lane, Nashville, TN. For more information contact Connie Gately (615) 754-5770 or Fred Gately (615) 444-1894.
- May 18-19 3rd Annual Shelby-Mustang Pocono Weekend. Hosted by the Tri-State Region SAAC. Swap meet, banquet, popular choice and concours show. For more information contact Alec Garden (201) 347-8216.
- May 19 3rd Annual All-Ford Show & Swap Meet. Hosted by the Wisconsin Early Mustangers. Show site Schwister Ford, 10136 W. Fond Du Lac Avenue, Milwaukee, Wisconsin. For more information (414) 761-2267.
- May 24-26 MCA Southeastern National. Hosted by the Scenic City Regional MCA. Show site Direct Connection Mall, Rossville, Georgia. For more information contact Pat Downer (615) 842-4293.
- May 26-27 10th Annual Motor City Show & Go. Hosted by the Motor City Region, Shelby American Automobile Club. Show site AAA Michigan Headquarters, Dearborn, Michigan. For more information contact Tom Greene (313) 420-0398 or John Guyer (313) 398-7462.

EVENT CALENDAR

- June 1 Central Illinois Ford Day. Hosted by the Central Illinois Mustang Association. Show site Bob Dennison Ford, U.S. 150 and Veterans Parkway, Bloomington, Illinois. For more information contact Paul McGuire (309) 473-2790.
- June 2 Maryland Annual Spring Show. Hosted by the Mustang Club of Maryland. For more information contact Bob Henry (301) 529-1224.
- June 9 2nd Annual Car Show and Swap Meet. Hosted by the Mohawk Valley Mustang Club. Show site Soldier's Field, St. Johnsville, New York. For more information contact Tom Rathbun (315) 823-4985.
- June 9 4th Annual All-Mustang Show. Hosted by the Valley Forge Mustang Club. Show site Sloan Motors, Route 30, Exton, Pennsylvania. For more information contact Warren Perkins (215) 269-6476.
- June 15 1st Annual Dad's Day Car Show. Hosted by the Southeastern Michigan Regional Chapter, Performance Ford Club of America. Show site Bob Ford, 14585 Michigan Avenue, Dearborn, Michigan. For more information (313) 464-8526 or (313) 274-1513.
- June 22-23 2nd Annual Quail Springs Classic Mustang Show. Hosted by the Oklahoma Mustang Club. Show site Quail Springs Mall, 2501 W. Memorial Road, Oklahoma City, OK. MCA concours and street driven classes. For more information contact Howard Cloud (405) 943-7323.
- July 20 8th Annual S.I.M.A. Mustang Round-Up. Hosted by the Southern Illinois Mustang Association. Show site Robert's Ford, Alton, Illinois. For more information contact Harry Kulp (618) 372-8488 or Ken Strange (618) 277-6990.
- July 26-28 MCA Southern National, Biloxi, Mississippi. Hosted by the Mississippi Coast Mustang Club.
- Aug. 30-Sept. 1 MCA GRAND NATIONAL, Atlanta, Georgia. Hosted by the Georgia Regional Group.
- September 14 ASCOT '85, San Diego Antique and Classic Car Show. Hosted by the American Cancer Society. Show site Embarcadero Marina Park, Seaport Village, San Diego, California. For more information contact the American Cancer Society (619) 299-4200.

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GULF COAST REGIONAL

The Gulf Coast Regional MCA will be giving away this beautiful 1966 convertible March 30 at the Gulf Coast National Mustang Show, March 29, 30, 31, 1985. It is a 289 automatic with PS, PB, PT. The color is green with light green and white pony interior. Donation is \$5.00 per ticket, with proceeds of the show to again be given to local charities (Ronald McDonald House and The Hadji Shrine Temple Fund for children).

Last year's winner was Ken Hatfield from Gilbert, W. Virginia. For tickets send SASE, along with check or money order, to:

GULF COAST REGIONAL MCA
P.O. BOX 10126
PENSACOLA, FL 32514



MUSTANG CLUB OF AMERICA

SOUTHEASTERN NATIONAL

Hosted by the Scenic City Regional Group

May 24, 25, 26, 1985

SHOW SITE

Direct Connection Mall
2020 Mack Smith Road
Rossville, Georgia

ON-SITE MOTELS

Southern Inn
I-75 at Eastridge Exit
P.O. Box 8459
Chattanooga, TN 37411
Toll Free 1-800-251-7624
In TN 1-800-572-7778
\$38 Double

HEADQUARTERS

Southern Inn
I-75 at Eastridge Exit
Chattanooga, TN

BANQUET

Southern Inn

Entry Form

YOU MUST BE A MEMBER OF THE MUSTANG CLUB OF AMERICA TO ENTER

Name _____ Membership No. _____ Exp. Date _____
Address _____ City _____ State _____ Zip _____
Year _____ Body Style _____ Serial No. _____
Year _____ Body Style _____ Serial No. _____

| | | |
|--|---------------------|-----------------|
| Vendor Spaces (10 × 20) — \$15.00 each | Number Needed _____ | \$ _____ |
| Car Registration — \$10.00 each | | \$ _____ |
| Pony Corral — \$10.00 each | | \$ _____ |
| Banquet Tickets — \$15.50 each | Number Needed _____ | \$ _____ |
| Raffle Tickets — \$1.00 each | Number Needed _____ | \$ _____ |
| | TOTAL | \$ _____ |

Mail Payments To: Scenic City Regional MCA
1607 Lake Marina Drive
Hixson, TN 37343

For Additional Info Call:
Pat Downer
(615) 842-4293

I agree to abide by all rules and regulations of the Mustang Club of America and understand that I am responsible for my automobile and merchandise. I agree to release all liability from the Mustang Club of America, Scenic City Regional MCA, Southern Inn and Direct Connection Mall for any damage, injury, lost or stolen merchandise from this event.

Signature _____



SYMBIOSIS

sym-bi-o-sis (sim'bi o'sis) n. [Gr. sym-bioun, to live together < sym-, together + bios, life] 1. a relationship of mutual interdependence between persons or groups, especially where such association is of mutual advantage.

The relationship between the Mustang Club of America and Mustang specialty parts vendors of America is a perfect example of a symbiotic relationship. One simply could not exist without the other.

The Mustang Club of America could not possibly have attained its purpose for being (Article 1, Section 1, "to preserve and authentically maintain Mustang and Shelby motor cars") without the help of the many Mustang parts vendors currently reproducing or selling the necessary repair and detailing parts to MCA members. A Mustang which has made it to the MCA's "RETIRED" class without a single NOS or reproduction part purchased is a rare horse indeed.

On the other hand, not many of these Mustang vendors would exist today without the demand for original or reproduction parts which has been generated by MCA competition. The MCA Judging Rules are the standard of today's Mustang world, and as competition continues with near perfect scores, more and more business is generated for these vendors.

In Webster's Dictionary definition of the word symbiosis, you see the term INTERdependence, not dependence by one group on another group, but an interdependence which is mutual benefit to BOTH groups. This means both groups benefit from the relationship, but it also means both groups have a responsibility in the relationship.

As members of the Mustang Club of America, we have a responsibility to the Mustang vendors. Our responsibilities include patronizing the Mustang vendors who support our club; word-of-mouth-advertising for the Mustang vendors who support our club; and letting the Mustang vendors know we appreciate their support of our club.

Mustang vendors have a responsibility to the Mustang Club of America membership, also. Their responsibilities include support of the MCA through its National Shows; support of the MCA through advertising in the *Mustang Times*; and support of the MCA as dues-paying members in good standing.

When you are ready to make your next purchase of restoration or maintenance parts for your Mustang, ask your vendor if he supports the MCA, our club. If he says no, and there are literally hundreds of vendors who don't, maybe you should consider shopping elsewhere, because there are also hundreds of vendors who DO support the MCA. THEY deserve our support.

Tracy

PROPOSED BY-LAW CHANGE Open MCA to all Mustangs 1964½ to Present

Status as of February 1, 1985

REGIONAL GROUPS

Majority of Members Approve 1
Majority of Members Oppose 19

MCA MEMBERSHIP

Number of Members Approve 22
Number of Members Oppose 48

COMING UP IN THE MUSTANG TIMES . . .

What's in a Name?

Rent-a-Racer — The GT 350H Story

Photography Tips

King of the Road — Gary Burke's GT500KR

Find your "Build Sheet"

Maxwell's Boss — Nashville's Finest

Judging Qualification

Junk to Jewel — Paul Wasser's '67

Paint Stripping

Trudy Kent's "Red Double-Trouble"

Ralph Smith's Senior Modified Convertible

Decoding Ford Part Numbers

The Sunbeam Tiger — Almost a Shelby!

PLUS . . .

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

IMPORTANT NOTE

by Bill Koivu

Contrary to current belief, the *Mustang Times* is not forwarded by the U.S. Postal Service, and it is not returned to MCA National Headquarters. The *Times* is thrown away at the point of an old address, and the MCA must pay the Postal Service to return corrected address labels.

If you move and don't want to miss an issue of the *Times*, you must send your new address along with your old address at least 30 days before you move, (see change of address form, page 42). Remember, an apartment number, box number, or zip code change is an address change according to Postal Service regulations, and the MCA must be notified in order to serve you properly.

In order to keep costs down, the MCA does not assume responsibility for replacement of missed issues to the *Times* due to unreported change of address.

Thank you for your cooperation!

MUSTANG CLUB OF AMERICA

REGISTRATION FORM

REGIONAL SHOW BATON ROUGE MUSTANGERS Legends of the South Ride Again MAY 3 & 4, 1985

Name _____

Address _____ City _____ State _____ Zip _____

Telephone No. _____ Number of persons in party _____

Local club affiliation (if any) _____

Will you attend hospitality party Friday night? Yes No

Are you willing to assist in judging? Yes No

If volunteering to judge, are you certified? Yes No If yes, what class? _____

(Free T-shirts to all judges!) Size _____

CAR INFORMATION

#1 Yr. _____ Model _____ Stock _____ Street* _____ Modified _____ Color _____

#2 Yr. _____ Model _____ Stock _____ Street* _____ Modified _____ Color _____

*To be Street, car will be inspected by Head Judge.

_____ Car(s) @ 13.50 each\$ _____

BANQUET INFORMATION

Number of tickets _____ @ 13.50 each\$ _____

Total Remittance\$ _____

I HEREBY RELEASE THE BATON ROUGE MUSTANGERS AND THE OAK MANOR HOTEL OF ANY AND ALL DAMAGES WHICH MAY OCCUR TO MY VEHICLE(S) OR PERSONAL PROPERTY DURING MY STAY AT THE OAK MANOR.

Signed _____

SHOW HEADQUARTERS:

The Oak Manor Hotel
8181 Airline Hwy. (U.S. 61)
Baton Rouge, LA 70805
1-800-535-8486 U.S. toll free
1-800-272-8300 LA toll free

RETURN TO:

Beverly Crowe
4522 Lake Point Ave.
Baton Rouge, LA 70817
(504) 293-8066

Please register and make room reservations by April 15, 1985.

Banquet tickets limited to 225, so order early. When making hotel reservations, be sure and tell them you're with the Mustang Club to receive special rate.

PERFORMANCE FORD CLUB of AMERICA

— CENTRAL OHIO REGION —



SATURDAY & SUNDAY, MARCH 23, 24, 1985

* MULTI-PURPOSE BUILDING *

OHIO STATE FAIRGROUNDS - I71 & 17TH.
COLUMBUS, OHIO

ADMISSION — \$3.00
 CHILDREN UNDER 12 — FREE
 SAT 10 AM - 7 PM
 SUN 10 AM - 3 PM
 REFRESHMENTS AVAILABLE

5 ACRES
 OF THE WORLDS LARGEST INDOOR
 SWAP MEET
 FOR FORD & MERCURY
 RELATED CARS & PARTS.

Motel reservation

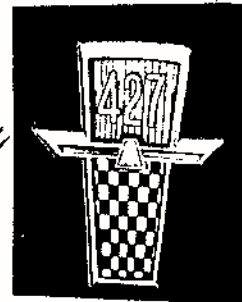
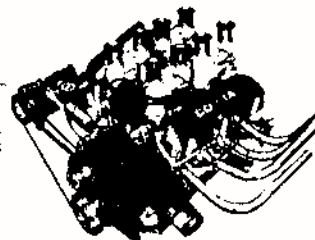
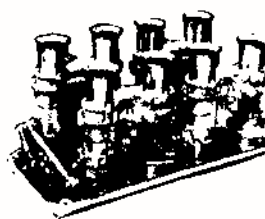
Deadline Feb 20th.

Head Quarters Hotel

Christopher Inn---(614) 228-3541

Budgetel----- (614) 436-0800

Budgetel----- (614) 846 9860



INFO TERRY - (614) 654-2567
 CALL: MIKE - (614) 474-8638

(AFTER 5 PM).

LHP

LETTERS TO MUSTANG TIMES

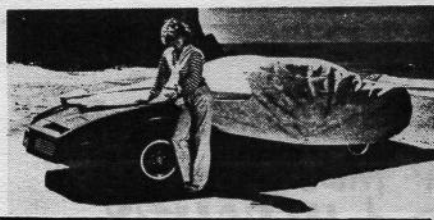
Dear Sir:

In your January 1985 Issue, Vol. 9 No. 1 on page 32, you have a feature entitled "It's Optional". You indicate that the various options are expressed as a percentage of total production for the specific year 1965 through 1973.

It's a nice idea and people are interested in the rarity of options on their own cars. However, you are incorrect when you say that cruise control was not offered in 1967.

1967 was the first year for cruise and I have this factory option on my GTA convertible. You can verify this through either the factory, the *Mustang Recognition Guide* or '67 *Mustang Facts Book* published by *Mustang Monthly*, or you can come and look at the nicest '67 luxury convertible you have ever seen!

.....



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Three Quality Fabrics Available

Green Polycotton: 65% polyester, 35% cotton blend in tough, medium-weight, drill-weave fabric with durable water repellency and mildew treatment. **\$79.95**

Gold Technalon: The most rain resistant "breathable" car cover fabric available. Shields car from the sun but keeps out all but heavy rains. Stores wet; won't smell, mildew or rot. Three-layer polypropylene fabric is soft yet durable. **\$86.95**

Tan Flannel Polycotton: Soft napped, flannel underside prevents scratching of valuable paint finishes. Our finest fabric: 35% heavier than green polycotton for longer wear and increased capability to withstand exposure to sunlight. **\$92.95**

SHIPPING \$5.00

SEND SSAE FOR MORE INFORMATION

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ROUND ROCK, TX. 78664
512-255 2285

Along with the cruise, I have factory air, tilt/away steering, AM-FM with console, C6 auto, woodgrain wheel, styled steel wheels, trip odometer, 390 GT engine with dress-up chrome and 600 cfm 4V Holley, GT package with stainless front disc brakes, power top with glass rear window, tinted glass all around, exterior decor group and interior decor group.

We entered five shows in '84 and had four 1st, one 3rd in the Grand National and one best of show in Winston-Salem, NC.

Think I'm proud of this car! I drive it weekly and to the shows. This car is no stranger to the highway or a pampered and trailered show car. I enjoy driving my Mustang.

By the way, my license plate is GTA390. Your magazine is getting better all the time!

Bill Cox

Thanks for the info, Bill. When can I expect photos of your GTA for publication in Horse Show, Car on the Cover, Pony Plates, etc., so the Times can KEEP getting better? — Editor

Dear Sir,

Can you tell me the name, address, and telephone of an accredited appraiser nearest to Daytona, Florida? I need to determine the value of my restored 1972 Mustang convertible.

I need a market appraised value of the vehicle for physical damage insurance purposes.

Sincerely,
J. W. Arriens

D-2 Oceanside Village
4205 S. Atlantic Avenue
New Smyrna Beach, FL 32069

Can any of our members in Florida help Mr. Arriens? — Editor

Dear Sirs;

... your magazine article on Disc Brake rebuild was great! I am in the process of rebuilding two sets of Disc Brakes. Keep up the good work.

Sincerely,
Wally Short
Albuquerque, NM

Dear Sirs;

... a couple suggestions on how to improve the *Mustang Times*. I would like to see the *Mustang Times* run a special article in each issue featuring a different Regional Group. This could be sent to the National Club by the Regional Group President, giving a brief history of the Regional Club, plus pictures.

One other suggestion is that you should add a little more to the coverage of all the National Shows, and be sure to always list the winners.

Sincerely,
David Huffaker
Morristown, TN

Dear Tracy:

In the January 1985 *Times* I noticed Gary Pietraniec is starting a 428 Cobra Jet Registry.

I am the owner of a 1968 Mustang GT, serial number 8T01J108497. I would like to know if there is a Registry for the '65-'69 GT's?

Also, is it possible to tell a GT from a regular Mustang by the serial number?

I am not aware of a Mustang GT Registry. While the VIN will not verify a GT, a six-cylinder or low compression V-8 engine code (5th digit) will definitely tell you a Mustang is NOT a GT. — Editor

Dear Sirs:

I am writing in regards to the possibility of accepting 1974 and later Mustangs into the Mustang Club of America.

As the owner of both early and late model Mustangs and also as both a Mustang nut and a FORD nut, I may be a little biased. I own a 1967 Fastback 390, 4-speed; a 1975 4 wheel drive Mustang II; and a 1976 Cobra II, that I am in the process of turning into a Pro Street type car. And I collect and horde Ford parts like Midas collected gold.

Since the beginning of the legend in April 1964, changes have been made every two or three years in body styles, drivetrains, wheel base, options, etc. in the Mustang.

By 1971 the Mustang we love was

Why Should You Buy
Mustang Parts From Us?

**GREAT PRICES
HUGE INVENTORY
FAST DELIVERY**



**SAMPLE SAVINGS:
CAR COVERS**



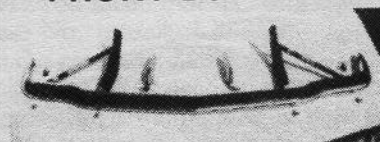
Green Drill **\$69.95**
1965-73
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First Quality
(For Models
1965-73)
\$89.95

FRONT BUMPERS



For all models from 1965 - 68.
New, original reproduction. Per-
fect for your restoration. Price
does not include
brackets & bolts. **\$79.95**

**ALL NEW EASY TO
READ CATALOG: \$3.00**

FREE . With any purchase.
A Bumper Sticker reading:
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IS A CLASSIC MUSTANG**

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Outside Conn. 1-800-243-7278

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Manchester, CT 06040



LETTERS TO MUSTANG TIMES

heading in the direction of the T-Bird — from a sporty, performance, oriented, fun to drive vehicle to a huge luxury car. Things change!! In 1974, at least, the Mustang was again a small, sporty looking car. Of course, the four cylinder was a no-no for any performance enthusiast. But, alas, Ford Motor Co. hasn't let us down altogether. With the H.O. 302 engine, the updated suspension, and Ford Motor sports S.V.O. program the 1974 to present Mustangs can be as much fun to own and drive as their older brothers.

By recognizing the later Mustangs the MCA can increase membership and generate enthusiasm in the younger drivers who may have never had the pleasure of driving an early Hi-Po Mustang but still enjoy and love their later Mustang as much as us older Mustang owners love ours.

Things change!! Why shouldn't the Mustang Club of America change, or rather grow, with these changes and open our membership to Mustangs period? The legend lives!! Let's not let it die by excluding the millions of Mustang enthusiasts out there who own 1974 to present MUSTANGS.

Julius B. Nesbitt

Dear Sirs:

... My highest compliments to the photographer who photographed the back cover of the January issue. How the heck did he remove the inevitable sand from the tire tread without leaving any footprints around the tires?

Steve Reber

Well, Terry, how the heck DID you do it? — Editor

Dear Sirs:

I'm in the process of restoring my 1971 Mustang Mach I. I was wondering if you would ever be doing a feature on Mach I's like the feature that was done on the Boss Mustangs?

I enjoyed the Horsin Around Puzzle in the *Mustang Times* and I hope to see more.

Joseph A. Pulizotto
Staten Island, NY

We have a feature article on the Mach I's scheduled for publication in the spring. — Editor

Dear Sir;

I enjoyed the story on my 1967 Convertible in the January issue. It was very good. The cover picture turned out excellent.

Keep up the good work on improving the *Mustang Times*. One of these days our National Club will be the largest in the United States!

I would like to see guidelines for clubs to put on a National Show published in the *Mustang Times*. Include activities, socials, events, programs, details, etc.

Thanks,
Terry Tacker
Abilene, TX

.....



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**LARGE STOCK OF
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STILL RACING AFTER ALL THESE YEARS

(After a few minutes talking to Lee about his GT350 in particular and Mustangs in general, I realized he could tell his story much better than I could. The following interview resulted. — Editor)

Mustang Times: When did you become interested in Mustangs?

Lee Mathias: Like millions of others, in April, 1964, my dad and I went to see them and were both bitten by the Mustang bug.

MT: Did you buy one right away?

Lee: Yes, in December, 1964, I bought a Caspian Blue six cylinder 3-speed. It cost \$2196 and I really had to hunt to find a “cheap” one since they were selling so well.

MT: What did you like most about the car?

Lee: Picking up chicks and free gas! Mustangs were so new they attracted a lot of attention. Everywhere we went cruising girls begged for a ride. I was always short on gas money, so several other guys volunteered to pay for gas

and food if we could cruise in the Mustang.

MT: I can see why you liked the Mustang. How did you get into sports car racing?

Lee: I was in the Air Force and had been transferred to Savannah, Georgia. One day I went to Tybee Island and saw a lot of sports cars on a Go-Cart track. Most of the people there had seen Mustangs and wanted me to run in their autocross. I finally said I would bring the car back the next weekend



was suddenly full of a white Mustang with blue stripes. I had the meanest Mustang in town, so I really laid into it coming out of the turn. That white Mustang went by me like I had the brakes on! I didn't know what it was, but I sure wanted one.

MT: Well, when did you finally get your Shelby?

Lee: When I got out of the service in 1968 I went to find one. I found a red '66, but eventually decided going to college was more important. I ordered a 1968 2+2, 302-2V, 4-speed GT for Mustang Club activities and driving to school. In 1971 I was autocrossing that '68 against a '65 Shelby and getting a lot of second place finishes for my trouble. I found a part-time car dealer who had two 65's, a 66, a 289 Cobra, a 427 Cobra, and two Boss 429's. When I saw "my" '65 sitting there I knew I had to have it. I moved heaven and earth, sold the 1968 GT, and 5S071 was mine.

MT: That's not the one you race. What about your other Shelbys?

Lee: In 1973 I bought a 1968 GT350 Convertible. I drove it to work a lot and it caused quite a stir at the ad agency where I worked. In 1974 I started restoring Mustangs and selling parts. I

and run their autocross.

MT: You raced that six cylinder?

Lee: No, actually I bought a used Mustang convertible with a 289, 3 two barrels, and a 4-speed. The car was Guardsman Blue, and it had a set of 695 x 14 Goodyear Blue Streak tires — the ones with raised white letters and a blue sidewall — quite radical for 1966. My first autocross was in that car, and I won. I guess I thought I was good and stayed with it. Actually, the car was just superior to anything running in 1966. I ran on that Go-Cart track, parking lots, and even on what is now Savannah International Raceway.

MT: What then?

Lee: Well, I joined the SCCA, ran autocrosses and rallies, and worked flag and communication at the track for two years. It was during this period that I found out about the Mustang Club — it was actually called the National Council of Mustang Clubs. The local Ford dealer sponsored the club in Savannah. They also had autocrosses and rallies. Between these two clubs and cruising I stayed pretty busy.

MT: How did you get into Shelbys?

Lee: It took a little time — I didn't know what they were. One day I was getting on the Interstate and my mirror

Jimmy Grindle fine tunes No. 74.

Stripped to the bare essentials.





“Jimmy makes it run. I just drive.”

started several full restorations of Mustang convertibles, but always sold them before they were finished.

MT: Did you continue to race?

Lee: Yes, these were very active years. There were autocrosses and rallies every weekend. I was president of the Beach Ford Mustang Club for two years, and won the Southeastern Virginia Autocross Championship all three years the series was run. When I moved to Atlanta I quit autocrossing and got involved in Vintage Racing.

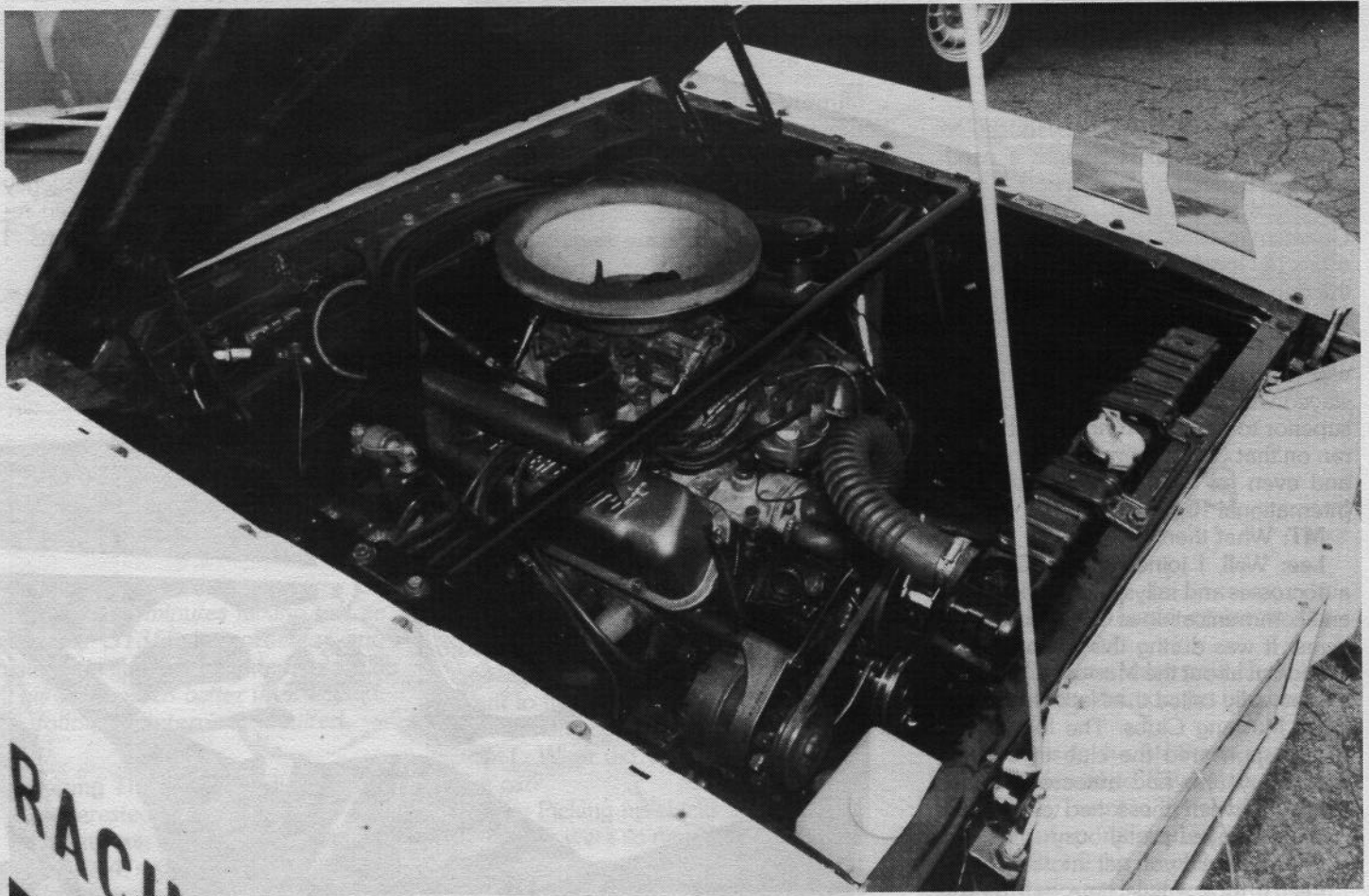
MT: Tell me about the Shelby you are currently Vintage Racing.

Lee: In 1974 I heard about a 1966 Shelby for sale in Pennsylvania. I had the '65 Shelby, the '68 Shelby GT350 Convertible, and a '65 coupe set up for Trans-Am racing, but I bought the '66

anyway. It had been wrecked in both the front and the rear, and was rust from the door handles down, but it was complete. An autocrossing buddy of mine and I went into a partnership to race the '66. It took two years, but we finally had the best prepared race car on the track. In 1976 I took the car to drivers school, then sold the car and went back to autocrossing.

MT: Is that the same car you race now, though?

Lee: Yes, in 1980 I was looking for a 289 Cobra. A friend of mine told me the old race car was for sale. I came down to Atlanta and bought it back. I took the '66 to my second drivers school, then moved to Atlanta. I ran two Vintage Races with the car before we converted it back to 1965 “R”



“Basically a 289 Hipo.”

Model Specifications. It has turned out to be a very good racer. Lee Wilmont at Vintage Mustangs built the engine, and my shop foreman, Jimmy Grindle, volunteers his time for race prepping the car, and I drive it. One of the cars we patterned our racer after is the Bolus & Snopes Shelby. The B&S runs about two seconds a lap faster than mine, but I attribute that to owner John Baldwin's skill and experience as a driver.

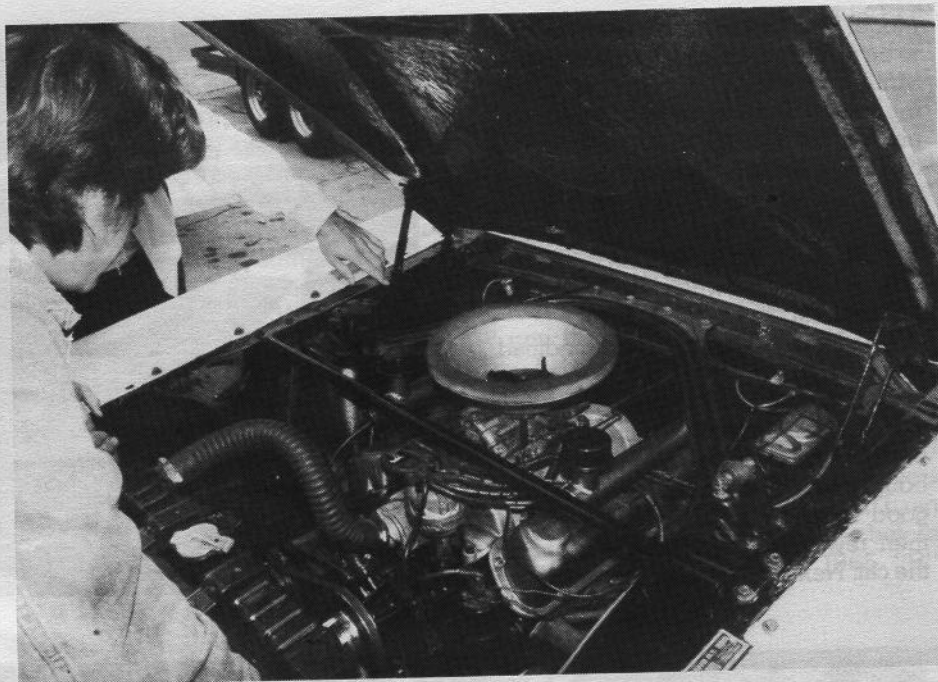
MT: How has the car been modified for racing?

Lee: What hasn't been modified would be an easier question. We took the Shelby down to a bare shell. We bought two fastbacks to get enough good sheetmetal to replace the rust, then rewelded every factory seam in the car. Next we installed a full roll cage



Those are genuine "R" Model wheels.

from the shock towers to the rear bumper mounts. Every piece of rubber in the suspension was replaced with bronze bushings or spherical rod ends. The rear springs are offset to the inside, and we use 3" lowering blocks. Axle control is provided by a rear sway bar and panhard rod. The front suspension is relocated per Shelby specs, and lowered 3" also. Heavier springs and Koni shocks hold up both ends. Originally we ran 15x8½ wheels with flairs and 4 wheel disc brakes. Now the car runs on 15x7 "R" Model wheels with discs on the front and drums on the rear. We use a 4:11 Detroit Locker and a close ratio NASCAR transmission. The engine is basically a 289 Hipo. We built a 12 quart oiling system, and use a Boss 429 radiator. We also use "R" Model rear and side windows.



MT: What about those orange stripes?

Lee: They are called "Sebring Stripes", similar to those used by Shelby at Sebring to tell the cars apart. At the last race there were six white Shelybs with blue stripes, so Jimmy had a hard time spotting me. By the way, they are Poppy Red, so the car is still all Mustang!

MT: What are your plans for the future?

Lee: We will definitely run the Walter Mitty Challenge, and the fall Vintage Races at Road Atlanta next year. We may run Sebring and Mid-Ohio, too. I will probably go to a few car shows, since some people like to see a car that still races.

MT: What about the Mustang Farm? What are your plans?

Lee: Well, racing is only a hobby. We make our living working on Mustangs. We do everything from minor repairs to complete restorations. Right now we are finishing a restoration on a Florida convertible, a 1968 GT 2+2, and a 1969 Boss 429. When we build the new shop this spring I may have to start saying no. I like to stay in control of the quality of our work.

MT

Lee's track side notes from the 1984 Atlanta Vintage Grand Prix: "Sunday - 12 cars in class - 2 Corvettes - 2 Tigers - 8 Shelybs - started 11th - rain halfway through race - finished 3rd - behind 2 Corvettes - very good race - very happy."



photographs by Tracy Harrell

WHAT ABOUT MY MUSTANG?

It was late in the fall in 1983. The local Mustang club Board of Directors was meeting to discuss hosting an official MCA National in the spring of 1984. One of the board members announced that there could be no Popular Choice competition if we went by MCA rules. I immediately thought, "What about my Mustang?"

I consider myself a fairly typical Mustang enthusiast. My wife drives a '65 convertible which we bought from its original owner and restored. My 18-year-old daughter drives a '65 GT coupe which we rescued from a field where it had been resting for at least 4 years. Both cars have received a lot of loving hours of attention to bring them back to "nice" automobiles, but both cars are street driven every day rain or shine and neither car could begin to compete in a concours event. We are very proud of these cars and really enjoy cleaning them up and showing them off at the club functions including the semi-annual sponsored Mustang shows.

Now, I was involved in a discussion of the pros and cons of hosting the biggest event that our club had ever attempted. I was sure to be asked to participate to a large extent in the actual running of the show, even though there was a good chance that my cars would not be able to compete. I was sure that I was not alone, others would have similar feelings about a concours-only event. The subject came up again at the monthly club business meeting.

The North Texas Mustang Club is somewhat of a phenomenon. It is a little over two years old and has a membership of around 300 families. We draw from a geographic area which not only includes the Metropolitan areas of Dallas and Fort Worth and a strip called "mid-cities" in between, but also cities like Mabank 50 miles to the east and Sherman 60 miles to the north. With as little as two weeks notice we can host a 100 car Popular Choice Show at almost any time of the year. Many of our members are young people either singles or struggling newly-weds whose

only car is their "pride and joy Mustang".

During the discussion at that monthly meeting the membership expressed several concerns regarding hosting the first-ever Southwest National (MCA) Show. They included:

- Concours-only event.
- MCA Membership required.
- No performance events.

The second and third items are subjects for future stories if I am successful getting this one published in *Mustang Times*.

The reluctance to host a Concours-only event was due to the following factors:

- Street driven cars did not want to compete with non-street driven cars.
- Otherwise concours class cars did not want to compete with trailered or professionally restored cars.
- Non concours cars did not want to be left out of the biggest event in the club's history.
- There was a significant membership population that was not familiar with the MCA Rules.
- Many people felt that we would have

a shortage of qualified judges which would place an undue burden on those qualified.

The club eventually worked its way around all of these objections and hosted an extremely successful Southwest National (MCA) Show in the early spring of 1984.

The major problem, Concours-only, was overcome by also having a Popular Choice event. Although some of the advertising was misleading which restricted Popular Choice entries, most people who felt like they wanted to enter the show with a street driven car were accommodated.

This is a problem that I feel MCA must address in a meaningful way if the club is to continue to prosper and grow. I am not sure in my own mind what the correct answer is, however I am sure that we need to provide for the people who love their Mustangs and drive them everyday to compete in a meaningful way.

Michael J. Walla
North Texas Mustang Club
MCA National Director

MUSTANG MODEL REVIEW

1969 Mach I or Mock Up?

by Ken Mosby

Made by MPC, this 1969 Mach I kit was produced just in time for Christmas. Carlisle model vendors tipped me off that the Mach I would be re-released.

In my opinion, this kit is not a re-release. Comparing this kit to my two AMT originals shows too many differences. Quality and detail suffers greatly compared to the original kit.

The kit comes with the optional 428 cid engine even though the box advertises the 429 cid. Deleted are the Mach I stripes, side window pillar, and shock absorbers. Included are '68 mirrors, '68 door panels, '66 and '69 AC units, '66 Rally-Pac, '70 exhaust, '66 steering

wheel, '84 tires, '69 GT hubcaps and gas cap, and an optional spinner gas cap.

Lacking detail are the roof emblems, side marker lights, and the console. The Shaker set up is more elaborate and actually pokes through a hole in the hood, but the scoop itself lacks detail. The non-functional hood scoop is added with some detail, but the inter-gal turn signals are deleted. The four headlights are more equal in size, but the high-beams are moved in too far. Also added and even mounted correctly are the super rare accessory fog lights.

MT

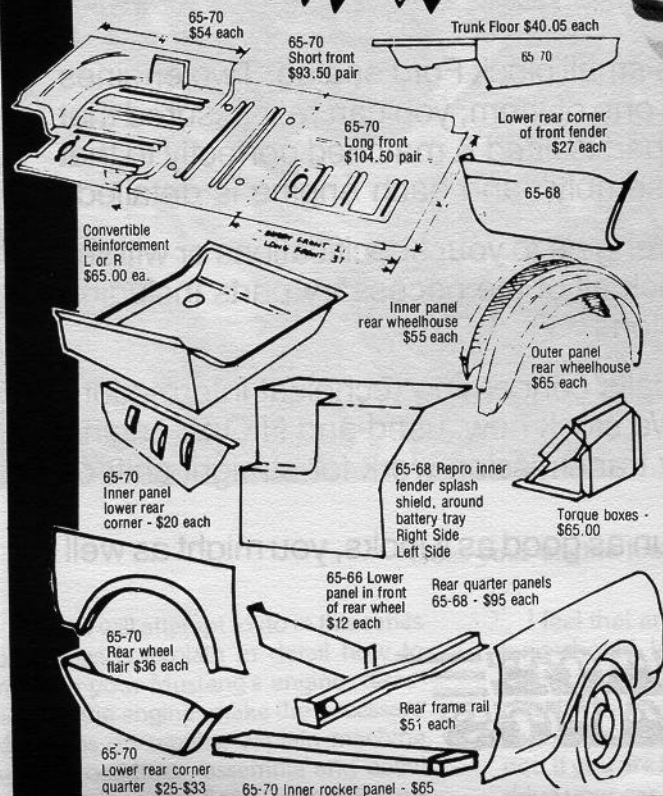
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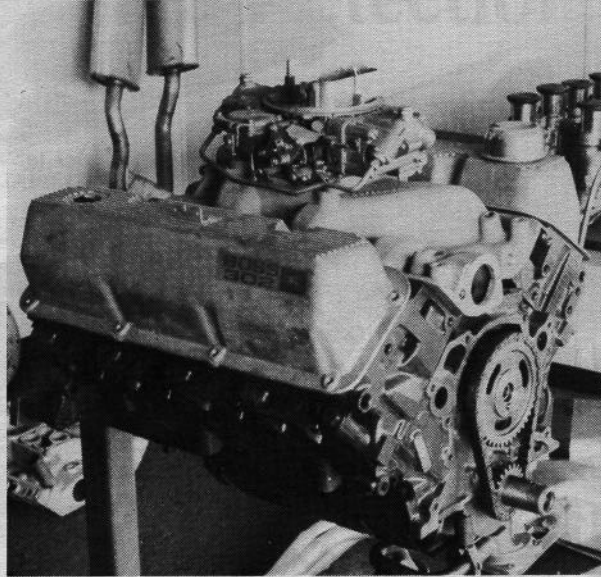
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REBUILDING YOUR MUSTANG'S ENGINE

by Lee Wilmot



Does your engine look this bad . . . and run worse?

What I will attempt to do in this series of articles is explain in detail how to remove your Mustang's engine, disassemble the engine, make the necessary decisions on repairs, explain machine work procedures, assemble and detail your engine, and finally, reinstall your Mustang's engine.

I feel that anyone who owns a Mustang should have at least some mechanical inclination. This series of articles will be worth reading whether you choose to undertake the rebuilding or not. If you are in a position to be able to drive your car until the series of articles is complete, this would be most benefi-

cial to you in that your engine would not be torn down for the next four months. If there is any doubt in your mind that you can't do this after reading the articles, DON'T!

For this undertaking you will need a clean, dry area to store your engine, work on it and keep it from being dis-

turbed. You will also need a mechanics tool set, harmonic balancer puller, a GOOD torque wrench, three feet of good welded link chain, access to a chain hoist or engine hoist, a low profile 2-3 gallon drain pan, screw jack or hydraulic piston jack and two top quality jack stands.

Remember, you want to make the car easy to work on without working around surrounding obstacles. The engine must be accessible from the top, bottom, front and both sides. Make sure it is on level ground to accommodate the engine hoist. Place the car in a location where, if something out of the ordinary happens and the engine will be down for some time, the car and all its parts will not have to be moved, which is the easiest way to lose parts. Also, be prepared for some spillage and oil stains. If you still live with your parents, you might not after this project.

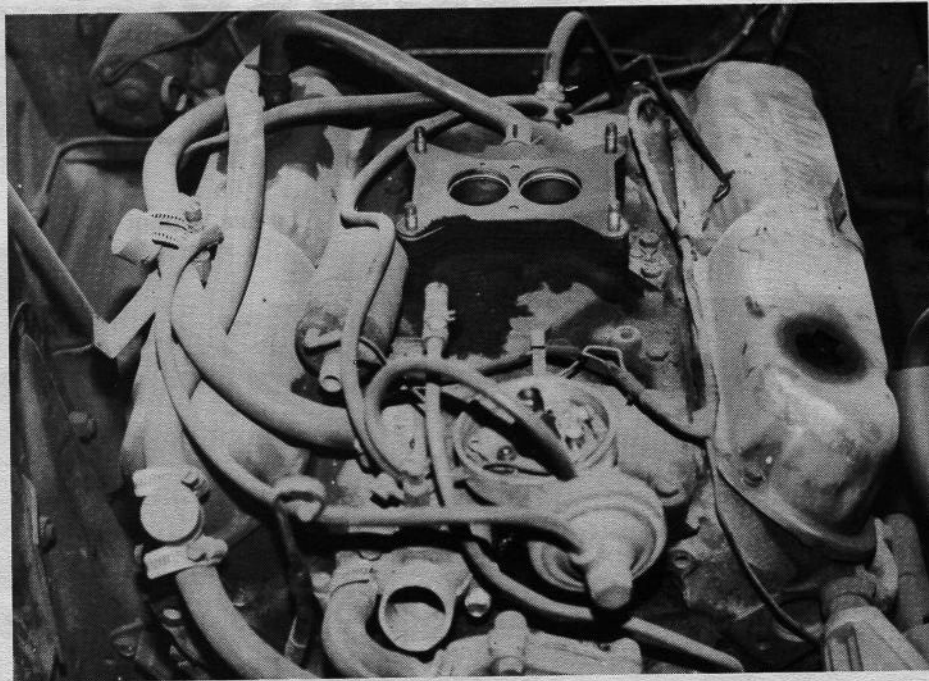
Alright, let's get started. The first thing to do is remove the hood and place it in an out-of-the-way area where it won't get stepped on. Disconnect the positive and negative battery cables. Drain coolant from radiator and discard coolant. Always use new coolant in a fresh engine. Disconnect upper and lower radiator hoses. If there is any sign of wear or softness, discard. Remove the four bolts that attach radiator to core support. Remove both heater hoses.

Inspect your radiator tubes. If they are clogged, have the radiator recored. I suggest a 3 core radiator if the car is street driven.

Detach and remove the accelerator rod from the carburetor and firewall end to keep from bending. Disconnect oil pressure wire, temperature switch wire and positive coil wire. Remove distributor cap and wires. Remove the four 7/16 nuts that secure the carburetor to the intake manifold and remove the carburetor.

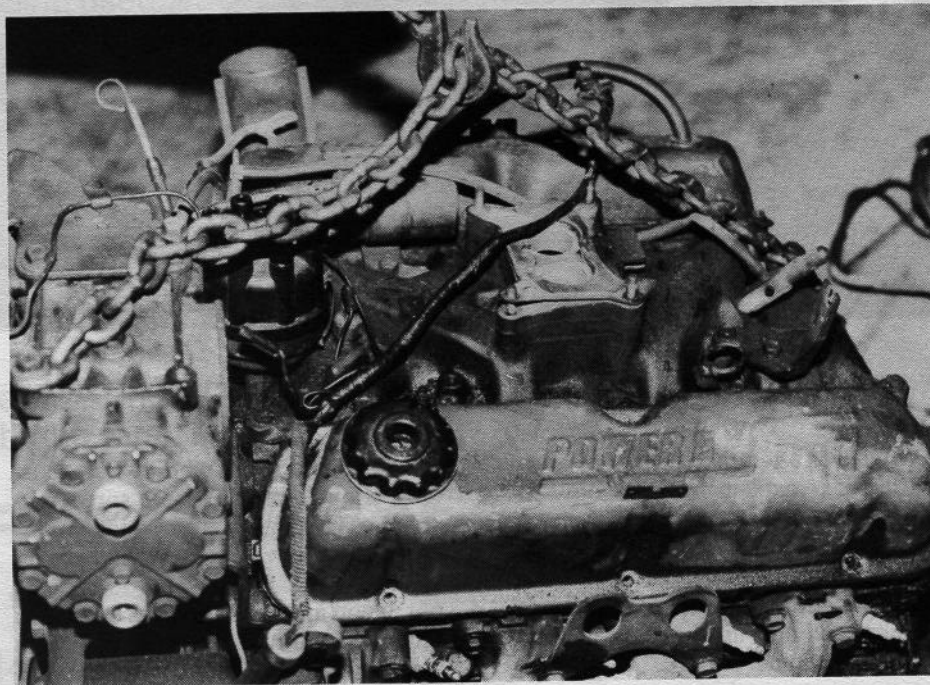
Place all nuts and bolts in a box as you remove them. Place all brackets, clamps, pulleys, etc. in a separate box to be bead blasted at a later time. Remove the four 1/2 inch bolts from the fan blade and remove the blade, pulley and spacer from the water pump.

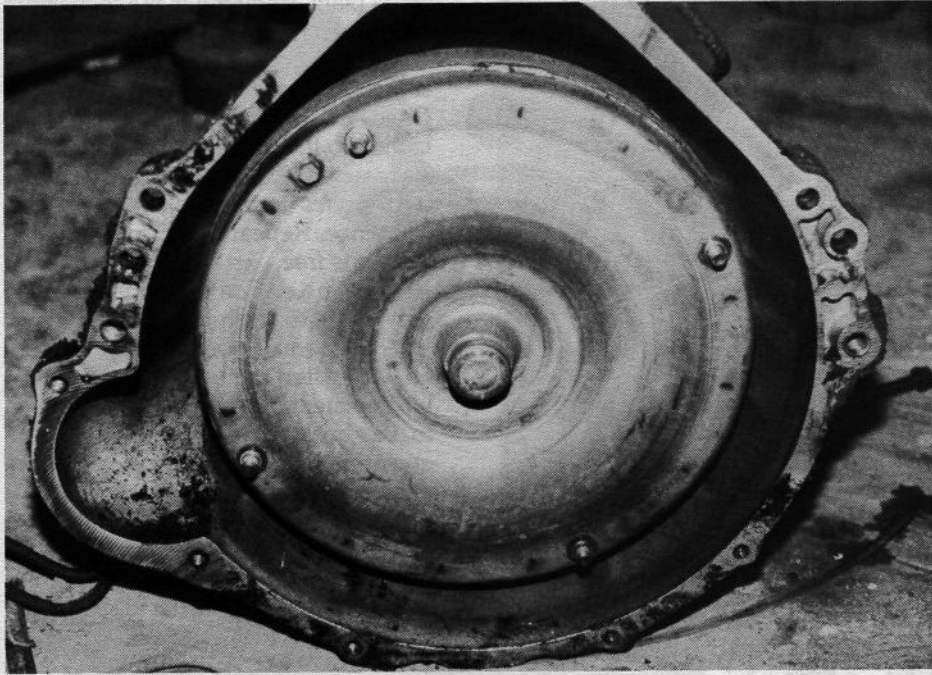
Place the front of the car on jack stands. **WARNING:** Do not use wheels,



Strip your engine to this point before removal.

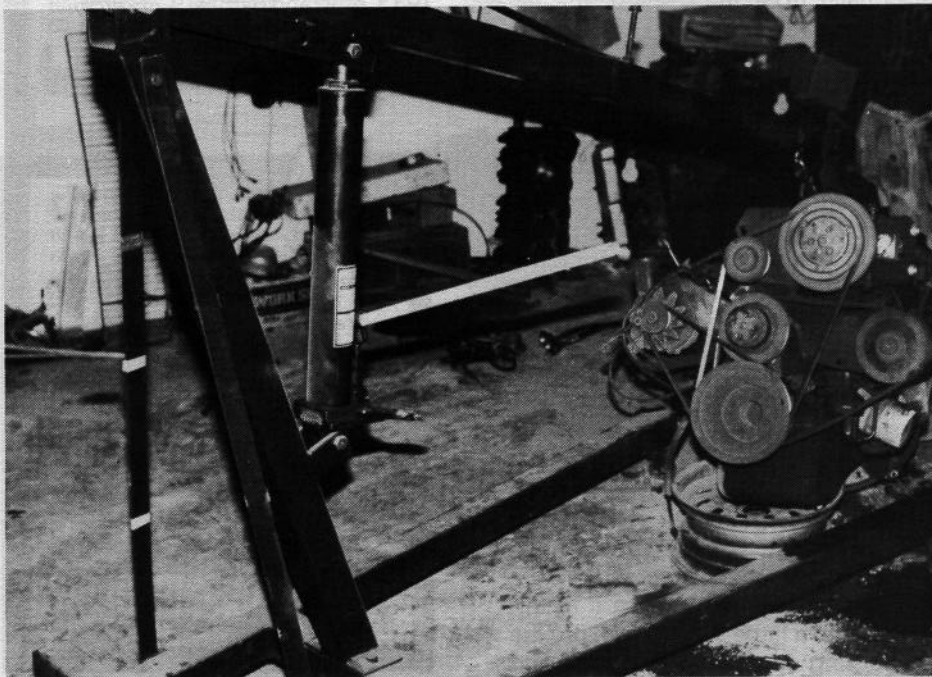
Chain bolted to engine for removal.





Bolts must be removed from these torque converter studs.

Engine hoist can be rented.



concrete blocks, coke crates, etc. to hold up the front end of the car. Use only approved jack stands and place them to the rear of the front wheels on the frame rails.

Drain the oil from the oil pan. At this point, check the oil for any shiny metal content or grayness, which might indicate water mixed in the oil. Remove the 1/2 inch nut on the starter to disconnect the positive cable lead. Remove the two 1/2 inch bolts at top and bottom of starter, which secure it to the bellhousing. Remove starter.

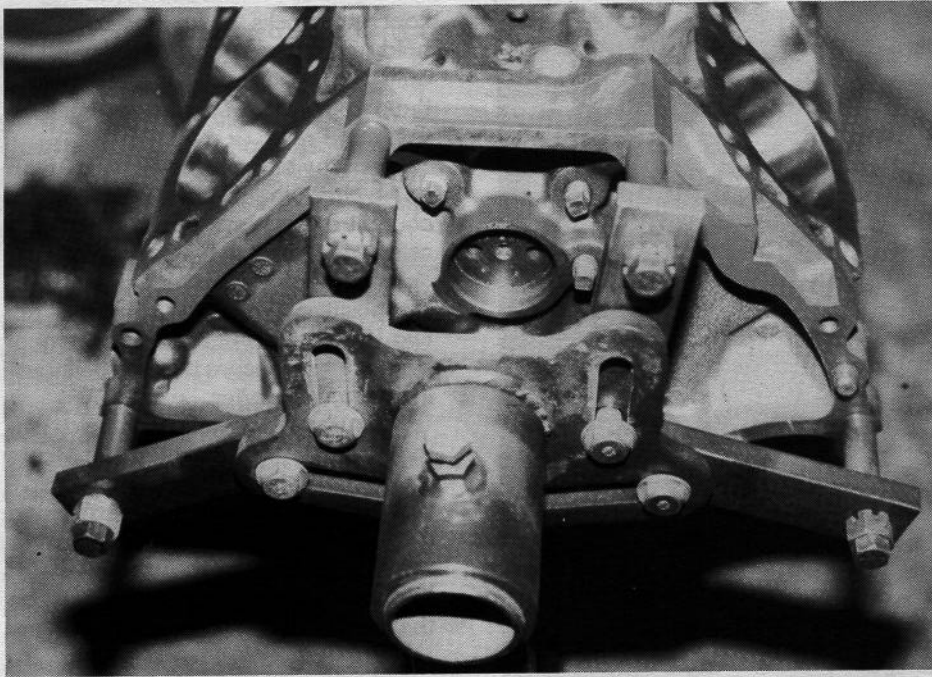
If your car has stock manifolds, remove the two nuts or studs that secure exhaust pipe to the exhaust manifolds. Drop exhaust pipe or header pipe and let it lay beneath the car. If the nuts or studs are very hard to turn or will not turn, spray penetrating oil or WD40 on the area and let it sit for several hours.

Remove two 1/2 inch bolts from inspection cover on bellhousing for automatic; or two 1/2 inch bolts from lower portion of the block plate to bellhousing on straight shift cars. Also, at this point, remove the 5/8 inch bolts visible from the bottom of the car that attach the engine to the bellhousing.

Place a screw jack beneath the transmission at its leading edge. Place a piece of wood on the top of the jack pad making sure not to crush the pan on an automatic transmission. Do not put any pressure on the jack but firm it up to the bottom of the transmission when the engine is removed.

On straight shift cars, most of the time it is easier to remove the transmission either with the engine as an assembly or remove the transmission from car before removing engine. This will make it much easier when installing the engine.

If the car is an automatic, four torque converter nuts must be removed. These will be located on the front side of the flywheel and will be visible when the inspection plate mentioned earlier is removed. It is a lot easier to have someone help you at this point. It will be necessary to manually turn the engine crankshaft 90 degrees for the removal of each nut on the convertor. Do this by having placed a 15/16 inch socket and pull handle on the front part of the crankshaft where the harmonic



Engine stand attaching head bolted to engine.

balancer is attached. Turn engine clockwise looking at it from the front of the car.

Remove the motor mount bolts or nuts (depending on the year of your car) from the frame mounts. There will be one on each mount. Unplug the three prong alternator lead from the right hand side of the engine compartment.

Now, moving to the top side of the engine, at the rear, remove the remainder of the bellhousing bolts. If the engine has a straight shift transmission remove the spring from the clutch linkage and the two 9/16 bolts that secure the frame mounted pivot to the engine-to-frame equalizer shaft. Push the mount towards the outside of the car. This will allow the equalizer shaft to be pulled away from fuel pump. This is the rubber hose that goes to the body. Plug the rubber hose to stop flow of gas.

If the car is equipped with power steering, remove both lines and allow oil to drain in pan. If car has air conditioning, slowly and carefully bleed off pressure by slightly loosening one of

the hoses to the compressor. Maintain extreme caution in doing this. After system is bled, remove both hoses at compressor fittings.

Take a section of chain and drape it diagonally from the front of the left head to the rear of the right head. There should be at least two holes in the end of each head. Use the correct size bolt and bolt through the links in the chain into the head. Always use a flat washer on each bolt. Leave about six inches of slack in the chain. If the car is equipped with air conditioning, it may be necessary to remove the air conditioner mounting bracket to gain access to holes. This chain must be strong enough to support 500 lbs. If you do not have access to a chain hoist, a professional hoist can be rented from any reputable tool rental company. Do NOT use a "Come-A-Long"!

Attach the hook on the hoist to the center of the chain. Raise the engine about 2 inches off of its mounts. Check the screw jack under the transmission. It may be necessary to raise it at this point. With a large screwdriver, pry the bellhousing away from the block and

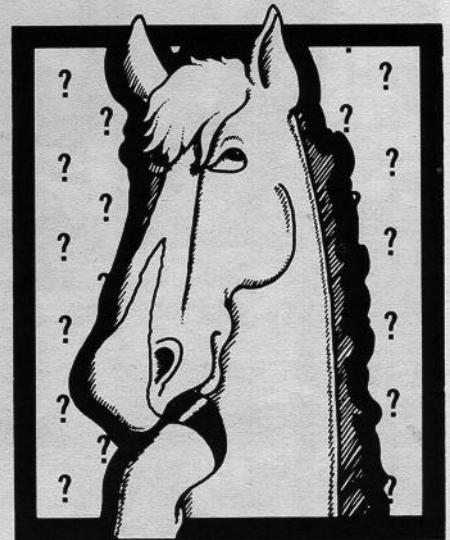
block plate. Remember, the block plate (between bellhousing and the block) will remain on the engine. Pull the hoist slightly towards the front of the car. Check to be sure nothing is still attached to the engine that might hinder its removal. Raise the engine another two inches and check transmission clearance. Repeat these steps until the engine is free.

Place the engine on the floor, being careful not to crush the oil pan. Do not put any part of your body under the engine! After removing flywheel and block plate, bolt the engine stand head to the back of the engine. Raise the engine with the hoist and place it on the engine stand.

Now, that wasn't bad, was it? Filthy, but not bad. Now is a good time to do the engine compartment detailing.

Next month, I'll cover disassembly and cleaning of the engine. **MT**

(Lee Wilmot is a partner in Vintage Mustangs, a Mustang restoration shop which specializes in Ford small block engines. Lee is considered by many to be THE authority on the 289 Hipo. You can see one of Lee's own cars, Shelby "R" Model #5R108, in the August, 1983 Mustang Times. — Editor)



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This 1966 burgundy coupe is equipped with 289-2V, auto. Terry Ziegler, avid Mustanger, didn't let stolen wire wheel covers keep her from dressing up the pony for her wedding day. Terry has driven her '66 since 1979 and plans to keep on driving it!



This Phoenix, Arizona based '65 convertible is owned by Al Gustav, who bought it from the original owner.

HORSE SHOW



Buck and Ruth Helton of Morristown, Tennessee own this blue 1971 T-5 Grande. Equipped with 351 Cleveland, C4 auto, air, power steering and brakes, AM-FM, and Magnum 500 wheels, this pony is a real show winner — 4 firsts in 4 shows!

This '68 street driven beauty is owned by Jim Young. Since Jim only drives his all-original coupe on pretty days, that leaves out everything from November through mid-April in Anoka, Minnesota!



OLD FORT MUSTANGERS

by Dennis Begley

A handful of local OFM members had enough Christmas spirit to put their 'Stangs in the annual Santa Claus Parade, November 23, 1984. Tech Editor Biff Hitzeman's wife Donna drove their very rare '67 GTA coupe. (Biff took the pictures.) Past President Chuck Edwards took out his '69 Boss 429. And Chris Begley, wife of Ponytalk Editor Dennis Begley, bravely drove their '68 Shelby Cobra GT 350. Santa and the OFM thank these winter Mustangers for participating.

The OFM Club held their annual Christmas meeting at Yoder's Restaurant, Hicksville, OH. Over 44 people attended. Great turnout for great food and fellowship.

Past President Chuck Edwards thanked the Club for all the help in making '84 a successful year for the OFM Club. Chuck then introduced the new officers for '85, who were elected at the last meeting.

OFM CLUB '85 OFFICERS:

President Bill Pogue
Auburn, IN
Vice-President Jim Champion
Montpelier, OH
Secretary/Treasurer Donna Hitzeman
Hicksville, OH
Newsletter Dennis Begley
Hicksville, OH

BOARD MEMBERS:

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SOUTHERN ILLINOIS MUSTANG ASSOCIATION

by Ken Strange

We are pleased to announce that the 8th Annual S.I.M.A. Mustang Round-Up Car Show and Vendor meet will be held at Robert's Ford, Alton Illinois on Saturday, July 20, 1985. (Rain date July 21st.)

This is the largest MCA sanctioned REGIONAL Event in the Midwest. Entry fee is \$8.00; Vendor space is \$15.00. Vendors from around the country attend this show. Concours judging begins at 10:00 a.m. Classes include all stock Mustangs we well as Shelybs, Modifieds, and Street Driven '64½ to '73 Mustangs. Over 50 trophies will be awarded at 4:30 p.m. S.I.M.A. member cars are not eligible for trophies.

For our out-of-town guests, there is a brand new Holiday Inn and a Ramada Inn less than a mile from the show site. Nice restaurants are within walking distance. Transportation to and from the hotels can be arranged.

We sure would like to extend our friendly Midwest hospitality to all those fine owners and their beautiful cars from the South, North, East, and West. **DON'T MISS THIS REGIONAL SHOW!**

For further information, call Harry Kulp (618) 372-8488 or Ken Stange (618) 277-6990.

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MISSISSIPPI COAST MUSTANG CLUB

by Jack Wilbanks

The Mississippi Coast Mustang Club is on the move again. At our December meeting we elected officers and the Board of Directors for 1985. We chose president, Bill Sowell; vice president, Ron Parmley; secretary, Sharon Culveyhouse; treasurer, Larry Smith; regional director, Jack Wilbanks. Our board of directors are Bill and Billie Sowell, Ron Parmley, Sharon and Jim Culveyhouse, Larry Smith, Ben Powell, Duane and Betty Blake, Vic and George McGee, Dan Taylor, Chuck Uren, Mike Fitzpatrick, and Jack Wilbanks. We have added several new members to our club and their membership to the MCA will be following very shortly.

1985 will be a very busy year for the club. Our schedule reads like this for the next six months, 'til our second Southern Nationals. January 19 we have an all car display from 9 to 5 at the Singing River Mall. Last year we got 5 new members that day. This also will be the first time our raffle car will be on display and also the first day of ticket sales. Our raffle car this year is a 1964½ convertible, candyapple red, white interior, white top, 289 cubic in., 4V, 4-speed with air and console with deluxe spinners. The raffle tickets are \$2 each or 3 for \$5, 7 for \$10. The donation will go to the Firemen's Memorial Burn Center in Greenville, MS.

January 27 we will again sell tickets at Singing River Mall. We have dates at the mall every other week from now 'til July. Also, the local Ford dealers will display the car for a week in their show rooms and sell tickets for us. We have several groups that will help us this year for this very worthwhile cause, the VFW, the DAV, the volunteer firemen and also the local fire chiefs in the four counties have given their support. This will be the most successful raffle we have had.

February 24, a Sunday at the Gulfport International Dragway. Ford Mustangs versus all cars, benefit drags and cars display. We have made arrangements with the drag strip for the day. The four Ford and two Chevy dealerships are sponsoring this day. All clubs are welcome and any individual that would like to participate. I have an open challenge to any club president. My '84 GT350 and their vets or camaros. We will have the ET runs with lights just like any other raceday. All proceeds will go for the pay off on the 64½ raffle car. We have some very fast Mustangs in our group and we will win!

March is going to be very busy for us also. The 29, 30, and 31st we will be at Pensacola for their national show. Early that month we are planning classes for judging.

April through July will be spent planning for our second southern nationals on July 26, 27, and 28th. We have the fliers at the print shop now. This is the schedule for our show: Friday, July 26, 12 noon 'til 7:00 p.m. car entry and tech inspections, 7:30 'til whatever, hospitality party at Convention Center with bar-b-que chicken or hamburgers. Saturday, July 27, 7:00 a.m. 'til 10:00 a.m. car entry and tech inspection; 12 noon 'til 6:00 p.m. judging using MCA rules. The Convention Center will be opened to the public all day Saturday from 8:00 'til 8:00. At 5:00 p.m. we will have the drawing for the raffle car. Then at 8:00 p.m. we will present

awards at the convention center. We are not going to have a banquet this year, mainly due to the fact that we cannot find a facility large enough for the 300 to 400 people. Also door prizes and something extra, a slide or video show of the winners and their cars.

The entry fee this year will be \$20 per car, pony corral fee is \$10 per car. There will be 10 vendor spaces only inside the convention center, 10 feet deep and 20 feet long. The fee is \$100, on a first come basis. There will also be vendor spaces outside for \$25. On Sunday, July 28 departures from 8:00 'til 11:00 a.m. All cars must be out by 12 noon.

As you know a show like this is very costly. At a price of \$3,500 a day for rent plus trophies, we will have an expense of \$8500 for 2 days. But with the sale of the raffle car tickets and other activities, we will have a great show. These are our plans as of now.

There has been a lot of discussion about changing the MCA and allowing 74 through 85 Mustangs into our clubs and shows. We belong to a vintage Mustang club. I own a 1984 anniversary special GT350. I like it, like driving it, and like to show it off, but I have owned several '65, '66 and '67 Mustangs. These new cars are great but our club was formed for the classic models. At our last regional show, we had a special interest class for the '74 through '84 cars and only 4 entered. We have several members in our club that have newer Mustangs, but we all feel that we would like you to keep the club the same way it was formed. At our last meeting, January, 13, we took a vote and we agreed 28 to 0!

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MUSTANG & FORD



(script painted for display purposes only)

GROUP 24F

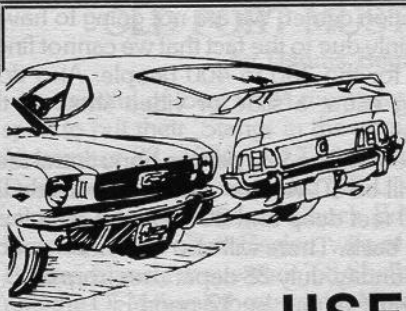
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FIRST PIEDMONT REGIONAL GROUP

by Eddie Harbour

We had our first meeting of 1985 January 13th with 14 members present. Our new President Carson Anglin called the meeting to order and after hearing reports from the officers we discussed ways to make 1985 a better year for the club.

We hope to help the Patrick County Heart Fund raise money at our next show to be held at J.E.B. Ford in June. Area members of the Heart Fund will be helping the club at the show and proceeds will go to the Heart Fund.

.....

All Regional Groups: With your next Regional Group News please include a good original copy (not a xerox) of your club logo for use in future Mustang Times. — Editor

.....

GULF COAST REGIONAL MCA

by Vivian McClain

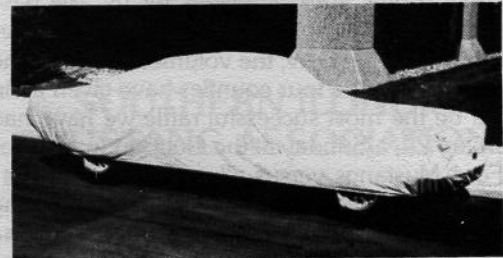
Everything is ready for the first "National" show of the 1985 season. Registrations are rolling in and, from all indications, this might be the biggest national show in the history of MCA. We hope so because we are planning in that direction and all the facilities are available (3 motels, 7 restaurants, 7 movies and 50 mall shops on the show site).

Our only limitation is the awards banquet, which is restricted to 234 seats. If you are planning on attending this event, get your reservations in as soon as possible.

Normally, Pensacola in March is warm and sunny so take the blankets off your pony and come on down and enjoy! Our city is known as the "City of Five Flags", having been governed by Spain, France, England, the Confederacy and U.S. administrations. Combine our historical sites with the naval aviation museum, our beautiful beaches, and we have something for everyone. Hope you can plan a few extra days to take it all in.

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TARHEEL MUSTANG CLUB Murfreesboro, North Carolina

by Don Phillips

The history of Tarheel Mustang Club originally started as my interest grew in my 1966 Mustang Convertible while buying parts, etc. from Carolina Mustang in Raleigh, North Carolina. Ray Whitley, National Director of the Eastern North Carolina Regional Group, encouraged me to consider forming a regional group in my area. I am also a member of the group aforementioned. With the encouragement and help from Ray and all the other members, we decided to give it a go. At this point we met with interested Mustang owners in our area and found the interest was great enough to start our own group. We became acquainted with these people at a special interest car club of which we are members.

As you can see from the pictures we have some very nice Mustangs in our area. Each of them are show winners.

We are in the process of recruiting new members at this time and looking forward to spring and summer so we can really get out and show them.

We had seven members present for our first formal meeting held on January 17, 1985 and we elected officers as follows:

President, Sonny Vick — owns five Mustangs, 1964½



The Phillips family of Murfreesboro own this 1965 coupe and 1966 convertible.



Conway, North Carolina is home to this low mileage original 1968 Shelby GT500KR. Thomas Pope is the proud owner.



Founding members of the Tarheel Mustang Club: (l to r) Don Phillips, Sonny Vick, Thomas Pope, Paula Phillips, John C. Pope, Woodie Johnson, and Barry Phillips.



This black 1964½ convertible belongs to Sonny Vick of Franklin, Virginia.

through 1967 — interested in Mustangs for a number of years and a great asset and leader in forming this club.

Vice president, Thomas Pope — 1968 Shelby GT500KR — has always owned a Mustang.

Secretary & Treasurer, Paula Phillips — Mustang mother and wife — car parts cleaner and overall cheerleader for the family and the club.

National director, Don Phillips — owns 2 Mustangs — 1965 and 1966 Mustang. Enthused about new club and wants it to be a success.

Other founding members include: Barry Phillips — co-owns 1966 Mustang convertible with his father Don. John C. Pope — owns 1 California Special Mustang with great willingness to help with the club. Woodie Johnson — owns 1 1966 Mustang coupe — has worked with me from the beginning and is very enthused about the club.

I would like to especially thank Horace Wood for his time and help in organizing our group. Also at this time I would like to say a special thanks to Ray Whitley and the entire Eastern Regional Group in Raleigh, North Carolina for all of their time and efforts in helping us.

MT

STOLEN

1970 Mustang Notchback, medium metallic blue, blue/black plaid roof. Cruise-o-matic, PS, PB, AC, AM/FM Deluxe radio, two-tone high back buckets, all factory. New York tag DTM 425, VIN DF01F191379. Two sizable rewards offered for information leading to recovery, confidential. David or Trudy Kent (516) 766-3871 days (516) 798-6223 nights.

CARS FOR SALE

1964½ Mustang coupe, 289 D engine, 4V, auto, AC, black, white vinyl top, luggage rack, wire wheel covers, new tires, perfect Palmino interior. 91,000 miles, no rust, 2nd place MCA Nationals. \$4,500. Robert Lance (704) 684-3891.

1964½ Mustang convertible, 289-4V, 4-speed, forest green, white interior, white power top, beautifully restored, runs like new. \$8,800. Norm Silverman (614) 451-5899.

1965 Mustang convertible, 289-2V, auto. Hunter Green, white top, mint green interior. Rust free, excellent condition. \$5,500. Gerald Collins (404) 288-7090.

1965 Mustang GT Fastback. Black with pony interior. Auto, power steering, power brakes, factory air, Rallypac, console. Restored 3 years. \$7,500. Homer Davis, P.O. Box 12251, Charleston, SC 29412 (803) 795-6472.

1966 Mustang convertible, 289-2V, 4-speed. White, red interior, new interior, top, tires, very little rust, excellent condition. \$6,800. Hugh Turner (912) 937-2111.

1966 Mustang GT Fastback, 289, 4-speed, signal flare red, black interior, styled steel wheels, dual red line tires, ground up restoration. Must see. \$13,900. Jay Shultz (317) 873-2821.

1966 Mustang convertible, 6 cyl., auto, console, spinners, new top and tires. Driven daily, stored winters. \$3,000. Anthony Lambert (601) 427-9028.

1966 Mustang convertible, 289, PS, PB, auto. New tires, shocks, muffler. Beige, black top and interior, restored by Mostly Mustangs. \$9,900. Lee Holman, 425 Walnut Drive, Lakeport, CA 95453. (707) 263-1345.

1966 Mustang convertible, 6 cyl., auto, red, white pony interior, new top, exhaust. \$4,900. (704) 877-3737.

1966 Shelby body only, NO TITLE. Robert Lance. (704) 684-3891.

1966 Mustang GT coupe, 289, 3-speed, signal flare red, blue center wires, body excellent, interior good. C. R. Pitzer. (304) 863-8682.

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1967 Mustang Fastback, 289-4V, auto. Power steering, factory AC, style steel wheels. Black on black. Rust free and straight. \$5,500. Gerald R. Collins. (404) 288-7090.

1967 Mustang luxury coupe, 289, auto, white, black vinyl top. AC, PS, clock, over/under console, Decor Groups. Original, running. \$1,100. Brian Hinrichs. (815) 432-3620.

1967 Mustang coupe, 200-6, auto, red, sheet metal damage, restorable, running. \$750. Brian Hinrichs. (815) 432-3620.

1967 Mustang convertible, 289-2V, auto, PS, red, Decor Group. Power top, console, styled steel wheels, needs body repair. \$1,800. Al Hendrick (608) 375-2243.

1969 Mustang Mach I, 351W-2V, auto, PS, PB, red, red interior. Body excellent, interior and mechanical fine. \$6,000. Jim Warner, P.O. Box 12, Green Camp, OH 43322.

1969 Mustang Mach I, 428CJ auto. Acapulco blue, gold stripes, MCA Senior Division car. Featured in *Fabulous Mustangs*, *Car Review*, and *Mustang Quarterly*. Bob Kasprzak. (219) 291-8953.

1970 BOSS 302, yellow, shaker hood, 53,000 miles. Car, cover, 12 trophies, some extra parts. \$14,000. Lewis Stevens. (205) 347-4876.

1970 BOSS 302, spoilers, louvers, shaker, console, PS, correct AM/FM stereo, black interior, dash tach, more. 100% stock, mechanically perfect. \$12,000. BOSS, 7144 Norma, Ft. Worth, TX 76112.

1970 BOSS 429, KK429NASCAR2156, 4-speed Hurst, Drag Pack, competition suspension, never raced. 6,656 miles. \$15,000. Don McAlexander. (404) 549-1345.

1971 BOSS 351. Good condition, all original, 2 extra doors. \$5,200. Desty Lorino. (414) 332-5937.

1972 Mustang Mach I, 351-2V, 3-speed, red. 95,000 one owner miles, all original. \$3,500. Bill Koivu, after 6. (404) 987-9529.

1973 Mustang coupe, 302, 2V, auto, AC, PS, blue. Factory aluminum wheels, won 1st Grand National MCA. \$2,500. Sam Bright. (404) 455-9427.

CARS WANTED

1965-66 Mustang convertible, rust free original, 289-4V or Hipo. Will consider restored or partially restored. (704) 877-3737.

1965-66 Mustang GT-K convertible, red, black or white. Must be correct and authentic. Finders fee paid. Ed Jasinski, 120 W. 41st St., San Mateo, CA 94403.

1967 Mustang convertible, Playboy Pink, any condition considered. Paul Svensson. (612) 559-0900.

1967 Mustang convertible, 289, auto, PS, PB, AC. Restored or unrestored. Joe Walden, 2937 Savannah Hwy., Charleston, SC 29407.

1970 Mustang convertible, PS, no rust, red or white deluxe interior. Guy Nowland. (512) 358-9224.

PARTS FOR SALE

Parting out 1968 GT coupe. Good parts, reasonable. Kenny King. (615) 947-0440.

4-speed with Hurst shifter, 1965 straight shift console, 1965-66 spinner hub caps, 1965-66 rechromed bumpers, 1965-66-67 doors, 1965 body, 1967 body. Marty Aalto. (404) 882-7951.

1971-73 power window set-up, complete, \$200. In-dash tach with under dash wiring, \$100. Black console with clock, \$75. Plain hood, \$50. Black mini console, \$15. Ed Slivka. (201) 694-7307.

NOS C5ZZ-18813A antenna in box, \$40. C5ZZ-6520910A door edge guards, \$40. C80Z18813A antenna kit, 1969-up, \$30. C5ZZ-7213J transmission selector handle, no buttons, \$30. C5ZZ-6543505C trunk lock cylinder, \$10. Larry Sorenson, 19 Lisa Lane, Methuen, MA 01844.

1965-73 consoles, grilles, dash pads, visors, pony interiors, Rally Pacs, 1969 shaker hood ring, clocks, small NOS parts. Tachs and clocks repaired. Joe. (914) 628-4866.

1964½-73 NOS. 1967 fastback rear left quarter. 1971-73 rust free rear clips. Dagenham 4-speed. 170 6 cyl. 3-speed. Daniel Fenske. (507) 635-5823.

289 Hipo engine complete, rebuilt. \$2,000. Robert Lance. (704) 684-3891.

BOSS 429 export brace. Bud Moore BOSS 351 ram torque box intake, \$200. 1971-73 black dash, \$75. Fold-down, \$90. Mini-console, \$20. Tach/speedo, \$40. 3-gauge cluster, \$20. Doug Sulko. (312) 448-2062.

1969 Mustang parts. Mach I drivers door panel, \$40. Tail lights, pair, \$20. Right front headlamp assembly, \$15. Coupe quarter end caps, \$10. Woodgrain instrument panel, \$30. Mach I clock, \$15. Joe Kybartos. (312) 960-2973.

PARTS WANTED

Console for 3-speed with air, 2 doors for pony interior, 5-1965 styled steel wheels, reasonable. John Hall (618) 548-1400.

1965 console, 4-speed, deluxe interior, excellent condition. Brake proportioning valve and lines. GT light bars, lights, and corral for 1965. Jack, and T-handle for shifter. John Murphy. (217) 625-7183.

Front and rear spoilers, louvers for 1973 Mach I. Bill Koivu. (404) 987-9529.

MISCELLANEOUS

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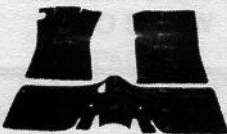
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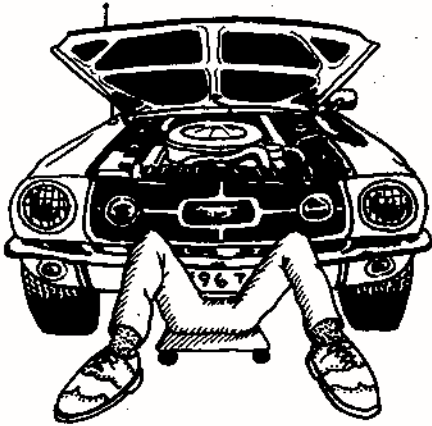
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ASK FRED GLAZIER



Dear Fred,

I own a 1968 Mustang GT hardtop with a 302. At times when I turn off the key, the engine will keep running. I have to remove both of the small wires from the starter solenoid for the engine to stop. If I hook the wires back up the engine would start cranking.

I smacked the top of the solenoid with a wrench, and the problem stopped, so I replaced the solenoid. Could anything else cause this problem?

Mike Grentus
32 Clifford Drive
Towaco, New Jersey 07082

Dear Mike,

The only other cause for this problem that I can think of would be a short in the ignition switch or the wiring from the switch to the solenoid. Most likely the cause is a faulty solenoid.

Fred

Dear Fred,

I have a 1964½ convertible, manufactured 6-6-64. I have a NOS plaid rubber mat in the luggage compartment. I have been told that it should be a speckled mat. Which is correct?

I would appreciate an answer in the *Mustang Times*.

Harry Renker
4216 Medina Way
Sebring, Florida 33870

Dear Harry,

The Ford parts books list the speckled Burtex mat prior to 8-17-64.

Fred

Dear Fred,

I own a 1972 Mach I Mustang (Vehicle I.D. 2F05R 218904) which I have recently restored to almost original condition.

I have an inquiry concerning the engine in my Mustang. It is a 351HO. Although this is a stock Ford engine, many Ford "experts" have never heard of it and even go so far as to deny its existence. They claim that it is either a 351C or a Boss 351. But of course it is neither. It is a 351HO. Could you please tell me how many Mach I's were produced with this engine? Also, since I'm going to have to rebuild the engine someday (it still runs great), where can I get the parts that are specific to this engine (camshaft, lifters, pistons, etc...).

Ivars Lacis
1530 Klamath River Drive
Rancho Cordova, CA 95670

Dear Ivars,

The 351 HO 4-V solid lifter engine is described in Ford literature as like the Boss 351 but low compression. Most parts would be available through Ford and those that aren't could be obtained through a speed shop.

Fred

Dear Fred,

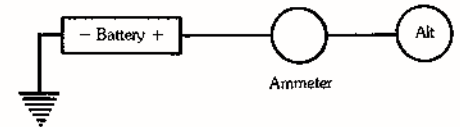
I have a 1967 Mustang, and it seems to be impossible to get the ammeter needle to work. I installed a new meter and what is called a constant resistance unit, but still no results.

How can I get this gauge to work?

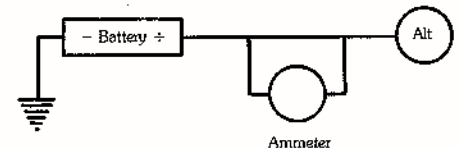
James Daniels
2040 Leona Street
Longview, Texas 75601

Dear James,

In a conventional ammeter circuit, the ammeter is designed to carry the full load of the cars electrical system and is wired in series with battery. If the ammeter were to be disconnected the whole electrical system will go dead.



In the Mustang the ammeter is wired in parallel to the wiring connecting the battery to the alternator.



The current to and from the battery will tend to follow the course of least resistance. If the shunt circuit to the ammeter has any excess resistance caused by corroded connections or faulty wiring, the ammeter will not register.

I would check all the electrical connections in the ammeter circuits, especially the connection at the solenoid and on the instrument cluster.

Fred

Technical questions should be addressed to:

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

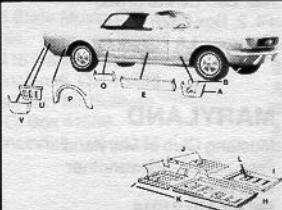
Fred Glazier of Glazier's Mustang Barn will answer your question in an upcoming issue of the *Mustang Times*.

Glazier's Mustang Barn

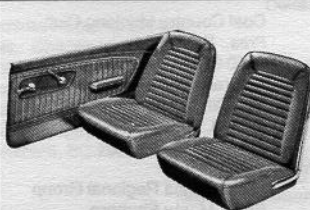


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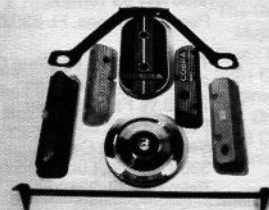
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Nat. Dir.: Bob Dobrinick
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Pres.: Felix Tate
2150 Grand Avenue
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Nat. Dir.: Nelson Fowler
RR #3, Box 165
Eldorado, IL 62930

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120 Smith Avenue
Flora, IL 62839
Nat. Dir.: Same as above

Southern Illinois Mustang
Association
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214 Chelsea Lane
Brighton, IL 62012
Nat. Dir.: O. Schwallenstecker
Box 494
Bunker Hill, IL 62014

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Columbus, IN 47202-2065
Nat. Dir.: Same as above

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Hicksville, OH 43526
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Rt. 1, Buckskin Road
Hicksville, OH 43526

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Nat. Dir.: Same as above

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South Bend, IN 46614
Nat. Dir.: Same as above

Mustang Owners Club of
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Pres.: Gary Pietraniec
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Redford, MI 48239
Nat. Dir.: Don Gillespie
33070 Rosslyn
Garden City, MI 48135

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421 Azalea Court
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North Jersey Mustang Club, Inc.
Pres.: Ben Ballone
Nat. Dir.: John K. Griffith, Jr.
P.O. Box 212
Northvale, NJ 07647

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

NEW MEXICO

Rio Grande Mustang Club
Pres.: Gary Spear
Nat. Dir.: Tom Anderson
5301 Jessie Drive NE
Albuquerque, NM 87111

NEW YORK

Mustang of Buffalo

Adirondack Shelby-Mustang
Regional Club, Inc.
Pres.: Steven P. Lyke
P.O. Box 107
Burnt Hills, NY 12027
Nat. Dir.: Robert Contompasis
2210 Central Avenue
Schenectady, NY 12304

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

Mohawk Valley Mustang Club
Pres.: Thomas Rathbun
P.O. Box 21
Little Falls, NY 13365
Nat. Dir.: Robert Miller
325 Tiden Avenue
Utica, NY 13501

REGIONAL GROUPS

NORTH CAROLINA

Carolina Regional Mustang Club
Pres.: Jim Sachak
2517 O'Hara Drive
Charlotte, NC 28210
Nat. Dir.: Perry Rivers
Route 1, Box 421 L17
Harrisburg, NC 28075

Eastern North Carolina
Regional Group
Pres.: Randy Daniels
801 Madison Avenue
Cary, NC 27511
Nat. Dir.: Ray Whitley
813 Pamlico Drive
Cary, NC 27511

First Piedmont Regional Group
Pres.: Jesse Williams
Route 4, Box 50A
Stuart, VA 24171

The Gate City Triad Mustang Club
Pres.: Bobby Smith
401 Cooke Drive
Elon College, NC 27244
Nat. Dir.: Bob Summers
P.O. Box 378
216 Circle Drive
Gibsonville, NC 27249

Sandhills Regional Group
Pres.: Howard Craig
422 N. Wright Street
Raeford, NC 28376
Nat. Dir.: Billy Craig
411 N. Wright Street
Raeford, NC 28376

OKLAHOMA

Oklahoma Mustang Club
Pres.: Curtis Greene
1417 Foxfire
Moore, OK 73160

OHIO

Hall of Fame Mustangers
Nat. Dir.: John Hembree
2404 Clarendon Avenue, NW
Canton, OH 44708

Northeastern Ohio Regional Group
Pres.: Joe Blazek
5713 Allyn Road
Hiram, OH 44234
Nat. Dir.: Jim Watson
2800 Chestnut Boulevard
Cuyahoga Falls, OH 44223

Northwest Ohio Regional Group
Pres.: Hugh B. Black
P.O. Box 86
Bucyrus, OH 44820
Nat. Dir.: Larry Graser
786 Sandalwood Road, W.
Perrysburg, OH 43551

Tri State Mustang
Pres.: Terrence Rotert
3415 Oakmeadow Lane
Cincinnati, OH 45239
Nat. Dir.: Bill Sullivan
P.O. Box 41538
Cincinnati, OH 45241

PENNSYLVANIA

First Pennsylvania Mustang Club
Pres.: Dale Bowes
810 Fitch Road
Hatboro, PA 19040
Nat. Dir.: Fred Glazier, Jr.
531 Wambold Road
Souderton, PA 18964

Centre Region Mustang Club
Pres.: Michael Beaver
1227 Mifflin Street
Huntingdon, PA 16652
Nat. Dir.: Tony Branda
1434 E. Pleasant Valley Boulevard
Altoona, PA 16602

Flood City Mustang Club
Pres.: Daryl G. Wagner
1305 Newbaker Drive
Johnstown, PA 15904
Nat. Dir.: Same as above

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.: Gene Hagerly
4196 Timerlane Drive
Allison Park, PA 15101
Nat. Dir.: Mike Flanders
RD 3, Circle Drive
Export, PA 15632

Valley Forge Mustang Club
Pres.: Natalie B. Gomey
322 Colonial Drive
Exton, PA 19341
Nat. Dir.: P. J. Vassallo
1117 Darby Paoli Rd.
Berwyn, PA 19312

SOUTH CAROLINA

Central South Carolina
Regional Group
Pres.: Craig Zion
P.O. Box 2614
Columbia, SC 29202
Nat. Dir.: Same as above

Foothills Regional Group
Pres.: Charles Hampton
822 Sharonwood Drive
Anderson, SC 29621
Nat. Dir.: Jim Payne
Anderson Street
Piedmont, SC 29673

TENNESSEE

Golden Circle Mustang Club
Pres.: G. W. McNutt
536 Hopper Barker Road
Jackson, TN 38305
Nat. Dir.: Duck Williams
Rt. 1, Box 336
Ripley, TN 38063

First Tennessee Regional Group
Pres.: Ernest Stout
3720 Hughes Drive
Kingsport, TN 37660
Nat. Dir.: Bill Henderson
Kenner Addition
Rogersville, TN 37857

Lakeway Mustang Club
Pres.: David Huffaker
Route 1
Kodak, TN 37764
Nat. Dir.: Charles Cross
City 5
Morristown, TN 37814

Music City Regional Group
Pres.: C. M. Gately
200 Green Harbor Road
Old Hickory, TN 37138
Nat. Dir.: Bob Overbey
113 In-A-Vale Drive
Brentwood, TN 37027

Mustangs of Memphis
Pres.: Ed Xiques
Nat. Dir.: Charles Young
4988 Chuck
Memphis, TN 38118

Scenic City Mustang Club
Pres.: Jim Johnson
6219 Laguana Drive
Chattanooga, TN 37416
Nat. Dir.: Same as above

Volunteer Regional Group
Pres.: Bob Murphy
7724 Windsong Road
Powell, TN 37849
Nat. Dir.: Doug Owen
1612 Foxboro Drive
Knoxville, TN 37921

TEXAS

North Texas Mustang Club
Nat. Dir.: Ron Clements
4313 Pleasant Run Rd. #155
Irving, TX 75062
Nat. Dir.: Mike Walla
15930 Windy Meadow Drive
Dallas, TX 75248

Texas Panhandle Mustang Club
Pres.: Mike Lewis
Route 5, Box 744
Amarillo, TX 79118
Nat. Dir.: Terry Hawthorne
3820 Danbury
Amarillo, TX 79109

Texas Classic Mustangs
Pres.: Bob Fudge
109 Struss Lane
Columbus, TX 78934
Nat. Dir.: Joyce Fudge

Mustelby Mustang Club
Pres.: Richard E. Graham
P.O. Box 12294
Roanoke, VA 24024
Nat. Dir.: Howard Lee Nichols
Route 3, Box 722
Moneta, VA 24121

The Southeastern Virginia
Mustang Club
Pres.: Samuel L. Cliver
3261 Old Carolina Road
Virginia Beach, VA 23457
Nat. Dir.: Douglas J. Cawthra
1813 Colleen Court
Virginia Beach, VA 23464

Shenandoah Valley Mustang Club
Pres.: Kirby Place
1109 Hickory Street
Winchester, VA 22601

WEST VIRGINIA

Mid-Ohio Valley Mustang Club
Pres.: Russel Alton
2105 17th Ave.
Parkersburg, WV 26101
Nat. Dir.: Bob Pitzer
54 Pakhurst Plaza
Parkersburg, WV 26101

WISCONSIN

Wisconsin Early Mustangers
Pres.: Dick Doria
2511 W. Carrington Avenue
Oak Creek, WI 53154
Nat. Dir.: Dick Cole

VIRGINIA

Central Virginia Mustang Club
Pres.: William W. Wertz
13204 Farm Brook Court
Midlothian, VA 23113

Lynchburg Area Regional Group
Nat. Dir.: Douglas Cooper
Rt. 2, Box 390
Hudleston, VA 24104

Old Dominion Mustang Club
Pres.: Alvin J. Landes
Route 2
Bridgewater, VA 22812
Nat. Dir.: Robert Halterman
P.O. Box 193
Broadway, VA 22815

CANADA

Alberta Mustangs Auto Club
Pres.: Wayne Rudd
P.O. Box 504
Station J
Calgary, Alberta
Canada T2A4X7

ATTENTION REGIONAL GROUPS

The Regional Group Listing will be updated quarterly. New groups will be listed in the Editor's Column until the quarterly update.

MOVING?

Allow 6 to 8 weeks
for processing.

New Address

Name _____

Address _____

Mail to: *Mustang Times*
P.O. Box 447
Lithonia, GA 30058

Old Address

Name _____

Address _____

Membership No. _____
(Membership number from membership card.)

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MUSTANG TIMES ADVERTISING 1985 Rate Schedule

| SIZE | WIDTH x DEPTH | CAMERA-READY OR EXACT REPEAT | NON CAMERA-READY |
|-----------|---------------|---------------------------------|---------------------|
| Full page | 7½" x 10" | \$140 | \$185 |
| 2/3 page | 4⅞" x 8¾" | 115 | 150 |
| 1/2 page | 7½" x 4¾" | 85 | 110 |
| 1/3 page | 2¼" x 8¾" | 65 | 85 |
| 1/4 page | 3½" x 4¾" | 45 | 60 |
| 1/6 page | 2¼" x 4¾" | 30 | 40 |

Multiple insertion discounts:

3X - 5% 4X - 10% 6X - 15% 9X - 20% 12X - 25%

Specific position +10% Inside cover position +15%

ALL ADVERTISING MUST BE PREPAID WITH CHECK OR MONEY
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Direct all display advertising correspondence to Suzy Harrell, Mustang Times Ad
Manager, 5036 Camden Court, Lilburn, Georgia 30247.

Deadlines

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

Classified Advertising

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

