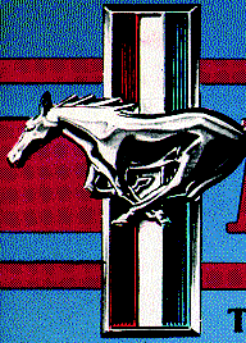


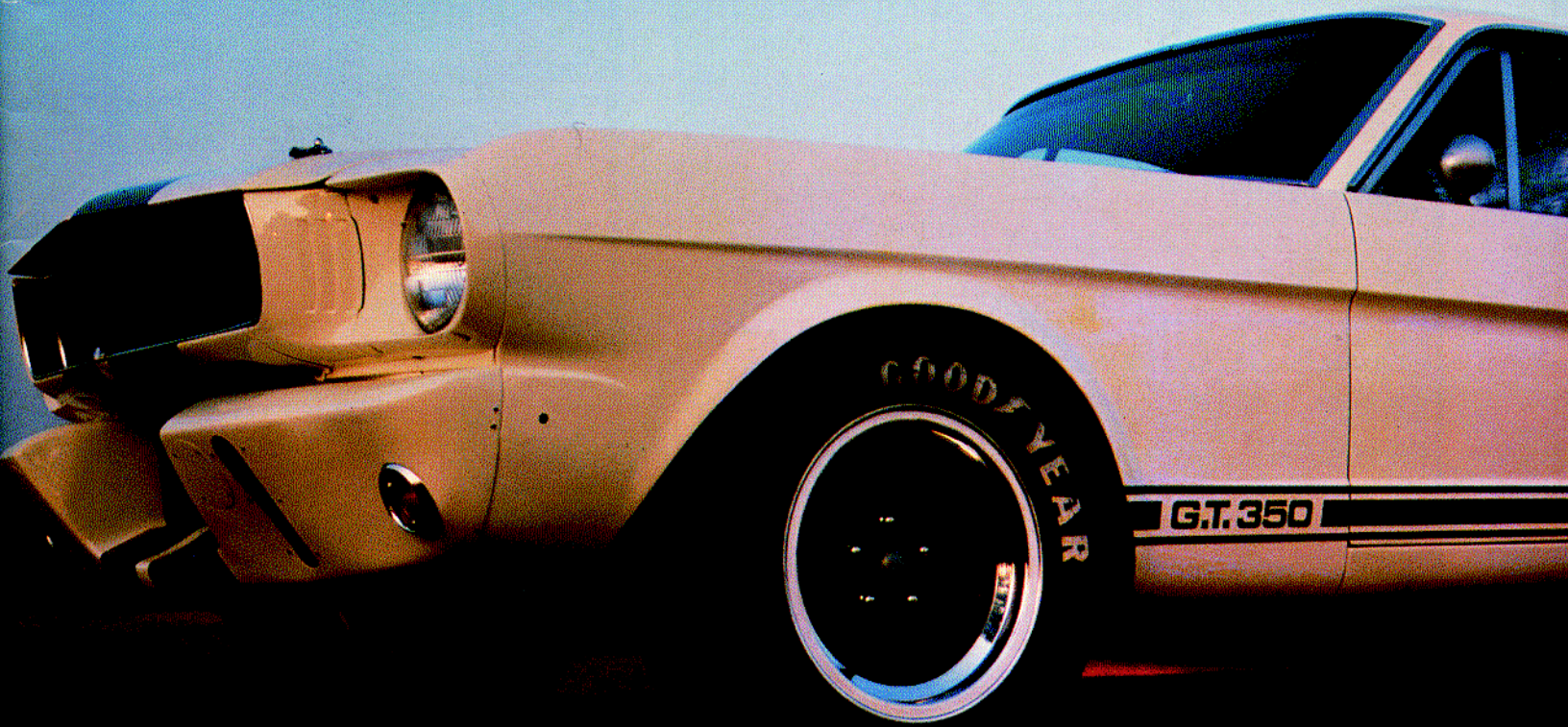
Vol. 18 No. 10



MUSTANG TIMES

The Official Publication of The Mustang Club of America

October 1994



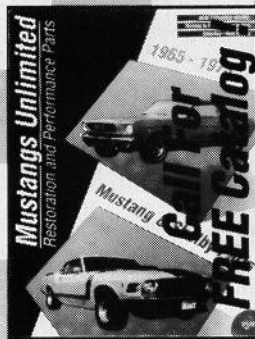
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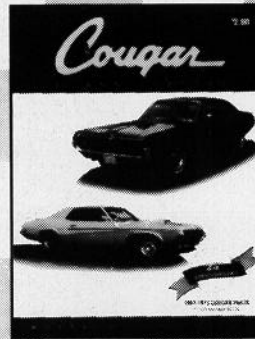
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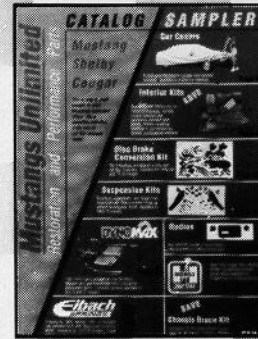
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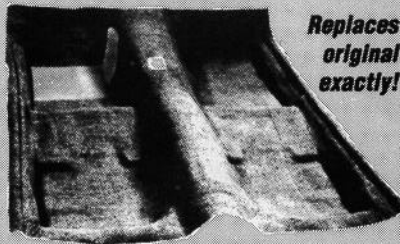


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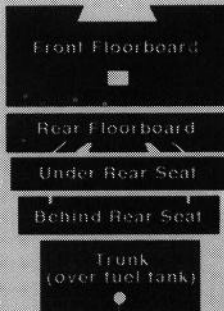


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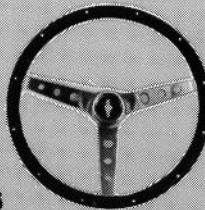
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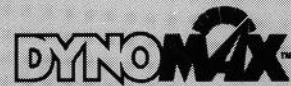
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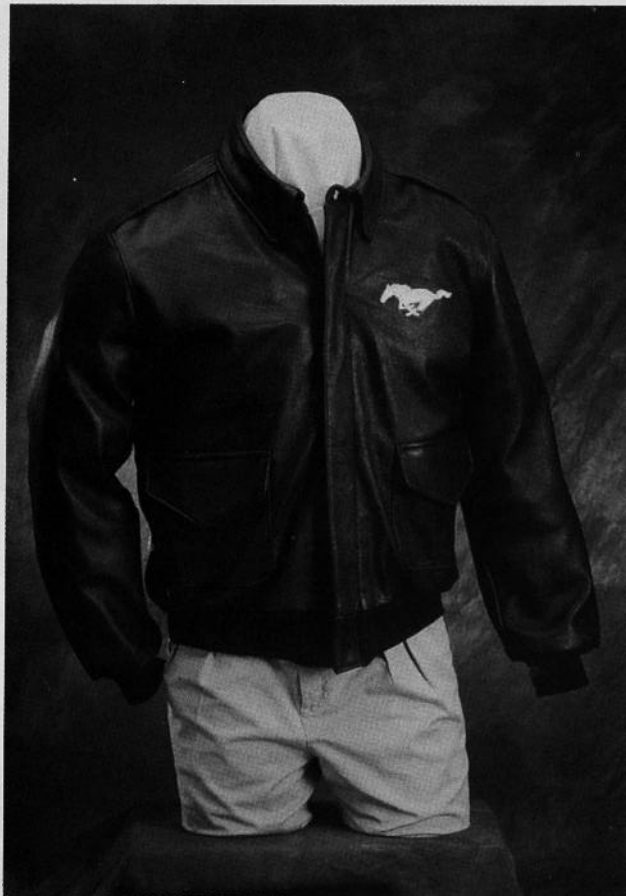
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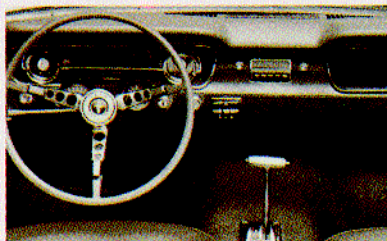
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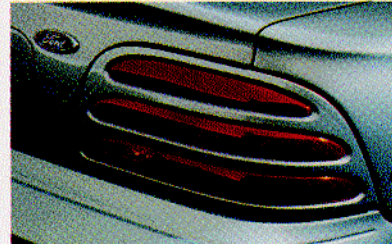
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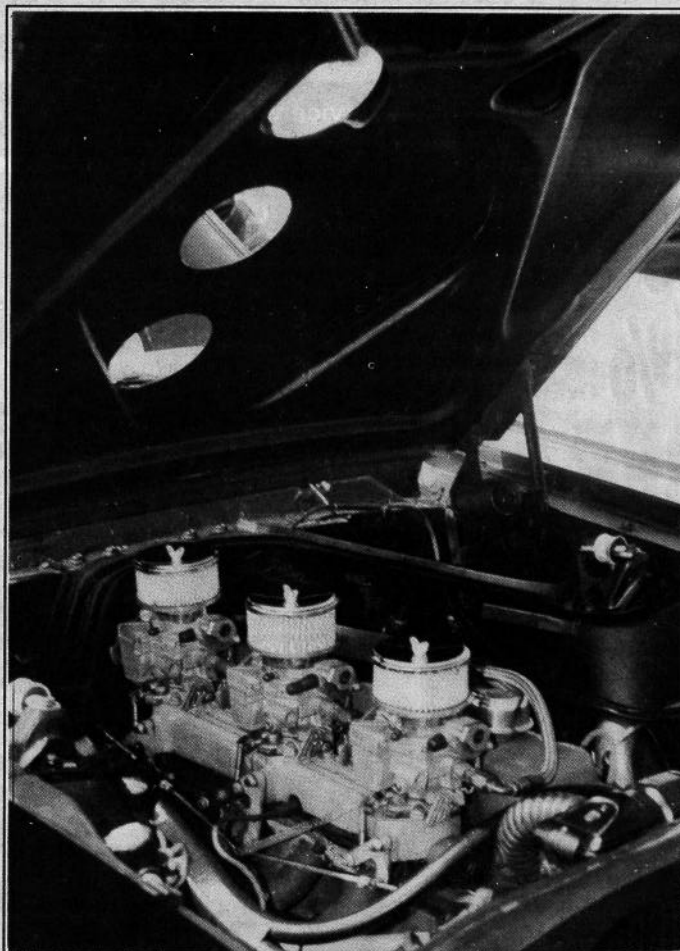


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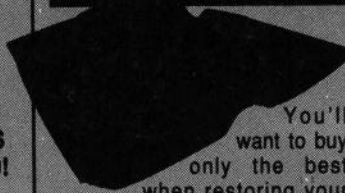
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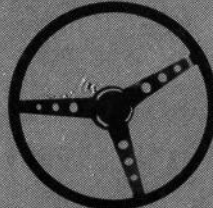
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From The Top...

by Bill Dillard, MCA National President



Some of our members are finding they can afford more than just one mint Mustang - even several, or dozens - by taking advantage of the Mustang's off-shoot market of "collectibles". The term collectibles is a broad one that includes any non-actual size Mustang. In fact, it not only includes model Mustangs, but Mustang belt buckles, t-shirts, caps, jackets, books, Christmas cards, movies, lamps, playing cards, glasses...well, you get the idea.

This is a great way to enjoy our hobby all the more, and it can be enjoyed for a reasonable investment over a period of time.

I recently saw a video Ford is giving away with every new '94 Mustang. This could be a terrific future collectible which is what got me thinking about this market to begin with.

There are also two new books on the market covering our beloved Mustangs that are definately worth putting in our own collectible inventory. One titled "The Next Generation", by Bob McClurg outlines the development of the '94 Mustang from its inception to the present. This is the kind of book that usually comes out 20 years after the fact. It is very much like reading about history *while* it happens, not two decades later.

The other book worth noting is by Tom Corcoran, the popular Mustang writer and editor. His is titled "Hoofbeats" and it is a collection of many of Tom's feature stories and encounters with Mustangs over the years. This book is great light reading and most probably a future collectible. But don't wait until then to enjoy it.

This "collectible" end of our hobby is also a great way to enjoy it with those in the family who might not be so inclined to lay under big complicated machines that smell of gasoline and oil.

The Nationals in Pensacola was one more excellent effort in the national chain of Mustang events. This show had all the trappings of the National event it was, but with the size and casual atmosphere of a giant local cruise. There were over 300 Mustangs on display and approximately 280 judged ones. The weather was Florida perfect which enhanced the affair all the more.

I know we all seem to use the Charlotte event as our high water mark when we discuss Mustang meets. But on the other hand, the last three National events (Alton, Kingsport, and now Pensacola) were just as good as Charlotte but on a smaller scale. The quality of Mustangs and general excitement of the shows are always there. And the best part is, on the right weekend you and yours can enjoy the Mustang thrill almost anywhere in the country.

So rather than taking the winter off as the traditional show season winds down, start thinking about next year's shows. In the mild western and southern states very early '95 show dates are possible. With early planning, and announcement of these events you will accomplish at least two very important objectives; first because you planned so well in advance, your show will be the best possible; and secondly, when an early season show date is officially announced early, it is sometimes the only incentive many will need to get their car finished during the winter just for the occasion. Who knows, it could be your very next event that's responsible for bringing the rarest Mustang in the world out from some hidden garage to dazzle the world.



News From **National Headquarters**

The Mustang Club of America P.O. Box 447 Lithonia, GA 30058 Established 1976

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Jim Watson	Vice President
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Ed Hunter	Sergeant at Arms
Max Craft	Sergeant at Arms
Ricky Simmons	National Head Judge
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Roger Johnson (#32767) Marietta, GA

August Board Meeting Minutes by Kitty Wilmot

The meeting was called to order by the President, Bill Dillard, on Tuesday, August 9, 1994. Roll call was made with 30 directors responding.

Minutes from the July meeting were read and approved with one correction: Bob Vickery is acting publisher, not acting editor. The July treasurer's report was read and approved.

Guests included: Randy Church & Barbara Hollingsworth, NE GA Mustang Club; Linda Garcia & Jerry Gilbert, GA Regional Mustang Club; Marilyn Newcombe, Tara Mustang Club and Chuck Smith, Heart of GA Mustang Club.

Old Business

Bob Vickery, Publishing Committee, distributed sample copies of Mustang Times printed on enamel paper. After some discussion regarding this type paper, it was decided the Publishing Committee will submit a report on this at a later date.

Cliff Watson, By-Laws Committee, distributed copies of their recommended changes to the By-Laws and requested any suggestions regarding these changes be submitted to him in writing.

Bill Dillard advised the Alton, IL show was very nice with approximately 200 cars in attendance.

The Nominating Committee advised all current Board members that intend to run again that they must submit their biographical information immediately.

It was reported that eight regional groups have not submitted their rosters. The Board members in charge of these groups advised they are having difficulty contacting the group representatives. The Board members will have another month to make this contact.

Jim Osborn, 30th Anniversary Proceeds Committee, advised they have spoken with Ford Motor Company and they appear agreeable to helping us obtain office space for an MCA office. They will report further next month.

New Business

Carolina Regional Mustang Club requested that Ricky Simmons and Randy Church attend their meeting in September. Ricky will talk with them to make arrangements.

South Carolina Coastal Mustang Club requested re-activation of their charter. A motion was made and approved accepting their request.

Bill Dillard advised that some people have received cards from Ford Motor Company inviting them to join "a special Mustang Club". Bill advised he has spoken with Ford and this is not a club but a clearinghouse for other Mustang Clubs and regional groups. They will have information on clubs, groups, shows, technical support, etc. They will also be selling Ford merchandise to groups and clubs at reduced rates.

Horace Wood presented an application from Sacramento Area Mustang Club for a regional group in Sacramento, CA. A motion was made and approved accepting their application and territory. Bob Vickery will be their Board representative. Horace also presented the territory map from Fast Fords of Lee County.

Jim Reynolds suggested the Board meeting time be changed to an earlier time in order to accommodate the out of town Board members. A motion was made and approved to change the starting time to 7:00 PM effective with the September Board meeting.

With there being no further business, the meeting was adjourned. The next meeting of the Board of Directors will be on Tuesday, October 11, 1994 at 7:00 PM at the Marriott Courtyard, Windy Hill Road, Marietta, GA.

From The Saddle

by Roger Johnson, Editor



It seems like I'm always running across people with beautiful Mustang collections. These folks have two, three, sometimes more early and late model Mustangs in their stable. The machines in question are always immaculate, and lately they've been making me rethink the harshness of a prison term in exchange for the small bank robbery I'd have to perform so I could buy my own collection. I have almost always envied the people with the means to have so many choice Mustangs, and spent the other part of the time wondering where I personally went wrong since I can't afford to play in the same league.

It finally hit me like a brick in the face a few years back at a springtime Mustang meet. After spending the day talking to all those 'lucky' collectors about their gorgeous Mustangs, they loaded them up in *trucks* and drove off looking more like cross country truck drivers than hardcore Mustangers.

I know it takes a huge financial commitment to maintain and regularly display a show car at major events around the country. So no one can question the dedication these people have to the Mustang hobby. It's just that I'm beginning to wonder who the real lucky ones are. Those who have to drive trucks to enjoy their Mustangs, or slobs like me who only own one car - a Mustang natch - yet drive it every single time they go anywhere.

In my personal case, I can't be without a daily driver. Notice I didn't say, "I don't want to be without one". My mental and physical health are at stake when I'm not driving my own Mustang, even if it's just a trip to the corner store. I could never drive around in a truck, or worse yet some rice burner during the week while a Mustang sits gathering dust in my garage instead of experience on the road.

I wasn't conceived, or born in the back seat of a car, but I

was raised in one. My dad was a traveling salesman who put 30 to 40,000 miles on his car every year. So long drives were nothing to him. As youngsters, my brother and I followed our parents from the back seat to every state in the country, except Alaska, and that one you can't drive to. When I was older and moved from my hometown in Ohio to Detroit, my mom and dad drove the 300 mile distance just for lunch then an hour later got back in the car and drove home. I've known practically all my life that the greatest joy of automobiles is getting in them and going somewhere, anywhere. When I finally got old enough to drive, I could barely force myself to stop.

As an adult, when I traveled a six state territory by car and a 300 or 400 mile a day drive was not at all uncommon, I would still drive around the towns I stayed over in at night just for relaxation's sake.

Every car of mine had a lot of miles on it when I traded. I never cared for the prospect of not driving too much so a car's resale value wouldn't be diminished. I am not at all concerned with what the *next* owner of my car thinks. My only concern is how I can get as much enjoyment, every day mind you, as possible out of my cars. I will make the modifications I like without any concern for changing the car's "originality factor". In my mind, any alterations will be "upgrades" so I know the improved performance will speak for itself.

In some ways, I have to think I'm the lucky one because I never go anywhere without my hands wrapped firmly around a Mustang steering wheel. And if you asked me, even though classic Mustangs look great on display at car shows, or sitting in your living room, there is really only one place these cars belong...and that's in *motion*.



Mane Stream...

MCA



Mustang Pace Car Gets First Hover Conversion

The enclosed photo was taken at the Great Texas Balloon Race and Mustang Round-up in Longview Texas on July 16, 1994. Our local club, Mustangs of East Texas was hosting its annual car show in conjunction with the balloon race. Over 70 Mustangs and Shelbys were on display. Buddy Jones of Buddy Jones Ford in Greenwood, Mississippi brought his "Ford" hot air balloon to add to the festivities. Over 80 hot air balloons participated in the three day race event.

The pace car in this picture is my pride and joy. I purchased the car on January 18, 1994; however, it was not delivered until May 12, 1994 and is number 353 of 1000.

A Lightning "Pace" pickup was also exhibited. It was one of 20 in the world. It is my understanding that these "Pace" trucks will be auctioned to Ford Dealers after the Brickyard 400 race at INDY. This event was held at the Gregg County Airport which has a 10,000 foot runway and is listed as an alternative site for the space shuttle to land if necessary.

Craig Chesley
MCA # 26318
Tyler, Texas

Craig - any of us would love to be in your driver's seat. By the way, we just heard some news that may have a direct impact on the value of your very car. Bob Bailey, MCA # 20384 sent us a copy of a story that ran in the Lebanon (Mo.) Daily Record about a Cobra Convertible Pace Car that caught fire on the Interstate and completely destroyed the engine. It also appeared to have suffered sheet metal damage from fire and heat. The car's engine caught fire because of some sort of malfunction according to the paper - a pretty safe statement. According to Bob, the owner of this car was promised another one to replace it. Bob poses an interesting question; Does that leave 999? - Ed.

Cool And Curious Mustang

I'm curious! In May of '93 I purchased a 1966 Mustang coupe with a 6 cylinder 200 cid engine. The car needs a lot of work and I hope to have it on the road for the summer of 1995. On the ID tag it shows a #99 for its destination and from my books, that means it was an export. The man I bought it from said his son brought the car back from Puerto Rico and it still has the Puerto Rican inspection sticker on it.

How many Mustangs were taken to Puerto Rico? And is its value more or less because its an export. The strange feature on this car is that it has an air conditioner but no heater. All the heater holes in the engine compartment are covered, and where the controls in the dash board are located there's a plate which was installed and painted to match the dash.

I realize that a heater in Puerto Rico is not necessary but an air conditioner is a must! I want to keep the Mustang as original as possible so I'm letting this go. With this strange feature does it raise, or lower, the value of the car?

I'm not planning to sell the Mustang when it's finished, but I'm curious about its non-heater option.

Tom Pelkington
MCA # 29766
Pittsburgh, PA

Tom - Your Mustang is certainly an interesting one. The fact that it has this unusual AC/no-heat option gives your car an interesting twist as far as its personal background. Obviously, the fact it spent some time on a tropical island

Mane Stream... by MCA Members

would have to have a positive ring to it in the ear of a prospective buyer. But it would be nearly impossible to say with any accuracy just how much more yours may be worth because of its island background, mon. There probably haven't been enough similar cars out there to have established any kind of resale pattern. It might all boil down to how intriguingly you can tell the prospective buyer the story of your car's history. - Ed.

Family Mustangs



My wife and I have owned at one time a new 1967 Mustang coupe and a new 1973 Mustang coupe. I bought my daughter a 1967 Mustang coupe in 1974. I bought my other daughter a 1974 Mustang II Ghia in 1980. I'm sure you can tell we like Mustangs. Although they were our second cars because they were small, we loved to drive them. Then, we were without one for 6 or 7 years. I retired about 2 years ago and decided I wanted another Mustang to have for a fun car. I found this 1983 convertible that has been run nearly everyday but kept garaged when not in use.

I don't plan on entering this car in any show to be judged, so I added a running horse on the side of the front fenders like the '84 GT350 has. I also added mud flaps with the word "Mustang" on them. The top has been down for nearly two months. Do you know how many 1983 Mustang convertibles were made?

Jim Lucas
MCA # 32010
Pottstown, PA

Jim, there were a total of 23,438 Mustang convertibles built in 1983. Of that total 1001 of them were 5.0 cars. Either way, you can't go wrong with any Mustang convertible from a fun standpoint which has always been the car's longsuit. - Ed.

Like Father, Like Son

I call this "second generation Mustang mania". It began with an inheritance gift. My husband's dad had this poppy red '65 coupe in storage for years and finally decided to pass it on to his son. My husband knew he wanted to turn it into a show car. Through the help of our local club members and a very informative Mustang Times he renewed his father's love for the car, and together they made more memories restoring the car.

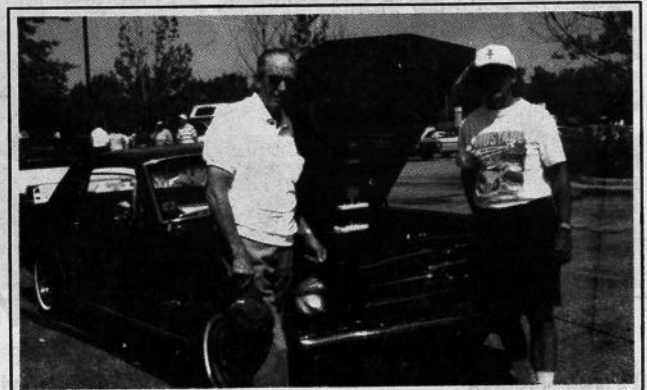
We joined the MCA and heard about Sam Haymart's Drive Across America. We planned our vacation around the Charlotte show. We joined them enroute in Little Rock.

Our first MCA judged show was Kansas City. Both father and son were on hand for our first trophy presentation.

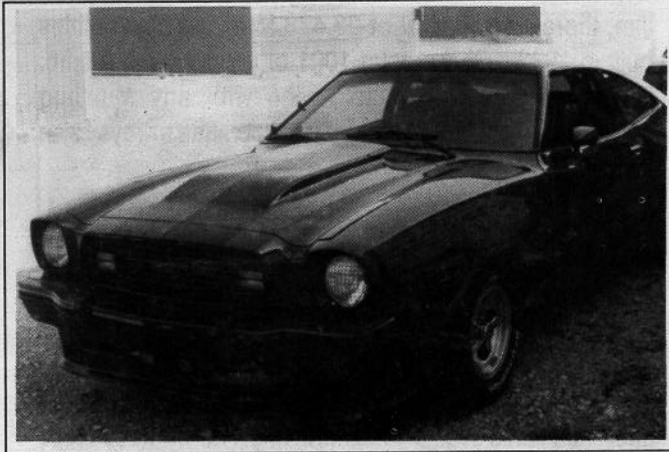
We went to the Nationals in Mustang, OK and received the first 1st place trophy in our class. We also got to see Sam Haymart again and took a reunion picture of those people that had made that ride of a lifetime.

The fever is still hot, now on to Alton, IL.

Pat and Forest Jackson
MCA # 30517
Harrison, AR

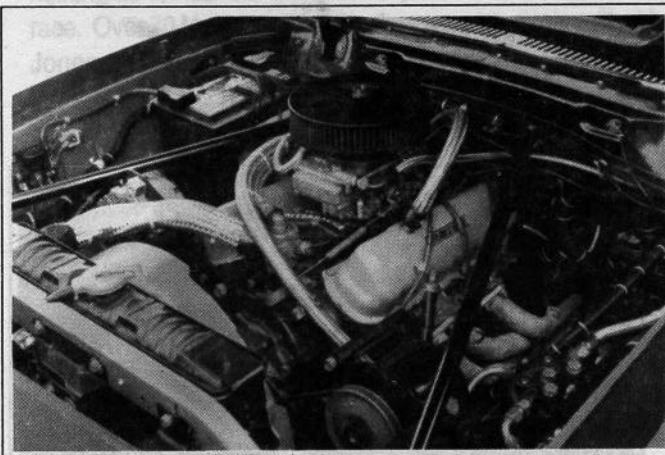


Mane Stream... by MCA Members



Mustang II, Round II

Fred Barkley, MCA # 17346, sent a quick note to us along with a classified ad for this issue. He included a few photos of one of his Mustangs, a very hot and smooth looking Mustang II. I wanted to run these photos as kind of a follow up to our Mustang II cover car from last month. It seems that a number of these cars are turning up with some very sensible performance modifications, including this one. Frankly, I think this approach really enhances these cars because so many of them are driven regularly on the streets. Plus, its impossible to deny this car's lineage from these shots. - Ed.



In Memory

On Tuesday, September 6th, one of our dear friends passed away. Pat Brown was from Hazelwood, Mo. and was a Southern Illinois Mustang Association member for 10 years. She had been battling throat cancer for a number of years. Pat had an original '72 Mustang convertible. She was its only owner. Pat had just won a third place trophy at our recent '94 Alton Stampede. She will be missed by all who knew her.

Tony Goodrich (MCA# 30414)
SIMA

Straight From The Horse's Mouth

by Tony Garcia, MCA Historian

Question: "Where was the first National Mustang Show, and when?"

Answer: The very first National Mustang Show was held on August 21-22, 1976 at Stone Mountain Park in Stone Mountain, Georgia just slightly north east of the city of Atlanta. Over 100 cars were in attendance, and the banquet sold out. The first ever "Best of Show" in a National went to James Kinney of Mount Airy, Georgia for his 1965 GT HiPo convertible.

Please send your questions to the "Historian", c/o Mustang Times headquarters.



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MCA Members Running For Election To The Board Of Directors

Randy Fleeman (#17093), Nicholson, GA. Member of NE Georgia Mustang Club since its inception. An MCA member since 1984. Is current president of the Northeast Georgia Mustang Club. Past Vice President of NE GA Mustang Club. Current MCA Board of Directors member.

Gary Fountaine (#25828), Montgomery, AL. Member Heart of Dixie Mustang Club. Past President Heart of Dixie Mustang Club. Current National Director Heart of Dixie Mustang Club.

Charles Hampton (#1230), Anderson, SC. Member of Foothills Mustang Club. President of Foothills Mustang Club 5 years. President of MCA 4 years. Current MCA Board of Directors member since 1987. Secretary and Treasurer of Foothills Mustang Club. Gold Card Judge. Liason for MCA 30th Anniversary Celebration.

John Hayden (#30063), McDonough, GA. Member of TARA Mustang Club. Current National Director of TARA Mustang club. Helped with the formation of the TARA Mustang Club.

Butch Hollingsworth (#24627), Atlanta, GA. Current member of Northeast Georgia Mustang Club. Current National Director of Northeast Georgia Mustang Club.

Steve Kiker (#18205), Newnan, GA. Member of Georgia Regional Mustang Club. Current National Director of Georgia Regional Mustang Club.

Larry Kilgore (#26004), Charlotte, NC. Member of Carolina Regional Mustang Club. Current National Director of Carolina Regional Mustang Club. Past show co-ordinator of Carolina Regional Mustang Club.

Norman Lawrence (#21103), Austell, GA. Member of Georgia Regional Mustang Club. Current MCA Board of Directors Member.

Bob McNeal (#596), Pensacola, FL. Member of Gulf Coast Regional Mustang Club. Helped organize Gulf Coast Regional in 1980. Served 2 terms as President and several years on Board of Gulf Coast. Current MCA Board of Directors member since 1993.

James C. Johnson (#7547), Chattanooga, TN. Board member of Scenic City Mustang, past President of Scenic City Mustang, 15 years experience restoring early model Mustangs.

Randy Church (#17916), Lawrenceville, GA. Served two terms on Board of Directors, presently serves as MCA's Late Model Head Judge. Helped write rules for MCA's judging of late models. Formed 20th Anniversary Owners Association.

Rochelle McNeal (#596), Pensacola, FL. Member of Gulf Coast Regional Mustang Club. Current Treasurer and on committee for show sites, hotel contracts and hospitality suites. Current MCA Board of Directors member.

Sue Osborn (#376), Buford, GA. Member Georgia Regional Mustang club. Member of the Northeast Georgia Mustang Club. MCA member since 1976. Charter member of both clubs. Current MCA Board of Directors member for last 16 years. Past secretary of MCA. Past publisher of Mustang Times.

Amanda Perry (#13019), Kennesaw, GA. Member of Georgia Regional Mustang Club. Member of Northeast Georgia Mustang Club. Past Treasurer of Georgia Regional. Current MCA Board of Directors member for past 5 years. MCA member since 1982.

Lynn Whitaker-Perry (#19889), Dallas, GA. Member of the Georgia Regional Mustang Club. Past President, Vice President and Treasurer of Georgia Regional Mustang Club. Current MCA Board of Directors member.

Bill Vermillion (#24306), Kingston, TN. Member of the Tennessee Valley Mustang Club. Past President, Vice President, Show Coordinator and National Director for the Tennessee Valley Mustang Club. Current MCA Board of Directors member.

Robert Winkelman (#16313), Jonesboro, GA. Member of the TARA Mustang Club. Past National Director of TARA Mustang Club. Past Board of Directors of TARA. Current MCA Board of Directors Member.

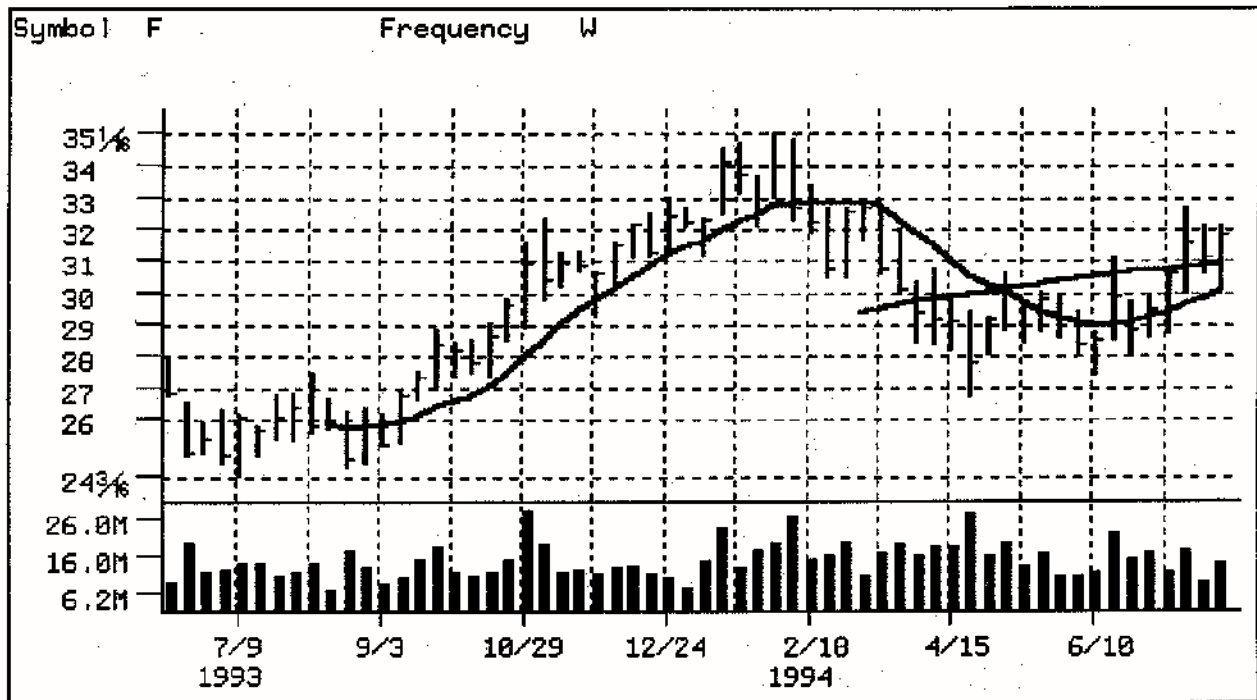
Horace Wood (#1821), Birmingham, AL. Past President of former Regional Group in Birmingham. Past President of MCA. Current MCA Board of Directors member. Gold Card Judge.

Bob Vickery (#3411), Lithonia, GA. Member of Board of Directors for the MCA since 1980. Also served as President, National Head Judge, Mustang Times editor and acting publisher. Assisted with registration for 30th Anniversary event.

Teresa Vickery (#3411), Lithonia, GA. Served on MCA Board of Directors for approximately 14 years. Positions included office manager, ad manager for Mustang Times, assistant editor, and national show coordinator.

Your ballot for this election is on the inside rear paper wrapper of this issue. Only this ballot will be accepted.

Mustang Money (continued)



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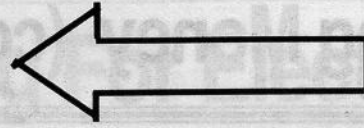
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Industry News...



Shelby Sets Sail

The Shelby American Automobile Club is honoring the "Automotive Legend" Carroll Shelby with an eight day cruise departing January 28th, 1995 leaving from Miami Florida. SAAC in conjunction with Carlisle Travel has designed an automotive theme cruise to include: a seminar with special guest Carroll Shelby, a cocktail party in his honor, automotive trivia games, racing movies, and much more. The SAAC Caribbean Cruise '95 provides the opportunity for Shelby enthusiasts to meet and talk informally with Carroll Shelby.

Carnival Cruise Lines Superliner, the Holiday, stops at the following Ports of Call: Playa Del Carmen, Cozumel, Grand Cayman, and Ocho Rios. Prices begin at \$699 per person. Space is limited. Contact Stacey Withers at Carlisle Travel (717-243-7500) for more information on the SAAC Caribbean Cruise '95.

And Another Thing:

We neglected to list BBK's address and phone number in reference to our story last month titled: "Header of the Class". BBK offers a large number of exhaust components for late model Mustangs including the very slick, equal length "shortie" headers used in this story. You can reach BBK through their performance warehouse division called "Brother Performance Warehouse" at 1611 Railroad Street, Corona, CA 91720. For technical help call 909-735-8892.

13th Edition Of The T-5 Registry

For those of you interested in the very rare T-5 German export model Mustang, Gary Hinson (MCA# 30307) has put out his 13th edition of the registry for these cars. To get your own copy mail \$5.00 to Gary Hinson, P.O. Box 669, Livermore, CA 94551-0669

Do You Mind If We Get A Second Opinion?

In June of 1994, the Sierra Club stated: "An enhanced greenhouse effect and urban air pollution are perhaps the most serious environmental threats facing the planet today, and cars and light trucks are major contributors to both."

But, according to the U.S. Environmental Protection Agency (EPA), cars and light trucks are responsible for only 1.5 percent of the known greenhouse "gases".

Furthermore, the U.S. is the only country with vehicle mileage standards that limits CO2 emissions. Even though many scientists agree that a slight global warming has taken place (1 degree), there is no consensus as to whether this increase is man made or a natural fluctuation.

As far as pollution, the U.S. has the strictest vehicle emission standards in the world. A recent U.S. EPA report shows continuing improvement in air quality, with smog levels down 21 percent in the past ten years. In Southern California, where air quality improvements are particularly challenging, air pollution has declined in the same time period according to the California Air Research Board.

Special Order Paint Registry

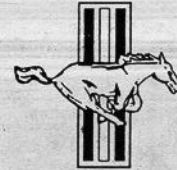
Tony Popish (MCA# 31251) has been actively compiling a data base of special order Mustangs from 1964-1/2 to 1973. The Special Order Registry is seeking out all Ponies with 6 digit DSO codes. Usually, but not always, this is accompanied by a blank paint code.

These non-regular production cars generally fall into three categories: customer ordered colors; dealer and regional promos; and fleet sales. It is hoped that by compiling available information from remaining cars, some idea of the variety and relative rarity of these Mustangs will come to light. For more info write to: Tony Popish, 456 Via De Leon, Placentia, California 92670.

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64-70 Battery Tray	8.50
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64-66 Left Front Fender Apron	22.50
64-66 Rear Fender Apron R or L	41.50
64-66 Rear Fender Apron R or L	24.95
67-68 Front Fender Apron R or L	24.95
67-68 Rear Fender Apron R or L	24.95
69-70 Battery Apron	44.95
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67-68 Trunk Lid (Fbk.)	12.95
67-68 Qtr. Extension Mldg.	10.95

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65 GT Black w/Gauges	39.95
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67-68 3 Pc. Dash Trim Set	35.95
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69 Standard	pr. 59.95
70 Standard	pr. 69.95
71-73 Standard	pr. 94.50
64-66 Pony "quality #1"	pr. 99.95
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68 Deluxe	pr. 119.95
69-70 Deluxe/Mach 1	pr. 269.95
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64-69 Std. Full Set	129.95
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70-73 Std. Full Set	159.50
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65-66 Pony Full Set	179.95
69-73 Deluxe/Mach Buckets	pr. 149.95
69-73 Deluxe or Mach 1 Full Set	219.95
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SPECIALS! SPECIALS! SPECIALS!

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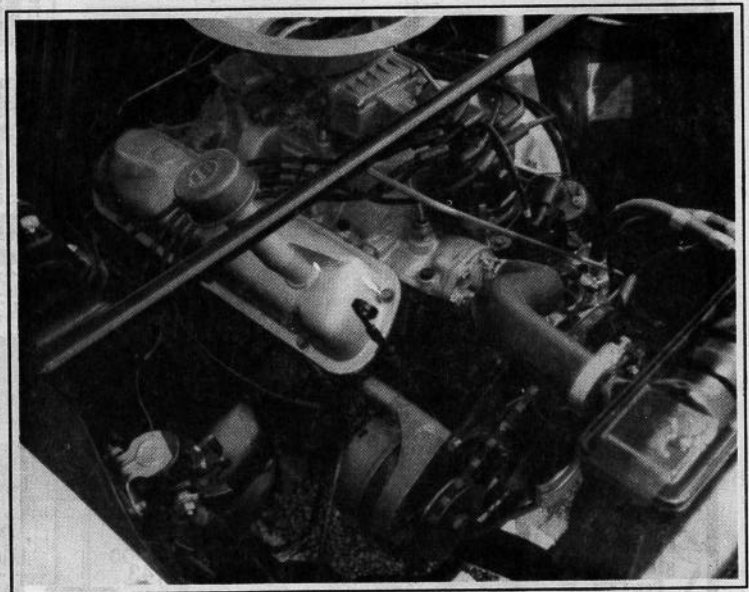
Cover Car...the "R" Model



Harris Conner couldn't ever be considered an average Ford and Mustang enthusiast. Over the years he has owned a Shelby Hertz car that he drove virtually every day, although his trusty Ford pickup now serves much of that duty today, even though his current backup street car is an 11 second big block Cobra replicar. But Harris's real pride and joy is this incredible 1965 Mustang Shelby R Model. This car has been described by those in the know as the very best example of this extremely rare breed in captivity.

Harris has owned the car since the late Sixties. Even though he is a brand new member of the MCA, he is a life long member of Blue Oval brotherhood. He bought the R Model from its original owner which was a lot easier to do back in the Sixties than now.

J. Porter of Miami was the original buyer of this car. His order was confirmed by Shelby's company on 8-23-66, and the car's shipping order was sent out on 8-31-66. The Shelby listed for \$6637.15 but was actually purchased for \$5638.02. Additional



Cover Car...the "R" Model



options on the car were 9.75x15 R3 Goodyears and 4.11 gear.

Old R number 5R534 has, are you ready for this, a mere 596 actual mile showing on the clock. This very car is considered by most experts on the subject as the best, most unmolested, original copy of Shelby's R model in existence.

Harris has never considered selling it over the years even though lesser samples of this model car have been advertised at over \$200,000! Talk about your nest egg.

After the car sat for years in his garage in absolutely unaltered original condition, Harris decided the time was right for a complete restoration just to show the world what an R model really looks like. Vintage Mustangs of Decatur Georgia undertook the project with the help of Gene Boone of Norcross Georgia. The result is the most beautiful Shelby R model this side of 1965.



**CLASSIC MUSTANGS OF TAMPA, SUNCOAST MUSTANG CLUB
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the Southeast's Most Beautiful Mustang & Shelby Show!...**

**THE THIRTEENTH ANNIVERSARY
CYPRESS
GARDENS
MCA NATIONAL SHOW**



1993 Best Of Show Winner
1966 GT Coupe
Owner: Pat & Warren Shafer

**1994 Mustang Club of America
Judging Classes and rules will be in effect!**

- Concours Trailered • Concours Driven • Unrestored • Thoroughbred
- Street Driven (Occasional Driven) • Daily Driven • Modified • Retired
- Late Models (1985-1992) • Current Year (1993-1994 Popular Vote Only)
- Senior (1964½ to 1973 Previous National Show Trailered Concours Winners Only)

PLUS...

- Silver Salute for all 1969 Mustang and Shelybys!
- Giant Swap Meet and Vendor Area!
- Cars for Sale Corral adjacent to the Vendor Area!
- Sunday Morning Awards Presentation Breakfast!

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By**



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As in years past, all show cars will be displayed inside the Cypress Gardens attraction both Saturday and Sunday!

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Holiday Inn.....	813-294-4451	Howard Johnson.....	813-294-7321
Olde English Motel.....	813-324-5998	Quality Inn.....	813-294-4104

DON'T MISS IT!... For complete detail and show registration information, mail a self addressed, stamped envelope to: **CYPRESS GARDENS MUSTANG AND SHELBY ROUND-UP, 7524 SNYDER DRIVE, ORLANDO, FL 32822** or call between 8-10 pm EST:
Show Chairman: Bruce Weiss (407) 259-9089 • Registration: Kay Kleschka (407) 282-0889
• Vendor Info: Bud Cummings (813) 626-6523 • Head Judge: Paul LaCalsi (407) 352-7309



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THE THIRTEENTH ANNIVERSARY CYPRESS GARDENS MCA NATIONAL SHOW



HOSTED BY:
The Classic Mustangs of Tampa
The Suncoast Mustang Club
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All Show vehicles will be displayed inside the Cypress Gardens attraction both Saturday and Sunday!
Cypress Gardens is located on SR 540, just 4 miles west of US 27 in the southeast corner of Winter Haven, in the heart of Central Florida!

SCHEDULE OF EVENTS

Friday, October 21

1 pm - 6 pm - Early registration and Tech Inspection at the Admiral's Inn

Saturday, October 22

8 am - 10 am - Registration and Tech Inspection at Show Site. 10 am Deadline for registration!

10 am - 5 pm - Show and swap meet in full swing! Judging starts at Noon!

7 pm - 9 pm - Poolside Party at the Admiral's Inn!

Sunday, October 23

9 am - 11 am - Awards Breakfast with presentations starting at 9:45 am

10 am - 5 pm - Show and swap meet resumes for the day



MCA JUDGING RULES WILL BE IN EFFECT FOR ALL MUSTANG CLASSES!

EACH VEHICLE REGISTERED WILL RECEIVE ONE FREE WEEKEND PASS INTO CYPRESS GARDENS AND THE SHOW AREA!

SHOW HEADQUARTERS

The Admiral's Inn
5651 Cypress Gardens Blvd. SE
Winter Haven, FL
813-324-5950
Adjacent to the show site

Security provided Friday night at the Admiral's Inn. Saturday night in the show areas.

No For Sale signs allowed in or around show vehicles!

All vehicles registered into the show must remain in place both Saturday and Sunday.

FOR INFORMATION:

Bruce Weiss 407-259-9080
Kay Kleschka 407-282-0889
Bud Cummings 813-626-6523
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MAIL REGISTRATION TO:

Kay Kleschka, 7524 Snyder Dr., Orlando, FL 32822 (Please make checks payable to Kay Kleschka, Cypress Account)

One form per car please

REGISTRATION

Please print

Name _____ MCA No. _____ Exp. Date _____

Address _____ City _____ State/Zip _____

SHOW ENTRY

Mustang Boss Mach I Shelby (Circle one)

Year _____ Body Style _____

____ Concours Trailered _____ Unrestored

____ Concours Driven _____ Thoroughbred

____ Street Driven (Occ) _____ Retired

____ Modified _____ Daily Driven

____ Late Model (85-92) _____ Current Year

____ Senior 64-1/2 to 73 Trailered Concours Only

(Note: All class assignments subject to review and change by MCA Head Judge!)

Your vehicle's odometer reading _____

Will you assist in judging? Yes _____ No _____

If MCA certified, for what model years? _____

Are you a Gold Card Judge? Yes _____ No _____

(Judges meeting will be held Saturday at 11 am)

FEES

Show entry (pre-registered).....\$35.00

Show entry (day of show).....\$40.00

*MCA member entry deduct \$10..... ()

Special Interest (Non-Mustang Only).....\$25.00

Day of Show\$30.00

Vendors -

____ 15x15 Spaces @ \$20 each.....\$ _____

____ Pony Corral (Car for sale area) \$15/car.....\$ _____

____ Awards Presentation Breakfast

____ Adult @ \$7 each.....\$ _____

____ Child 3-9 @ \$5 each.....\$ _____

____ Extra Weekend Passes @ \$17 each.....\$ _____

(Required to enter show area only, not swap meet)

TOTAL ENCLOSED \$ _____

I agree to abide by all show rules, and I understand that I am solely responsible for my vehicle and merchandise. I agree to release the Mustang Club of America, the Classic Mustangs of Tampa, the Suncoast Mustang Club, the Mid-Florida Mustang Club, the Admiral's Inn, and all sponsors from liability for personal injury or loss or damage to property.

Signature _____

Date _____



1968 was the first year for regular production Shelby convertibles. This very rare GT350 is one of the only eight known to come with a factory installed Paxton supercharger. This retired MCA Champion belongs to Don Perry.

Carroll Shelby's Mustangs

Shelby. The word generates excitement in the hearts of Ford fans everywhere. Raw, rambunctious, torquey 289s and ground pounding big blocks. The idea of challenging a GT 350 on a road course, or a GT500 on the dragstrip surely struck fear in the hearts of bow-tie lovers.

The legendary Shelbys earned their reputations on the streets, drag strips and race tracks. The Shelby Mustangs changed significantly throughout their six years of production, with each year resembling the past, and looking toward the future at the same time.

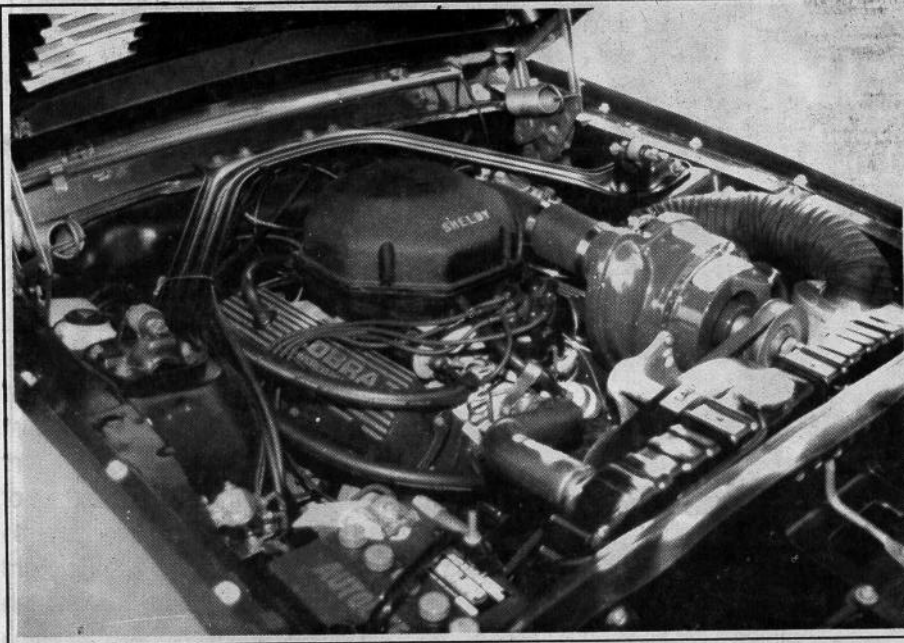
The first years of the Shelby Mustang produced some of the fastest, rarest and most valuable models of all. In 1965, the very first model was built. In all, there were 562 produced that year. This includes 3 prototypes, 9 drag cars, 35 competition models, and 515 street production models. They could be bought in any color as long as it

was Wimbledon White. The blue LeMans stripes were optional, dealer installed items. Plain steel wheels were standard equipment, although many were equipped with the popular Cragar/Shelby wheels.

The 1965 Shelbys were just what Carroll Shelby wanted them to be: high revving, high performance, limited production cars that offered just what Ford needed for giving the Mustang the extra added performance that it required in a rapidly growing "pony car" market. Shelby took the HiPo 289 engine from its 271 horsepower rating and created a 306 horsepower "Shelbyized" 289. Tri-Y headers, glass pack mufflers, and exhaust pipes that exited the car just ahead of the rear wheels added even more horsepower, as did an aluminum Hi-Rise intake coupled to a 715 cfm Holley 4-barrel.

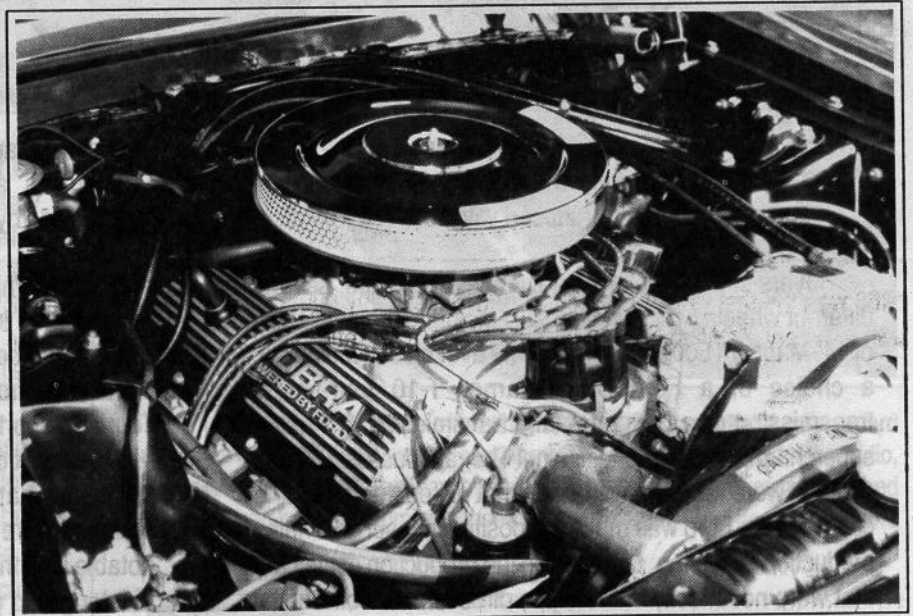
Cast aluminum "Cobra" valve covers and oil pan were standard on the '65s. All cars came with the barest of

Shelbys



The J-code 302-4V engine found in the 1968 Shelbys was rated at 250 horsepower. With the Paxton supercharger, a 40% increase in power could be realized, raising the ante to 335 horses!

The K-code 289 HiPo engine was standard in the GT350. This 1967 Shelby also displays the very uncommon air conditioning option.



necessities, such as standard black interior with no back seat, a 4-speed and no power assisted options. Shelby succeeded in creating a car that generated a huge amount of press coverage and excitement for Ford's phenomenally successful Mustang. It was a very fast, good looking, no frills, high performance automobile.

As successful as it was in its first year, it was still missing a few things. Options, for one. Buyers of the day were able to option most cars just like they wanted them. Shelby on the other hand was content to build Shelbys equipped the way he wanted them equipped.

The 1966 model year saw the beginning of the Shelby evolutionary process. Ford was quick to see that Shelby would

sell more units with some relatively minor changes in how the cars were being produced. After studying all aspects of the GT350's production from cost effectiveness, to marketability based on consumer demand, to production methods, Ford decided it was time to begin steering Shelby production in a more market/consumer based direction.

The changes were apparent to the average buyer. He now had a back seat as standard equipment (except for a few of the very early models), four new colors to choose from (Raven Black, Candy Apple Red, Ivy Green, and Sapphire Blue), and an option list that grew significantly from the previous year.



The 1969-'70 Shelybs deviated in appearance from the Mustangs more than any previous years' body styles. This 1970 GT500 is identified from the '69 version by two black hood stripes and the front spoiler. This is 1 of only 18 known to have been produced with dark red interior. This Shelby is owned by Tony and Linda Garcia.

Buyers could choose from five exterior colors, several different wheels (which incidentally included the availability of 14" Magnum 500's for the first time ever on any Mustang), a choice of a Ford Borg Warner T-10 four-speed transmission or a C-4 automatic transmission, a Paxton supercharger, and air conditioning! The raucous, side exiting exhaust were replaced with pipes that exited the rear of the car. It seems Ford was making a positive impact on Shelby production by forcing changes on the production of the cars that were not exactly in the same direction Carroll Shelby wanted to go.

Through some smooth talking and marketing savvy, a deal was struck with Hertz Rent-A-Car to produce the 1000 Shelby Hertz models, designated as the GT350-H. Approximately 80% of the Hertz cars were black with gold stripes, but there were some exceptions. 1966 Shelby production jumped nearly five-fold from the H fastbacks, 4 drag cars, and for the first time, 6 convertibles. The convertibles were not for sale to the general public, but again that too would soon change.

The 306 horsepower version of the Hi-Po 289 remained the only engine choice in the Shelby. It was becoming apparent that the cars were moving more towards what the buyers wanted and less of what Shelby had originally intended. Ford execs wanted to increase sales figures,

and to accomplish that they had to continue to squeeze more control into their hands to fashion a sports car for a greater number of people. By 1967, the Shelby would be in transition from a pure sports car to more of a GT (Grand Touring), sporting more convenience, luxury, and size.

As a result of Ford's desire to make the Shelybs more in line with what the buying public wanted, many exciting changes were made to the 1967 Shelybs. Probably most notable was the introduction of the GT500. Since the base Mustang had grown larger to accommodate the new-for-1967 big block 390 engine, the opportunity was available for Shelby to stuff his cars with his own version of Ford's FE series motor, the 428 Police Interceptor with two Holley 650 cfm carburetors perched on the potent 289, gave buyers more performance choices. Ford's 427 was listed as an option, but the Shelby American Automobile Club states that probably less than 6 Shelybs came equipped with factory 427's. Never the less, Shelby now offered ten exterior color choices and for the first time ever, buyers could get black, parchment, or the very rare white interior. Deluxe interior was now standard on all Shelybs. Power brakes, power steering, fold down rear seat, and shoulder harnesses were considered mandatory options. The now famous rollbar with inertia reel shoulder harness was introduced on the '67s as well as Cougar style taillights

Shelbys

that gave Shelby its distinct look from behind.

Full size high beam headlights were now mounted at the inboard or outboard position in the grille opening, the first time any Mustang or Shelby ever offered a true four headlight system. Shortly after the beginning of production on the '67's, one of Ford's engineers found out that the inboard headlight configuration violated California's minimum distance between headlights legislation, thus forcing a redesign for California-bound Shelbys to be equipped with outboard high beams. A few other states had similar laws, and it was this law and the state the car was shipped to that primarily determined what headlight configuration the cars came with. Adding to the muscle car 'looks' on the outside of the car was the addition of two large scoops which replaced the rear quarter vents in the Mustang version. These, along with the two below them and the hood scoops made the 1967 Shelby the most scooped car to date.

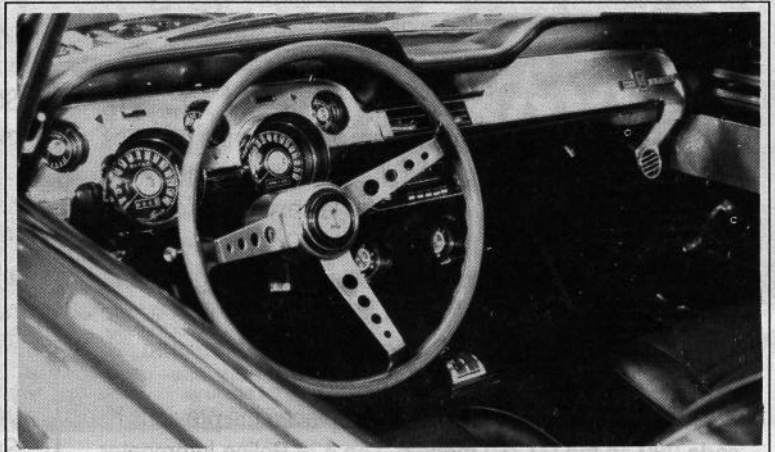
Shelbys were being made more like what the buyers wanted, and they liked what they saw. Production figures continued to climb. A total of 3225 were made in the 1967 model year. GT350 fastbacks accounted for 1175 units and GT500 fastbacks equalled 2048. There were two prototypes. No convertibles were made for sale in 1967.

The 1968 Shelbys again introduced extensive changes. All previous Shelbys had been made in California. This changed in 1968 as Shelby built and sold the new Shelbys. The A.O. Smith, Co. in Ionia, Michigan would be responsible for the actual production of the '68's. The cars now were originating in Ford's Metuchen, New Jersey assembly line, whereas all prior Shelbys began on Ford's San Jose, California assembly line.

Although the 1968 models carried over many similarities from the previous year, many noticeable changes were made. The front end was modified by adding a larger front grille opening which substantially differentiated the '68's from the '67's. A louvered hood now came on the Shelbys, helping to cool the hot engine compartment. From behind, sequential taillights from the 1965 Thunderbirds dominated the competitions view of the new Shelbys. Convertibles now became available as regular production Shelbys, and 25% of all Shelbys sold in 1968 were convertibles.



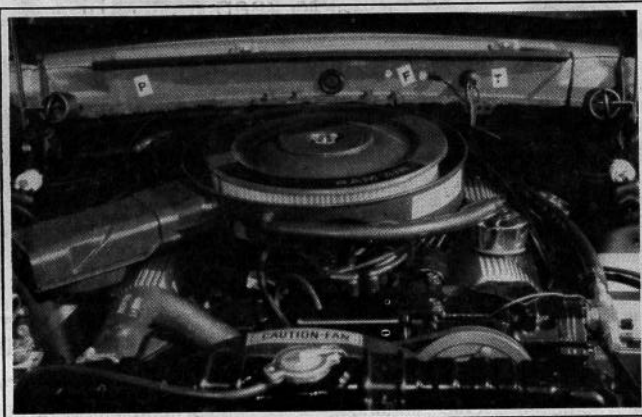
The 1967 Shelby was a car in transition. Note the inboard headlights mounted in the center of the grille. Some '67s used outboard lights as the inboard set-up conflicted with some state vehicle lighting laws. The use of fiberglass in the front of these '67s made them look noticeably different from the standard 'Stang.



The interior of the '67 Shelby offered the Deluxe Mustang interior as standard equipment, as well as oil pressure and ammeter gauge cluster under the radio, a unique (Shelby only) steering wheel, inertia reel shoulder harnesses attached to the roll bar, brushed aluminum inserts across the dash and door panels, and the Shelby insignia over the glove box.



Many features made the '66 Shelby unique. The pony corral in the grille was replaced with a smaller horse offset to the driver's side. GT350 stripes were standard, as were side scoops and rear quarter glass.



The R-code 428 Cobra Jet was the biggest engine available in the Shelby arsenal. First introduced in April of 1968 as the GT500KR, this engine was rated at 335 horsepower from the factory but actually put out closer to 400 horsepower.

The '68's had the same mandatory options as the previous year, but new options included tilt/tilt-away steering wheel, new 10 spoke cast aluminum wheels, up to ten exterior colors, and black or the less common saddle interior. Convertible buyers had the choice of black or white power tops with glass rear windows. The very rare Paxton supercharger was again available, as was the full spectrum of radios and air conditioning.

The new for 1968 J-code 302-4V replaced the previous K-code 289 on the GT350 models. The 428 Police Interceptor was the engine for the GT500's. However, in April of 1968, Shelby introduced the legendary 428 Cobra Jet. If there ever was any question as to the big block's abilities up to this time, the answer was spoken when Shelby proclaimed his Cobra Jet cars "King of the Road", thus beginning the historic GT500KR.

Shelby enjoyed another record sales year in 1968, selling 4450 cars. There were 1253 GT350 fastbacks, 404 GT350 convertibles, 1140 GT500 fastbacks, 402 GT500 convertibles, 933 GT500KR fastbacks, and 318 GT500KR convertibles.

The final phase of the Shelby evolution materialized in 1969. The Mustang had changed again, and Shelby design engineers were given much more leeway to design the newest cars. Through the use of fiberglass fenders and hood, the most radically changed Shelby appeared for its final production run in 1969. These cars came with nine functioning air scoops, more than any Shelby in the past. There were two on the front fender that channeled air to the front brakes, two on the rear quarter that cooled the rear brakes, and five that made up the new NACA hood Ram Air system.

All of the 1969 and 1970 Shelbys were now being built at the Dearborn assembly plant. Many changes again were evident in the 1969 Shelbys. A totally unique front end view separated it from any other Mustang. Lucas driving lights were mounted under the front bumper, '65 Thunderbird sequential taillights were carried over as was the inertia-reel shoulder harness mounted to the roll bar in the SportRoof models. Composite five-spoke Shelby wheels were standard equipment, as was power steering, power brakes, full instrumentation, and a 140 mph speedometer. Air conditioning, tilt wheel and fold down rear seats were much more commonplace on these Shelbys.

New for 1969 was the introduction of the 351 Windsor-4V engine in the GT350. The 428 Cobra Jet remained the top powerplant in the GT500. Although it is the same engine carried over from the 1968 GT500KR's, the KR nomenclature was dropped just before actual production. All 1969 and 1970 Shelbys received the unique center mount exhaust collector, mounted just below the rear bumper.

Twelve exterior colors were now available, including the hot new Grabber colors that were made available later on in the year. Deluxe Mach I - type interior was standard, available in either black or white. Beginning in April of 1969, a very small number of Shelbys received the dark red interior. Convertibles were again available this year with either a black or white top.

Shelby sales in the final year trailed behind the previous year's sales. 1969 Shelby production was 737 GT350 SportsRoofs, 267 GT350 convertibles, 1105 GT500 SportsRoofs, and 252 GT500 convertibles, totalling 2361 units for 1969.

At the end of the year, there were 789 unsold '69's. The VIN's were updated to 1970 under the watchful eye of the FBI, and two black stripes and a front chin spoiler was added to distinguish them as 1970 models. Production figures for 1970 was 246 GT350 SportsRoofs, 89 GT350 convertibles, 369 GT500 SportsRoofs, and 84 GT500 convertibles, making the total 1969 - 1970 production equal to 3150 units.

By the time the 1969 Shelbys were introduced, they had become vastly different than what Carroll Shelby had planned them to be in 1965. They had evolved into a true GT, mixing the best of luxury, performance, and convenience options. By this time, Carroll Shelby realized the end was near with the vast changes he had seen over the last few years and the increasing pressure from Washington to impose stricter emission standards on the new cars. For these and a few other reasons, Shelby production ended in June of 1969, closing the book forever on the Shelby Mustang and signaling the end of an era.



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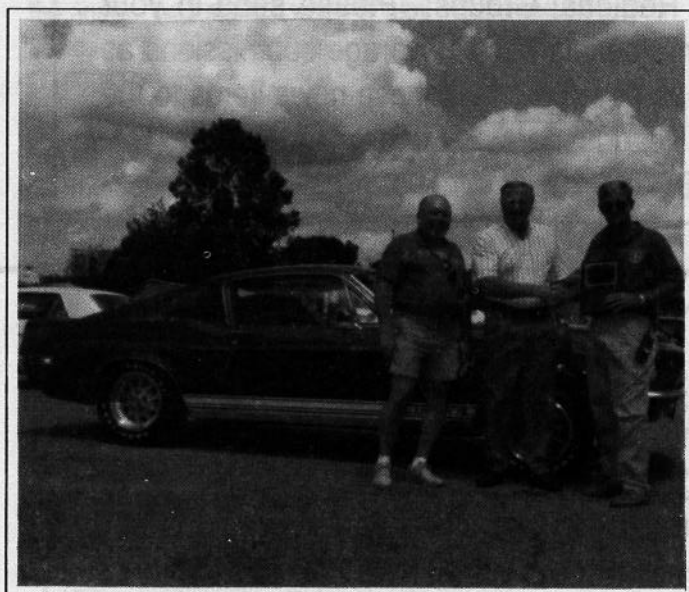
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National Event Coverage

Kingsport '94... August 12-13, Kingsport, TN



The First Tennessee Regional Group hosted Kingsport '94, an MCA National show and 30th Anniversary Celebration in Kingsport on August 12 & 13, 1994. The show was held at Fort Henry Mall who also happened to be a major sponsor of the event. Other sponsors were the MCA, Ford Motor Company and Ford Motor Sports SVO. Ramada Inn of Kingsport was the official host hotel. 170 Mustangs and 30 vendors from 18 states and Canada took part. An estimated 5000 spectators visited the show.

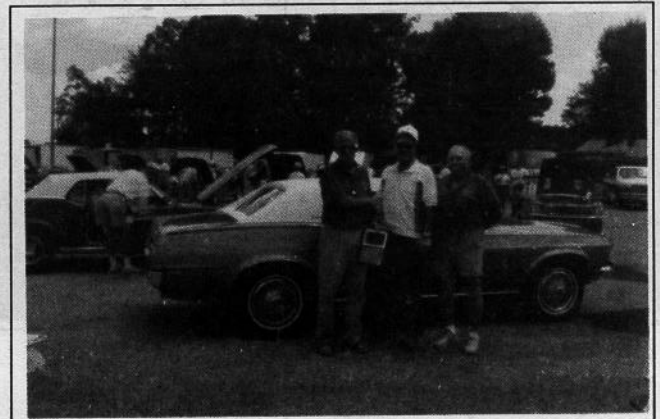
The annual Friday Night Cruise was held with approximately 75 Mustangs participating. The cruise started at Anderson Ford and went through downtown Kingsport. It ended by returning to the Mall where all Mustangers were treated to a Welcome Reception which included barbecue and entertainment.

An awards banquet topped off Saturday's activities. It was held in the Kingsport Civic Auditorium. Darrell Price of

Kingsport '94... (Continued)



the Kingsport Chamber of Commerce presented an opening speech welcoming all participants to Kingsport. Everyone was treated to an excellent catered meal from Ramada Inn and "Mustang Tales" were told by some of the First Tennessee Regional Group members as well as by a few of the MCA folks during the entertainment portion of the banquet hosted by Dr. I. M. Wacko played by Judy Eastley. Door prizes consisting of 30th Anniversary Mustang collectibles, special show shirts and gift certificates for parts, etc. were passed out during the ceremony. The event came to an exciting end when the awards were presented, each of which was engraved to commemorate this MCA show and the Mustang's 30th anniversary year.





Division I - Concours Trailored

AT 64-1/2 to 65 Coupe

- 1 Shannon & Lisa Bolling
- 2 Glenn Jones
- 3 Regina Shaver

BT 65 Fastback

- 1 Oscar Kratz

CT 64-1/2 to 65 Convertible

- 1 Cliff Greenwalt

ET 66 Fastback

- 1 Bobby Dodd

FT 66 Convertible

- 1 Earl & Dixie Gurkin
- 2 James Williams

GT 67- 68 Closed

- 1 Kenny & Della Crow

KT 69- 70 Closed

- 1 Peter Spero
- 2 Dennis Bower

MT 69- 70 Open

- 1 Dwight Pardue

NT 71- 73 Closed

- 1 Frank Deibert

PT 71-73 Open

- 1 Frank Deibert

QT 65 - 66 Shelby

- 1 Jim Walsh

RT 67- 68 Shelby

- 1 Mike Yoder
- 1 Daniel Jackson

ST 69 - 70 Shelby

- 1 Jim Osborn

TT 69 - 70 Boss 302

- 1 Richard West
- 2 Butch Purser

Division I - Concours Driven

AS 64-1/2 to 65 Coupe

- 1 Charles Wagoner
- 2 Bob Conger

BS 65 Fastback

- 1 Bill Kreiger
- 2 Danny Loflin

CS 64-1/2 to 65 Convertible

- 1 Kenny & Marilyn Newcombe

ES 66 Fastback

- 1 Larry Vandawalker

GS 67 - 68 Closed

- 1 Reggie Newnan

IS 67 - 68 Open

- 1 Jim Reynolds

KS 69 - 70 Closed

- 1 Don Windsor
- 2 Michael Eddie Wright
- 3 Jerry Gibson
- 3 Ron Venmore

MS 69-70 Open

- 1 Ned Lankford

PS 71- 73 Open

- 1 Tim Peter
- 1 Randy Laughlin

RS 67 - 68 Shelby

- 1 Larry Kilgore

TS 69 - 71 Boss ALL

- 1 Terry Barton
- 2 Carson Anglin

VS 74 - 78 All

- 1 Danny Owen

Division II - Unrestored

URA 64-1/2 to 68 All

- 3 Brian Morelock
- 3 George Chickering
- 3 Alvie Bright

URC 74 - 84 All

- 1 Jim Felts
- 1 Randy Church

Division III - Thoroughbred THB 65 - 73 All

- 1 Woodard Jackson
- 1 Dave Riley

Division IV Street (Occasional Driver)

SDA 64 - 66 Open

- 1 Gov Emmet
- 2 Mark Montgomery
- 3 Max Epps

SDA 64 - 66 Closed

- 1 Doug Mather
- 2 Fred Montgomery
- 3 Keith Owens
- 3 Jack Halsey

SDB 67 All

- 1 Jim Chism
- 2 Charles Cross
- 3 Bill Vermillion

SDB 68 All

- 1 James Ray
- 2 Guy Reed
- 2 Reggie Newman
- 3 Don Cox

SDC 69 - 70 All

- 1 Clayton Gwinn
- 2 Sam Hatcher
- 3 Clayton Gwinn

SDD 71 - 73 All

- 1 Todd Fenslermaker

Division V - Daily Driven

DDA 65 All

- 1 Elly Tuppen
- 1 Bill Templeton
- 2 John Howard
- 3 Tony Gowen
- 3 Kevin Long

DDA 66 All

- 1 Ned Arnett
- 2 James Ridge
- 2 Paul McCarty
- 3 Rowland Ross

DDB 67 - 68 All

- 1 Dave Golf
- 2 Jeff Marcus
- 3 Joel Williams

DDC 69 - 70 All

- 1 J. C. Moneymaker
- 2 Eddie Good
- 3 O. R. McPhetridge
- 3 Kenneth Houser

DDD 71 - 73 All

- 1 J. C. Montgomery
- 2 C. P. Hutson
- 2 Charles Stradder

DDE 74 - 84 All

- 1 Charles Mullins
- 2 Chucky Henley
- 3 Daniel Durham

Division VI - Modified

MA 64 1/2 - 73 Street Dr. Excluding Undercarriage

- 1 Michal Bazan
- 2 Randy Sevearance
- 3 Jack French

MC 64 1/2 - 73 Street Dr. , Including Carriage

- 1 J. L. Senterfield

MD 74 Current Street Dr. , Including Undercarriage

- 1 Ron Lindy
- 2 Mike Jeter
- 2 Brian French
- 3 Johnny Castle

ME 64 1/2 - 73 Pro-St/Cp.

- 1 Brian Gluck

MF 74 Current Pro-St/Comp.

- 1 Roger Longworth

MG Modified Trailered All

- 1 Bobby Byrd
- 2 Patrick Purvis
- 3 Bobby Byrd

Kingsport '94... (Continued)

Division VII Retired

Owen Tomlinson

Division VIII -

Late Models

(85 - 92)

LMB 85 - 87 Closed

- 1 Johnny Seal
- 1 Jack Bosis
- 3 Clark Cavin

LMC 88 - 92 Open

- 1 Sassy Church

LMD 88 - 92 Closed

- 1 Michael Wells
- 2 Jimmy Horne
- 2 Michael Harber
- 3 Clark Cavin
- 3 Tony Rhoton

LME Conversion Cars with Factory Warranty

- 1 Richard Young
- 2 Gregg Horne
- 3 Barbara Koivu

LMF 85 - 92 Trailered All (Including Conversion Cars)

- 1 David Turner

Division IX Current Year (Popular Vote)

LMG 93 - 94 All

- 1 Clyde Rose
- 2 Deryck Hickox
- 3 Michael Bazan
- 3 Skip Farley

Division X Senior

SENA 64 1/2 - 66 All

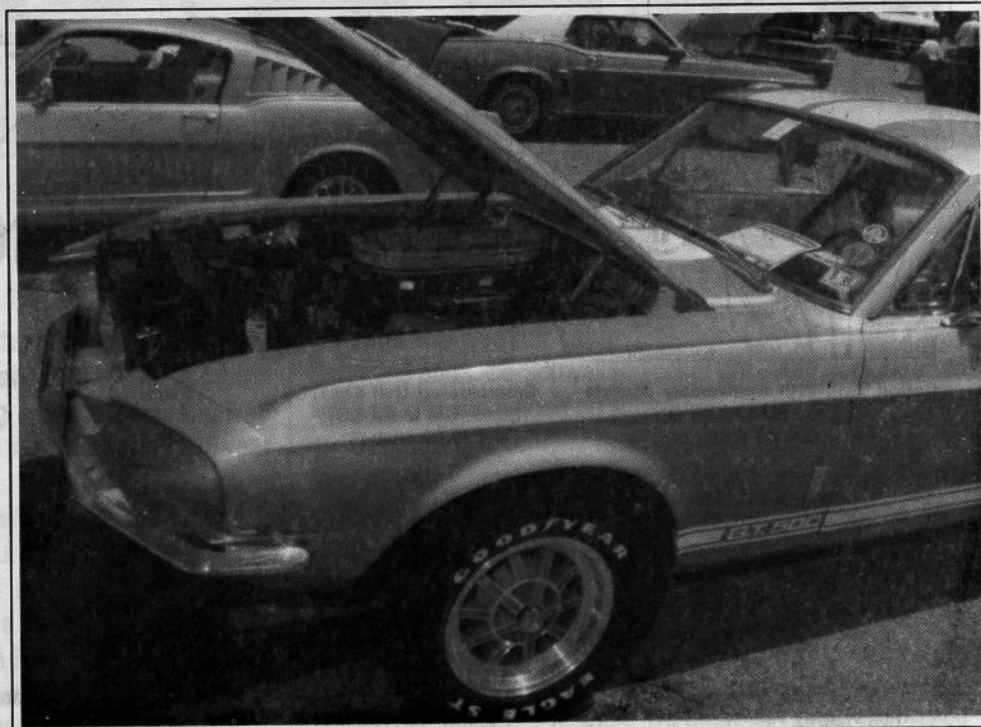
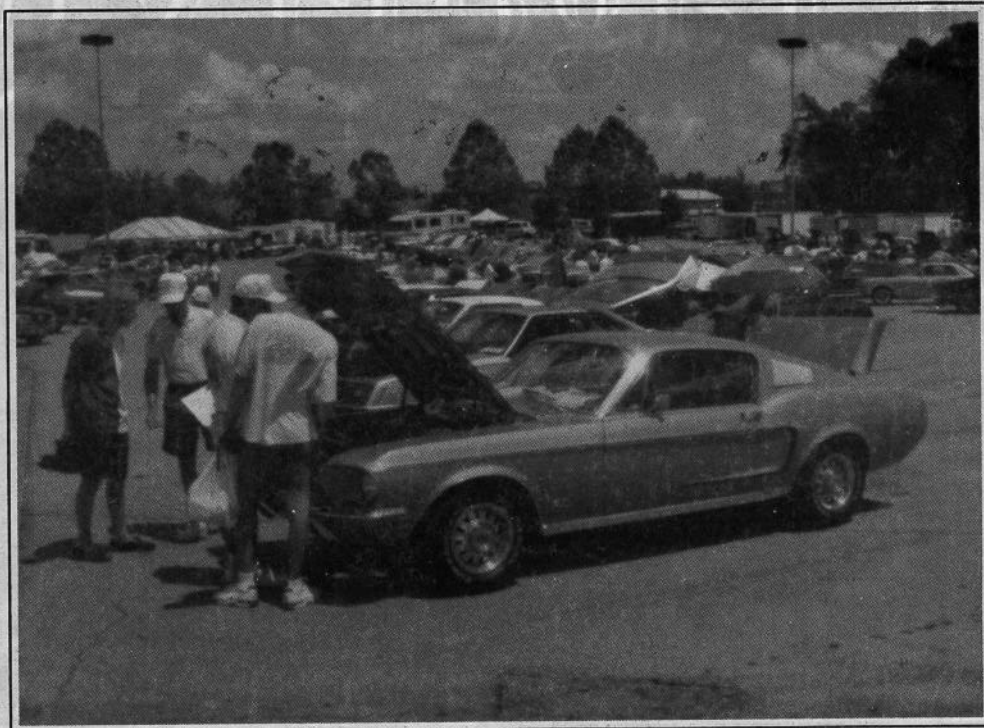
- 1 Max Wicker
- 1 Kelly White
- 1 Fred Gray

SENB 67 - 70 All

- 1 Dennis Crow

SENC 71 - 73 All

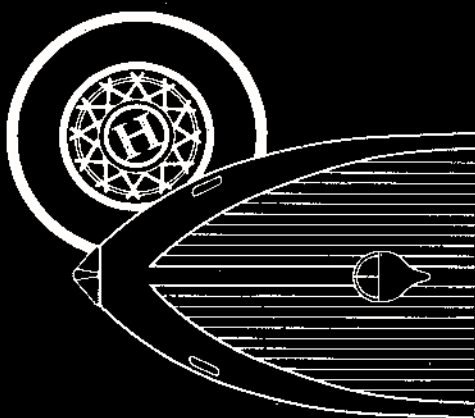
- 1 Ray Ferrell



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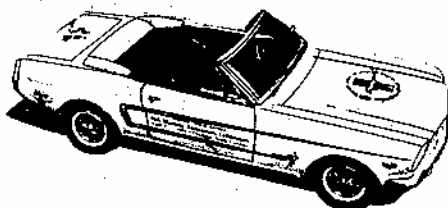
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National Event Coverage

The '94 Alton Stampede



Alton, Illinois...July 15-16

The hoofbeat was heard around the midwest as it rumbled into Alton, Illinois for the Alton Stampede held at beautiful Alton Square. Southern Illinois Mustang Association along with Roberts Ford hosted one of the club's finest shows in its 18 year history with the MCA.

There were plenty of cars arriving even early Friday morning so the show promised to be successful right from the beginning. Many festivities were lined up for evening entertainment including hospitality rooms, and a cruise up the mighty Mississippi river on the luxurious Alton Belle river boat. A perfect full moon was even arranged for those strolling on the ship's deck. Back inside, it was a floating Las Vegas casino.

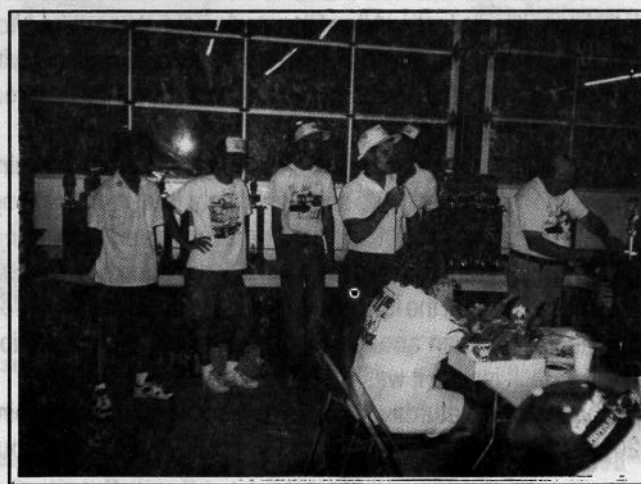
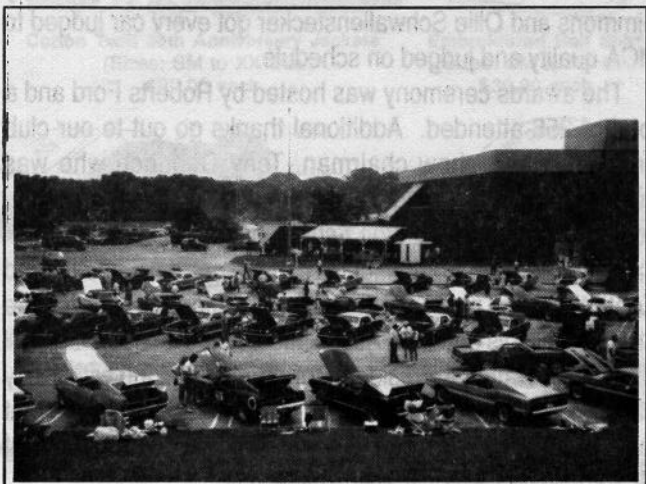
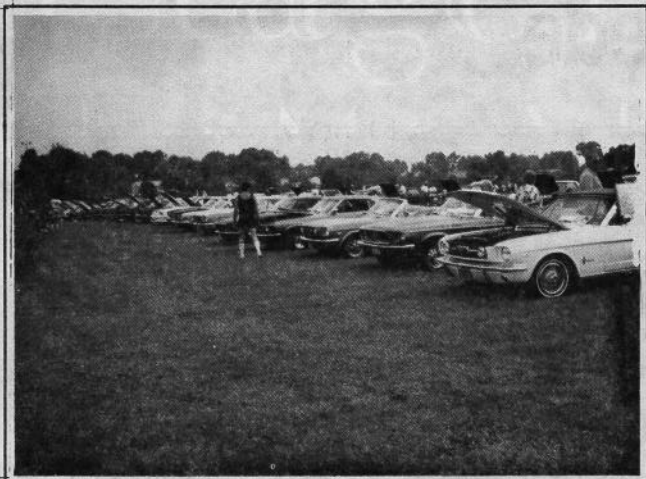
By noon on Saturday, the Mustang count was approaching 200 despite weather that brought one inch of rain in one hour.

After the weather calmed, National Head Judge Ricky Simmons and Ollie Schwallenstecker got every car judged to MCA quality and judged on schedule.

The awards ceremony was hosted by Roberts Ford and a total of 256 attended. Additional thanks go out to our club president and show chairman, Tony Goodrich who was involved with the design of the show flyer, program, commemorative gift and the t-shirt logo of the event.

Mustangers from Michigan, Missouri, Arkansas and Kentucky were present for this first National event for the Southern Illinois Mustang Association. We'd like to thank Bill Dillard, our National President, for attending along with Ricky Simmons, and Lynn Perry. The show's success proves that even Mother Nature can't overpower the enthusiasm of Mustang lovers everywhere.

'94 Alton Stampede...July 15-16



1994 Alton Stampede Mustang Nationals

July 15 & 16, 1994 Show Results

Division I Concours Trailered

CT 641/2 - 65 Convertible
1 Bill Fleming
1 Clifford Greenwalt
DT 66 Coupe
1 Harold Crowder
ET 66 Fastback
1 Ethel Scranton
FT 66 Convertible
1 Richard Berry
GT 67 - 68 Closed
1 Kenny Crow
1 Dave Siefkes
2 Pat Hollaway
KT 69 - 70 Closed
1 Dennis Bower
2 Eric Mathis
NT 71 - 73 Closed
1 Tom Podemski
QT 65 - 66 Shelby
1 Jeff Taylor
RT 67 - 68 Shelby (All)
1 Larry Meyer
TT 69 - 70 Boss 302
1 Mike Scott
UT 351 & 429 Boss
1 Bill McCreery

Division I Concours Driven

AS 64 1/2 - 65 Coupe
1 Michael Engel
2 Hugh Cruse
3 Steve Miller
BS 65 Fastback
1 Bill Krieger
2 David Trutter
2 Charles Muench
3 Don & Lee Bell
CS 64 1/2 - 65 Convertible
1 Tom & Joyce Nichols
2 Buford Webb
2 Tom Giovanni
3 Harry Chambers

Division I Concours Driven

DS 66 Coupe
1 John Murphy
2 Rich Lage
ES 66 Fastback
1 Mike Engel
2 Barbara Dennis
FS 66 Convertible
1 Richard Maloney
2 Nelson Fowler
IS 67 - 68 Open
1 Joe Chambers
2 Herbert Caldwell
3 Roy & Mary Safir
KS 69 - 70 Closed
1 Ronald Vedmore
2 Mike Staub
3 Craig Snyder
NS 71 - 73 Closed
1 Bill Dalton
2 Dave Vahle
3 Jeff Gregory
PS 71 - 73 Open
1 Charles Young
2 Jim Bratt
3 Donald Kypreos
QS 65 - 66 Shelby
1 Herschel Young
SS 69 - 70 Shelby (All)
1 Ken Stange
2 Gene Call
TS 69 - 70 Boss (All)
1 John Palmer

Division II Unrestored

URA 64 1/2 - 68 All
G Lee Tinsley
G Larry Faulkner
B Don Romay
URB 69 - 73 All
G Mike Ambrosy
G Bob Meyer

Division II Unrestored...continued

URB 69 - 70 All
G Richard Metzger
S Pat Brown
URC 74 - 84 All
G Larry Weiss
G Louise Siemer
G Chub Hough

Division III Thouroughbred

THB 64 1/2 - 73 All
G John Stasny
B Barry Bumstein

Division IV Street Driven

SDA 64 1/2 - 66 Coupes
1 Robert Dedeluk
2 Bill Short
2 Linda Smith
2 Forest Jackson
3 Steve Werle
SDA 65 - 66 Fastbacks
1 Freeman Fritach
2 Richard Gillett
3 Roy Pondell
SDA 64 1/2 - 66 Convertibles
1 John Hall
1 Chuck Brenner
2 David Fauke
2 Bob Sullivan
3 Jim Luker
3 Lee Morgan
SDB 67 - 68 All
1 Jim Thomas
1 Gary Richart
2 Mal Juergens
3 Ann Riccio
3 Joan Brenner
SDC 69 - 70 All
1 Ron Reid
2 Kathy Homlett
3 Clayton Haag

1994 Alton Stampede Mustang

Nationals July 15 & 16, 1994 Show Results...continued

Division IV Street Driven

SDD 71 - 73 All
 1 Bill Lauck
 2 Bob Sisson
 2 Jeffery Pratt
 3 Darren May
SDE 74 - 84 All
 1 Gary Maddox

Division V Daily Driven

DDA 64 1/2 - 66 Coupes
 1 John Howard
 2 Dale Richeson
 3 Dennis Gibbs
DDA 64 1/2 - 66 Fastbacks
 1 Steve Packman
 2 Jason Elder
DDA 64 1/2 - 66 Convertibles
 1 Walter Rudolph
 2 Joseph Rich
DDB 67 All
 1 Michael Chace
 1 Mitch Walden
 2 Shawn O'Neal
 3 Penny Younger
DDB 68 All
 1 Ben Smith
 2 Gary Latham
 3 Charles McIlvoy
DDC 69 - 70 All
 1 David Williams
 2 Larry Molitor
 3 Brain Raymond
 3 Ron Ragsdale
 3 Bob Dobrinick
DDD 71 - 73 All
 1 Jim Black
DDE 74 - 84 All
 1 Jennifer Smith

Division VI Modified

MA 64 1/2 - 73 Street (Excl U/C)
 1 Skip Mourer
 2 Phillip Gifford

Division VI Modified

MB 74 - Current Street (Excl U/C)
 1 Chad Hausman
 2 Larry Watson
MC 64 1/2 - 73 Street (Incl U/C)
 1 Mike Saathoff
 2 Todd Kinzel
 3 John Lucas
 3 Cher McFarlin
MG Modified Trailered
 1 Fred Carby

Division VII Retired

RET All MCA Designated
 G Skip Youngdahl

Division VIII Late Model

LMB 85 - 87 Closed
 1 Carol Podemski
 2 Jack Bosis
 3 Mitch Mitchell
LMC 88 - 92 Open
 1 Jean Rajchart
 1 Richard Shillcut
 1 Rob Powell
 2 Bill Rettig
 3 Mike Mayer
 3 Robert Huffman
LMD 88 - 92 Closed All
 1 Gary Vincent
 1 Darryl Smith
 2 Dave Brewster
 3 Mark Gaertner
LME Conversion Car
 1 Jim Engel

Division X Senior Division

SENA 64 1/2 - 66 All
 G Jim Fannin
 G Karl Eisleben
 G Marcella Knight
 G Ray Boismenu
 G Mark Linenburg

Division X Senior Division

SENB 67 - 70 All
 G Dennis Crow
 G Bernie Doty
 G Wes Alford



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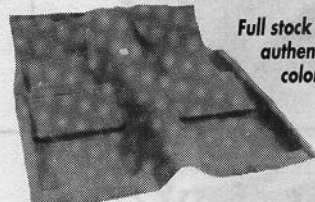
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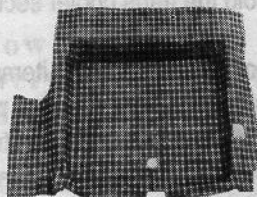


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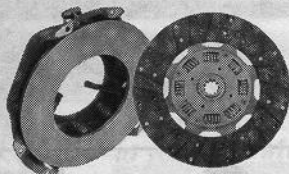
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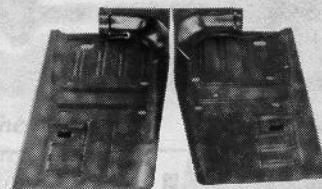
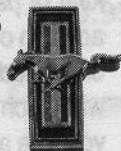
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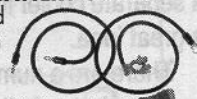
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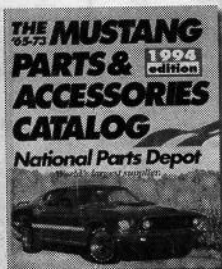
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toll free all states 800-874-7595

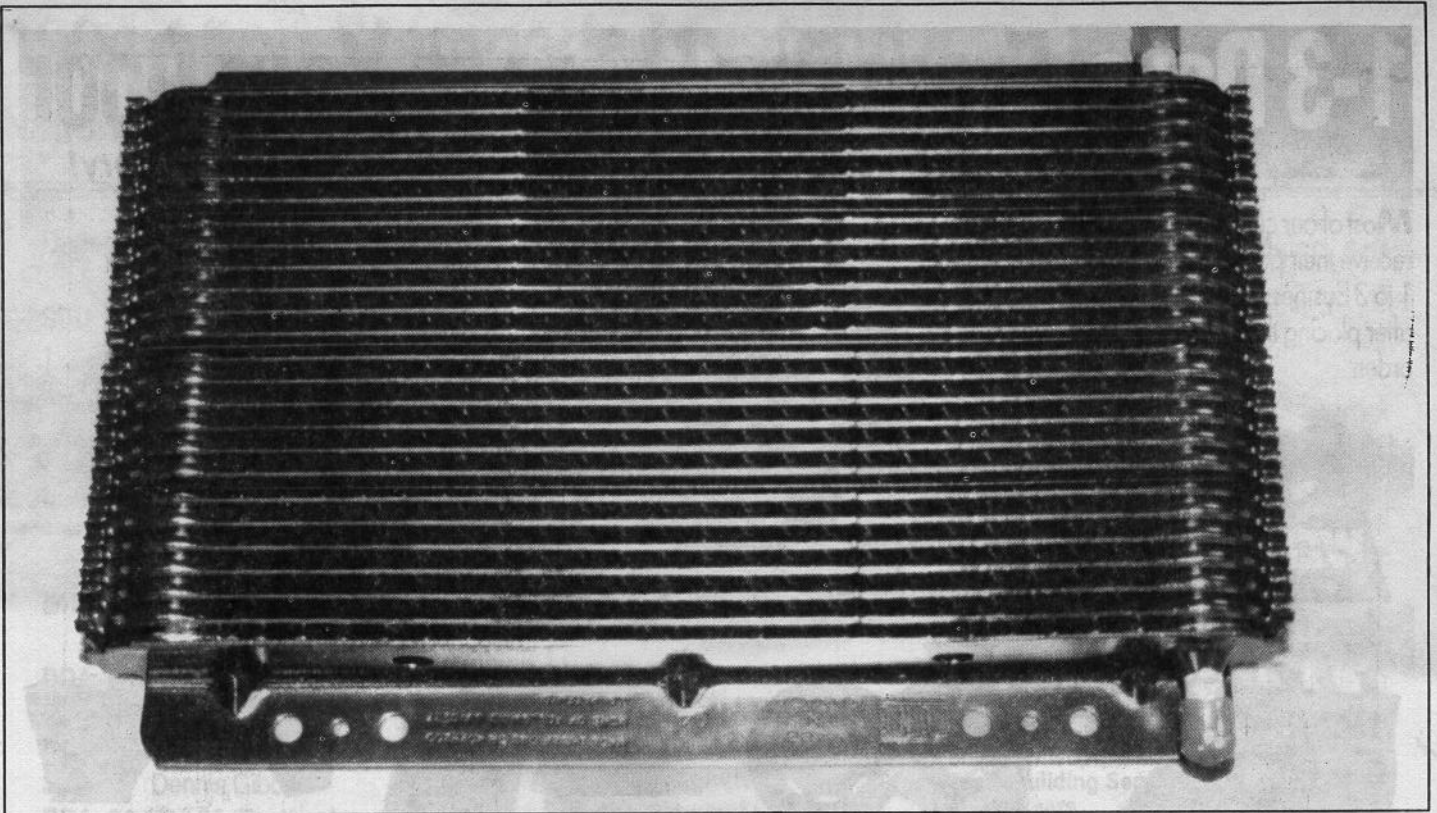


The world's largest supplier of '65-73 Mustang parts & accessories offers it's comprehensive catalog **Free!**
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Mustang Cooler by RJ

After two major transmission failures from my low mileage, and babied, '93 AOD 5.0 coupe, I decided a transmission cooler was long over due. Almost everyone realizes that 'heat' is the worst enemy of *any* automatic transmission. With that in mind, a separate cooler for the transmission fluid alone seemed like a great idea.

There are a number of sources in the aftermarket for good coolers, but a call to B&M Automotive (818-882-6422) in Chatsworth, California got us off and running in the right direction. The B&M unit is compact but extra efficient in part because the cooling fins are positioned at a slight angle. This characteristic will force the airflow over a longer path thereby cooling the fluid running through the tubes even more.

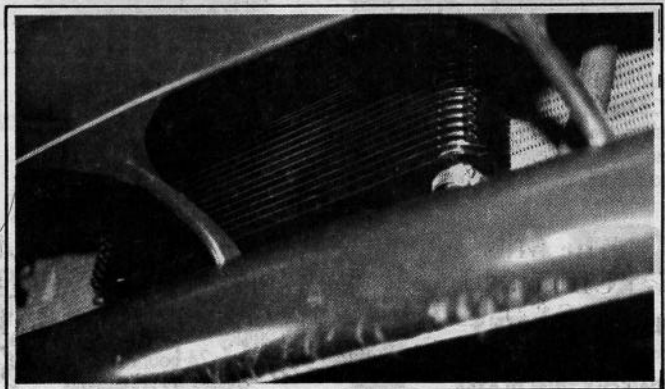
The actual installation is relatively easy and requires no special tools. All necessary plumbing components are packaged with the B&M cooler. Unlike some others, the B&M piece can be plumbed either way as there are no "in" or "out" fittings.

I had the cooler mounted in front of the radiator smack in the center at the bottom where it will hopefully pick up the best airflow. B&M supplied handy little fasteners that worked like stiff tie-wraps. When the cooler is positioned in place, simply push one of the fasteners through its corresponding mounting hole, and through the main radiator, then slide the washer-like retainer over the protruding end, pull tight, cut the excess, then move to the next. Four of these super

strong, zero weight fasteners hold the trans cooler securely in place.

A transmission cooler is one of those low profile items that no one will probably ever see. Yet it can offer a lot more peace of mind than you'd expect for the price. Just knowing my tranny is operating 20 to 30 degrees cooler than before makes me think it might finally be good for the long haul.

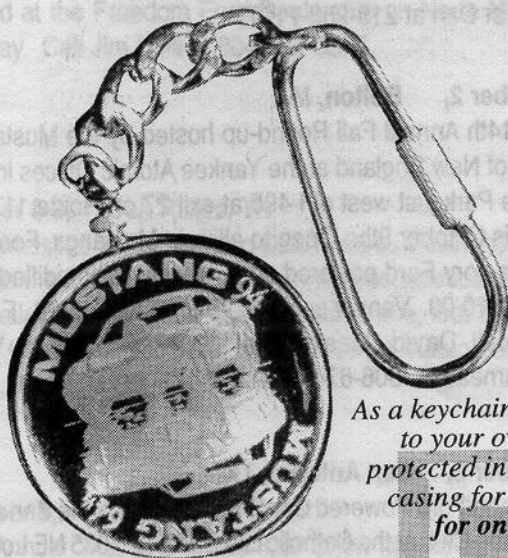
Any automatic Mustang that earns it keep with road miles will benefit from its own transmission cooler. It's my favorite kind of part - all benefit, no drawback! On late models, the addition of such a device WILL NOT void your warranty. Even early models beyond their warranty coverage will be better off with such a cooler simply because they work, which means you'll be able to drive and enjoy your automatic Mustang even longer.



GREAT CHRISTMAS GIFT



A UNIQUE WAY TO CELEBRATE MUSTANG'S 30TH BIRTHDAY



Endorsed by the
MCA Board of
Directors

As a keychain to hold the keys to your own Mustang, protected in a tough acrylic casing for every day use for only \$29.95.



Enclosed in an attractive, plush jewelry case - a rich and distinctive way to display your medallion - for only \$29.95.

Now Mustang lovers everywhere can celebrate Mustang's 30th anniversary with this handsome silver commemorative medallion from S&D, Inc.

Medallion currently available, and will certainly be sought-after by collectors and Mustang aficionados for decades to come.

This solid, One Troy Ounce .999 silver medallion bears the image of Ford's official Mustang 30th Anniversary poster, featuring the distinctive 1994 Mustang (the Official Pace Car of the 1994 Indianapolis 500 Mile Race) and the incomparable original, on one side. The other side features the famous original Mustang logo.

The Mustang Medallion is Officially Licensed by Ford to S&D, Inc. It is the only Mustang 30th Anniversary

Enclosed please find my check money order
for () Key Chains and/or () Medallions
\$29.95 each plus \$2.95 S&H = \$32.90 each

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SEND TO:
S&D INC.
P.O. Box 412
Winchester, Ind.
47394-0412

TOTAL ENCLOSED

\$

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Do Not Send Cash

PH. 317-584-2191 Ask for Steve

Calendar of Events '94...

October 1, Cordova, TN

13th Annual Mustangs of Memphis Mustang & Ford Car Show. 27 Mustang classes plus 5 special interest Ford classes. Show at Trinity Commons Shopping Center, Germantown Road. Approximately 1 mile north of Walnut Grove Road. Free admission; Registration 8AM to Noon; Judging at Noon. \$10.00 fee to enter car or for vendor space. For more info call 901-363-9241, or 758-0654.

October 1, Durham, NC

Mustang & Special Interest Ford Show sponsored by the Heart of Carolina Mustang Club and hosted by University Ford. Entry fee \$10. For more information call Marv 919-848-6786 or Gary 919-460-8925. Rain date October 8.

October 1, Alpharetta, GA

AT&T Sixth Annual Charity Car Show - All participants will receive an awards plaque. Entry fee is \$20.00 and will be held at AT&T, 800 North Point Parkway in Alpharetta. Take GA 400 to Exit 11. Go East to North Parkway and turn right. For more info call 404-750-CARS.

October 1, San Diego, CA

15th annual Show hosted by the San Diego Mustang Club at the Holiday Inn, 8110 Aero Dr. in San Diego. Registration \$10.00, spectators free, 10AM to 3PM. Call Wayne Sage 619-473-9000 or Chris Mott 619-448-0289.

October 1-2, Griffin, GA

Tara Mustang Club hosts the Second Annual Mustang Show at Spalding Ford, Highway 19-41 North in Griffin. Registration is from 8AM to 2PM on Saturday with MCA Modified judging starting at 2 PM until 6 PM at the dealership. Judging resumes on Sunday from 9AM to 12PM. Trophy presentations begin at 2PM. Open to all Mustangs, Shelbys, Cobras, and special interest Fords. For more info call Sam at 404-946-3178 or Mike at 404-461-2906.

October 2, Lexington, SC

The Central South Carolina Regional Group is hosting the 30th Anniversary Edition of the Annual Mustang Car Show. The event will be held at Ben Satcher Ford of Lexington at the intersection of Hwy. # 1 and Hwy. # 378, and will feature 16 judged classes and 5 popular vote classes. For more info write: Central South Carolina Regional Group, P.O. Box 2614, Columbia, SC 29202, or call Billy Doyle at 803-359-5277, or Donna Bailey at 803-791-9628.

October 2, Clinton, NJ

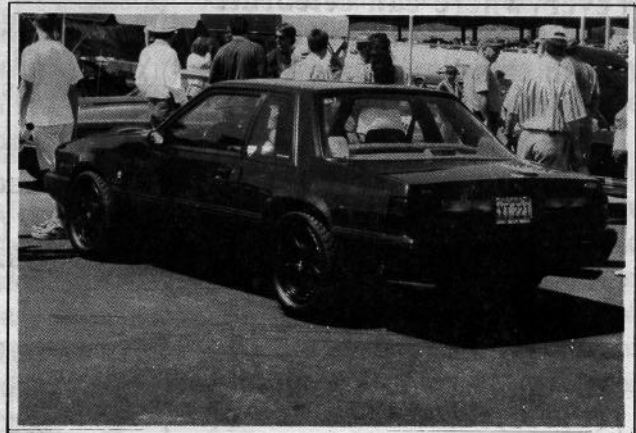
5th Annual Ford/Mustang Show hosted by Clinton Ford and the West Jersey Mustang Club. For info call Bob at 908-457-8818 or Dan at 215-253-7107.

October 2, Bolton, MA

The 14th Annual Fall Round-up hosted by the Mustang Car Club of New England at the Yankee Atomic Offices in Bolton Office Park just west of I-495 at exit 27 on Route 117. Rain date is October 9th. Open to all year Mustangs, Ford family and factory Ford powered cars. Stock and modified. Entry fee is \$10.00. Vendor space is 20' x 20' for \$15.00. For more info call David Jaaskella at 508-779-2796, or Vincent Letourneau at 506-674-7287.

October 2, San Antonio, TX

Mustang/Ford Powered Car Show hosted by the San Antonio Mustang Club at the Catholic Life Building, 1635 NE Loop 410. All popular vote classes. Information: Write San Antonio Mustang Club, 5496 Verbena, San Antonio, TX 78240, or call 210-694-0214 or 210-654-7823.



October 8, Savannah, GA

Savannah Mustang Club hosts 5th Annual Mustang Show at Savannah Festival Factory Stores. I-95 and GA Hwy. 204. \$15 registration includes Saturday night food feast. \$20 - Show Day. 68 trophies, concours class, all 64 1/2 to 94 models welcome! Door prizes, auction, live band, and more! Host hotel: Econo Lodge Gateway (800) 673-7301. All rooms \$29.95. Helps Ronald McDonald House. 1993's event raised \$1800. Information: Mark Davis 912-352-9229 or PO Box 13204, Savannah, GA 31416.

Calendar of Events '94... (continued)

October 8, Virginia Beach, VA

10th Annual Fall Mustang and Ford powered car show hosted by the Southeastern Virginia Mustang Club. The event will be held at the Freedom Ford Dealership on North Military Highway. Call Jim Pletl at 804-622-3575.

October 8-9, Oak Ridge, TN

The Tennessee Valley Mustang Club hosts its Mustang/Ford Show at the Oak Ridge Mall. Over-night accommodations are available at the show site on a first come, first served basis. Contact Cliff Watson, 900 Ilex Circle, Knoxville, TN 37919, 615-531-8086.

October 9, Valencia, CA

First Annual "Mustang Magic" Car Show hosted by Pacific Mustang Club. Will be held at Six Flags Magic Mountain. For info contact: Pacific Mustang Club, P.O. Box 33634, Granada Hills, CA 91394

October 15, Lynchburg, VA

The Lynchburg Area Mustang Club is proud to announce our 10th Anniversary Show at the Comfort Inn. We are inviting all Mustangers to show for a mega-event. We will be hosting a Hot Rod Cruisers Show for all makes and models in conjunction with our show. A banquet is planned to follow the show. There will be entertainment and a cash bar. For more info call 804-237-3150.

October 21-22, Tucson, AZ

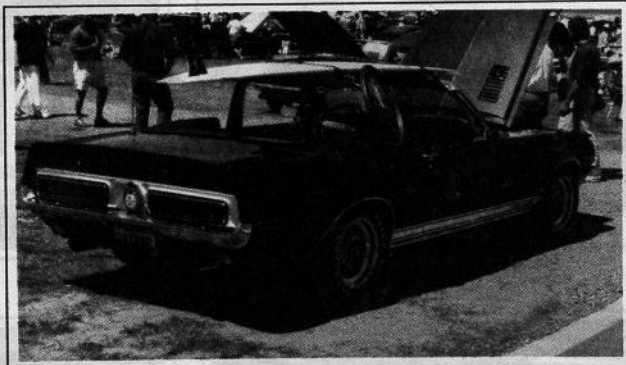
27th Annual Great Pumpkin Mustang and ALL Ford Car Show. Hosted by the Southern Arizona Mustang Club. For more info contact: The Southern Arizona Mustang Club, P. O. Box 44145, Tucson, AZ 85733-4145, or call Betty Ponikvar 602-292-6284.

October 22-23, Cypress Gardens, FL MCA NTL Show

13th Annual Cypress Gardens Mustang Round Up at Cypress Gardens hosted by the Mid-Florida Mustang Club, Suncoast Mustang Club, and Classic Mustangs of Tampa will be held at Cypress Gardens in the heart of Central Florida near Winter Haven. Come enjoy the Southeast's most beautiful Mustang show! MCA classes and judging will be in effect this year, so don't miss the excitement. For show info call Bruce Weiss at 407-259-9089; for registration info call Kay Kleschka at 407-282-0889 8-10 PM EST.

October 30, Cypress, CA

"Mustang Madness" Car Show at Burch Ford La Habra. Costume contest, games and live band. 714-779-1955.



November 6, Cocoa Village, FL

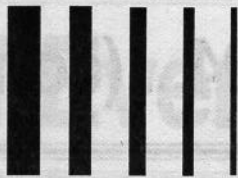
Space Coast Mustang Round-Up '94. SCMC's 12th Annual Show in downtown Cocoa Village. Cash awards for pre-registering your car. Make it a vacation—great shopping and good restaurants; beautiful beaches and other attractions nearby! Show information and registration, 407-254-7087 or 407-723-1486.

November 12, Allentown/Whitehall, PA

First Pennsylvania Mustang Club is proudly hosting the MCA 1994 Judge's Rules Meeting at the Ramada Inn - Allentown/Whitehall, PA. 8 AM-1 PM. Please call so we can get an idea of how many guests to expect. Thank you. Dave Zimmerman, President/908-234-0535, or Carol Kish, Ch. of the Board/610-252-6264.

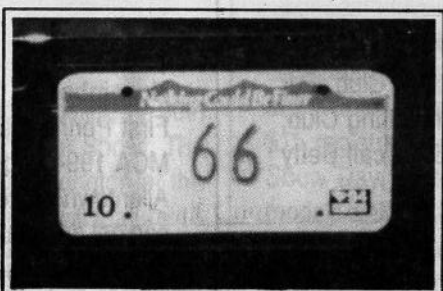
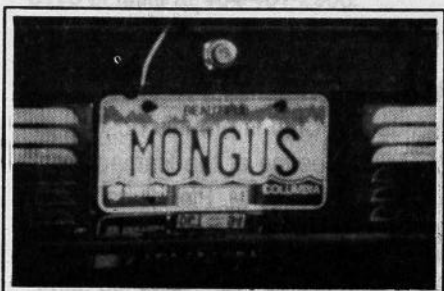
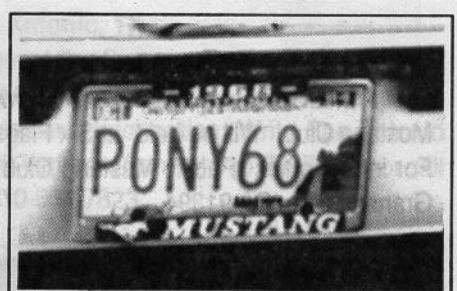
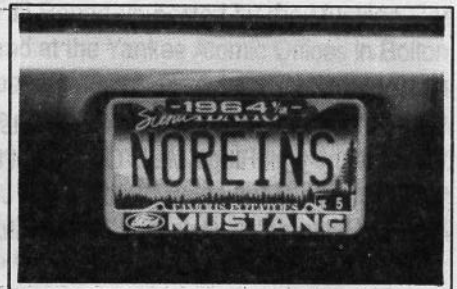
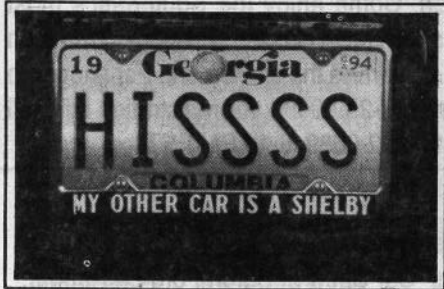
BRANDS

Mustang County

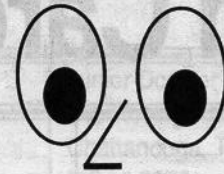


Photos Compliments of
Gary Hanson MCA # 30307

"I was doing the speed limit at least. Then I saw this Mustang growing in my rear view mirror like it was a rocket sled. It went around me before my eyes could focus on anything but its rear license tag. It said:"



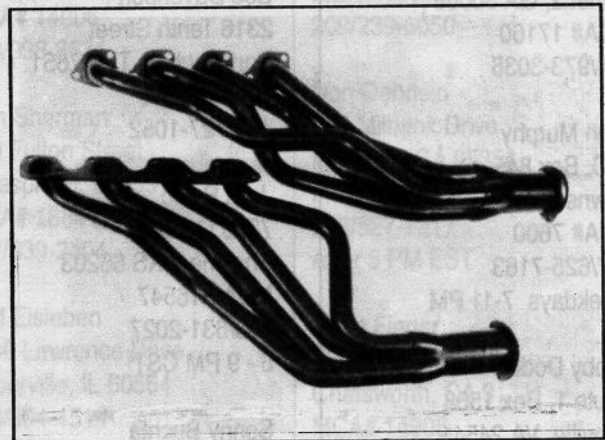
New Products...



Edelbrock is offering a slick dual quad package for small block Fords. This "vintage" series manifold is a direct mount for 289-302 engines. Equipped with Edelbrock's 500 cfm aluminum carbs, this makes for a stout yet very livable street set-up. To say nothing of that extremely impressive dual quad look whenever the hood is popped, or that equally impressive dual quad sound whenever the go pedal is pushed. Mechanical progressive linkage allows for mere 2-barrel operation during normal driving. For more information contact Edelbrock Corporation, 2700 California St., Torrance CA, 310-782-2900



Increase horsepower while improving performance and mileage with a set of headers from Hedman. Made from the finest material, these headers are available in standard and Tri-Y design. Primary tube size is 1-5/8" with 3" collectors. They also carry a lifetime warranty. For more information contact Mustangs Unlimited, Inc. 185 Adams Street, Manchester, CT. 06040. 203-647-1965, 1-800-243-7278.



Eibach Springs has just introduced their new Sportline suspension springs. This new line was designed specifically for street performance enthusiasts who want an ultra low stance as well as improved handling. These springs are designed to lower your Mustang between 1.75 and 2.00 inches. Eibach conducts extensive research and testing for all Sportline springs and uses top quality materials in the manufacturing process. For more information contact Eibach Springs, 15311 Barranca Parkway, Irvine, CA 92718, or call 714-727-3700.



Gold Card Judges...

1964 1/2 - 1965

Ray Boismenu
16 Brittany Lane
Bellville, IL 62223
MCA# 6673
618/235-4634 After 7
618/397-3807 Days

Charles Hampton
822 Sharonwood Drive
Anderson, SC 29621
MCA# 1230
803/225-7260

Bob Deale
29 Brookcrest Drive
Marietta, GA 30068
MCA# 17160
404/973-3036

John Murphy
P. O. Box 845
Pawnee, IL 62558
MCA# 7600
217/625-7183
Weekdays 7-11 PM

Bobby Dodd
Route 1, Box 1508
Danville, VA 24541
MCA# 4729
804/685-3653

Don Phillips
410 Holly Hill Road
Murfreesboro, NC 27855
MCA# 10730
919/398-4405 After 8

Barry Phillips
410 Holly Hill Road
Murfreesboro, NC 27855
MCA# 13596
919/398-4405 After 8

Skip Youngdahl
1 Meditation Way
Florissant, MO 63031
MCA# 10045
314/921-3673

Bobby Summers
P. O. Box 378
Gibsonville, NC 27249
MCA# 599
919/449-7565

Scott McNair
2250 North 1075 East
Layton, UT 84040
MCA# 8723
801/771-8611

Bob Davenport
2316 Tenth Street
Port Neches, TX 77651
MCA# 18510
409/727-1052

Jack Bosis
7206 Goddard
Shawnee, KS 66203
MCA# 16547
913/631-2027
6 - 9 PM CST

Sonny Buchta
4112 Lake Villa Drive
Metairie, LA 70002
MCA# 12507
504/888-3234
6 - 9 PM CST Weekdays

Johnny Blackston
17 Lawnview Court
Greenville, SC 29611
MCA# 22528
803/246-7444
After 6 PM EST

Melvin Little
P. O. Box 918
Sapulpa, OK 74066
MCA# 6252
918/227-0676 Office
918/224-1121 Home

Horace Wood
3653 Altadena Drive
Birmingham, AL 35243
MCA# 1821
205/967-1705

Wally Short
12825 Cedarbrook Ave.
Albuquerque, NM 87111
MCA# 10578
505/299-4573 MST

Richard Ciaffredo
1791 Valla Drive
San Jose, CA 95124
MCA# 18779
408/448-7241

Fred Glazier
531 Wambold Road
Souderton, PA 18964
MCA# 788
215/723-9674

Dave Zimmerman
6 Tainter St., Box 213
Peapack, NJ 07977
MCA# 7993
908/234-0535
6 - 9 PM EST

Ferrel Buis
399 Maycrest Drive
Cincinnati, OH 45237
MCA# 10287
513/821-4928
6 - 9 PM EST

John Hall
13222 Laurel Lake Court
St. Louis, MO 63131
MCA# 4333
314/965-4779

Al Friedel
10423 Lockcrest Drive
Cincinnati, OH 45231
MCA# 12417
513/771-4558

Jim Fannin
Rural Route 3, Box 109
Bloomington, IL 61704
MCA# 18064
309/829-3359

Larry Harvey
205 Wiegand Drive
Bridge City, LA 70094
MCA# 12789
504/436-1555
After 7PM CST

1966

Pat Hollaway
6403 Oriole Drive
Lafayette, IN 47905
MCA# 20118
317/447-1910

Ray Boismenu
16 Brittany Lane
Bellville, IL 62223
MCA# 6673
618/235-4634 After 7
618/2224-1121 Days

Sonny Buchta
4112 Lake Villa Drive
Metairie, LA 70002
MCA# 12507
504/888-3234
6-9PM CST Weekdays

Gold Card Judges...(continued)

Charles Hampton
822 Sharonwood Drive
Anderson, SC 29621
MCA# 1230
803/225-7260

John Murphy
P. O. Box 845
Pawnee, IL 62558
MCA# 7600
217/625-7183
Weekdays 7-11 PM

John Hall
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St. Louis, MO 63131
MCA# 4333
314/965-4779

Bobby Dodd
Route 1, Box 1508
Danville, VA 24541
MCA# 4729
804/685-3653
6-10 PM EST

Don Phillips
410 Holly Hill Road
Murfreesboro, NC 27855
MCA# 10730
919/398-4405 After 8

Barry Phillips
410 Holly Hill Road
Murfreesboro, NC 27855
MCA# 13596
919/398-4405 After 8

Bobby Summers
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MCA# 599
919/449-7565

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MCA# 16647
803/269-1232

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MCA# 8723
801/771-8611

Melvin Little
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MCA# 6252
918/227-0678 Office
918/224-1121 Home

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Birmingham, AL 35243
MCA# 1821
205/967-1705

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San Jose, CA 95124
MCA# 18779
408/448-7241

F. Dennis Havens
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Clemmons, NC 27012
MCA# 9501
910/945-3480

Gene A. Millspaugh
2225 Woodthrust Drive
Baton Rouge, LA 70819
MCA# 3799
504/275-6460 Home
504/664-7131 Work

William Hendricks
8000 West 86th Street
Overland Park, KS 66212
MCA# 19425
913/341-2630

Daryl Silvers
38240 West 151st Street
Eudora, KS 66025
MCA# 16543
913/882-6202

Wally Short
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Albuquerque, NM 87111
MCA# 10576
505/299-4573

Mark Brockman
2207 Thunder Ridge Blvd.
Apartment 6 - A
Cedar Falls, IA 50613
MCA# 18068
319/277-5340

Luke York
303 C S. Swing St.
Greensboro, NC 27409
MCA# 17870
919/632-0393

David Finner
9505 Shoup Avenue
Chatsworth, CA 91311
MCA# 14906
818/998-8671

Tom Sherman
510 Fulton Street
Gillespie, IL 62033
MCA# 18841
217/839-2404

Karl Eisleben
3640 Lawrence Drive
Naperville, IL 60564
708/904-1514
6 - 10 PM CST
Weekdays

1967 - 1968
Floyd Scranton
61 Ronald Drive
Decatur, IL 62526
MCA# 3498
217/877-0604
4:30 - 9 PM CST

Junior Downer
145 Rolling Hills Drive
Chattanooga, TN 37343
MCA# 3370
615/842-4293

Allen Nickols
2909 Elmcrest Drive
St. Charles, MO 63301
MCA# 12935
314/947-3684

Mark Lien
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Milwaukee, WI 53216
MCA# 10567
414/461-9544
414/464-5500

Jeff Speegle
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Manteca, CA 95336
MCA# 18053
209/239-6050

Don Oehrlein
720 Milbank Drive
Modesto, CA 95354
MCA# 18749
209/527-7217
After 5 PM EST

Dave Finner
9505 Shoup Avenue
Chatsworth, CA 91311
MCA# 14906
818/998-8671

Dave Zimmerman
6 Tainter Street
Box 213
Peapack, NJ 07977
MCA# 7993
908/234-0535

Leonard McCoy
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Grandview, MO 64030
MCA# 17065
816/763-7534

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Layton, UT 84040
MCA# 8723
801/771-8611

Jim Alderson
Rural Route 3, Box 44
Carlinville, IL 62626
MCA# 17609
217/839-2739

Ferrel Buis
399 Maycrest Avenue
Cincinnati, OH 45237
MCA# 10287
513/821-4928
6 - 9 PM EST

1969 - 1970

Jack Staples
P. O. Box 61
West Point, GA 31833
MCA# 12373
205/576-3377

Jim Osborn
101 Ridgecrest Drive
Lawrenceville, GA 30245
MCA# 376
404/962-7556

Bob Vickery
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Lithonia, GA 30058
MCA# 3411
404/482-7044

Jeff Speegle
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Manteca, CA 95336
MCA# 18053
209/239-6050

Ron Myska
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Vacaville, CA 95688
MCA# 24134
707/447-8367

Steve Ames
4161 Rolling Springs
Tampa, FL 33624
MCA# 17269
912/962-2936

Shane O'Neal
410 North Campbell Rd.
Landrum, SC 29356
MCA# 22945
803/895-3080

1971 - 1973

Jack Yeager
4378 Glenhaven Drive
Decatur, GA 30035
MCA# 411
404/289-3468

Bob Coulston
5716 Bar-Dei East Drive
Indianapolis, IN 46241
MCA# 15454
317/856-6204
4-10 PM CST

Robert L. (Bob) Black
9182 North Cherry Hills Dr.
Columbus, IN 47201
MCA# 9300
812/526-9493
After 4:30 CST

Teresa Vickery
1470 Stephenson Road
Lithonia, GA 30058
MCA# 3411
404/482-7044

Marvin Scothorn
6250 Germantown Park
Dayton, OH 45418
MCA# 9145
513/866-0690

Tom Podemski
1526 West Calvert St.
South Bend, IN 46613
MCA# 17084
219/289-1920
FAX: 219/234-5419
Evenings & Weekends

Franklin J. Deibert
3196 Flinthill Road
Coopersburg, PA 18036
MCA# 11335
215/282-1275
6 - 10 PM EDT

Shane Bryant
515 Milford Church Road
Taylors, SC 29687
MCA# 16727
803/895-3372

John Statsny
1530 11th Street
Fennimore, WI 53809
MCA# 16997
608/822-6301
6 - 9 PM CDT Weekdays

Debbie Ames
4161 Rolling Springs
Tampa, FL 33624
MCA# 17269
913/962-2936

William J. Meade
Route 3, Box 122-A
Honaker, VA
MCA# 1126
703/889-5994

Bonnie Breaux
Route 2, Box 130
Lumberton, TX 77656
MCA# 20178
409/755-1470 318/625-2650

1965 - 1966 Shelby

Bruce Weiss
731 Washburn Road
Melbourne, FL 32934
MCA# 19243 407/259-9089

Skip MacDougall
3950 Tarrytown Lane
Agora Hills, CA 91301
MCA# 17488
818/707-2173

1967 - 1970 Shelby

Jack Staples
P. O. Box 61
West Point, GA 31833
MCA# 12373
205/576-3377

Bob DeCardenas
102 North Indian Circle
Cocoa, FL 32922
407/631-2891
After 7 PM EST

Charles Hampton
822 Sharonwood Drive
Anderson, SC 29169
MCA# 1230
803/225-7260

Bruce Weiss
731 Washburn Road
Melbourne, FL 32934
MCA# 19423
407/259-9089

Jim Osborn
101 Ridgecrest Drive
Lawrenceville, GA 30245
MCA# 376
404/962-7556

Bruce Cunningham
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MCA# 17725
408/354-4674

Bob Gaines
1032 W. 55 street
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MCA# 26123
816/444-4467 Evenings

Gold Card Judges...(continued)

Boss Mustang

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MCA# 16859
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Ricky Simmons
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MCA# 17874
404/778-6329

Bill Dillard
2536 Rome - Dalton Road
Calhoun, GA 30701
MCA# 7
404/625-2677

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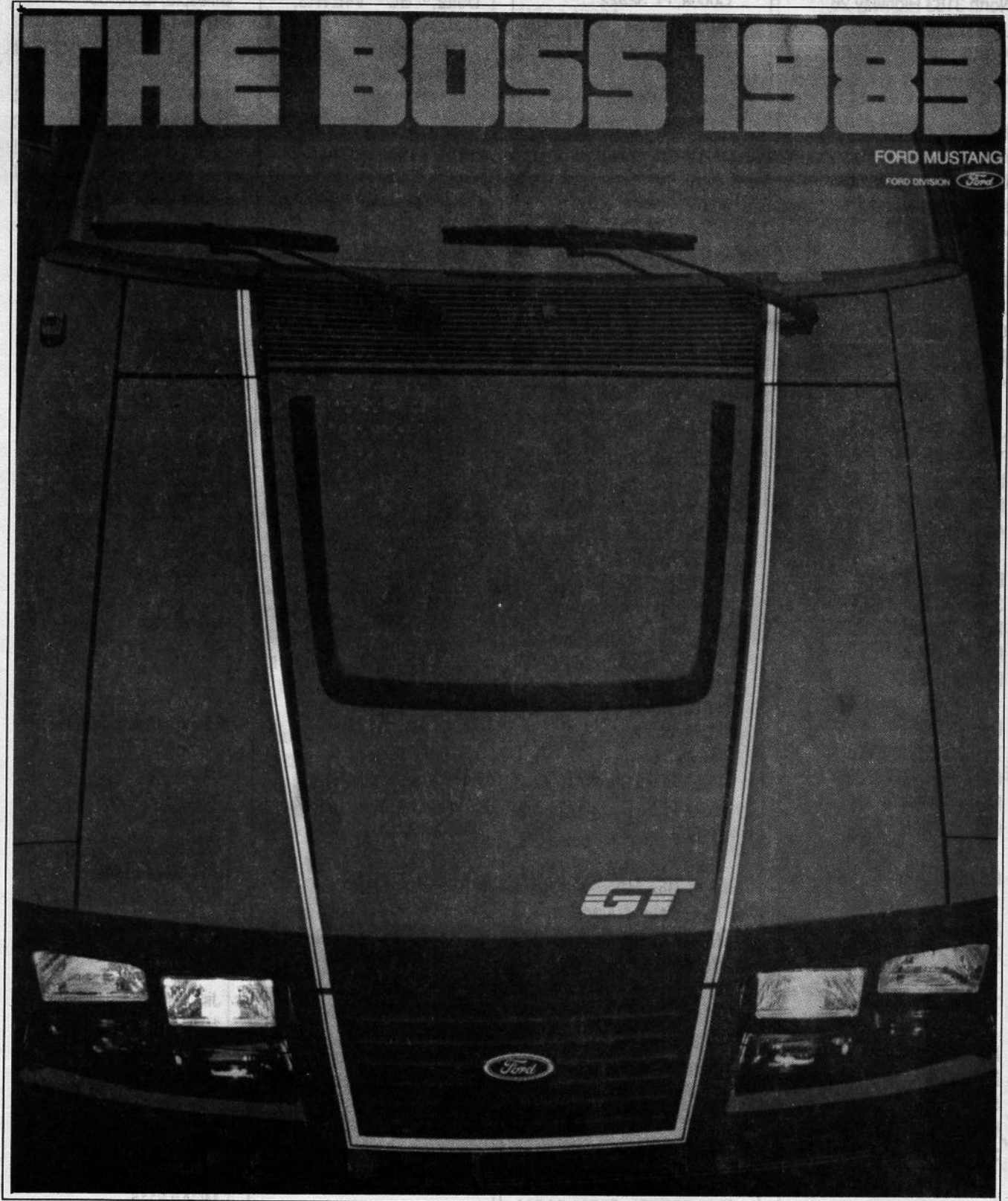
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On Late Models...

by Randy Church,
Late Model Head Judge



The 30th Anniversary Mustang Show was a rousing success according to both early and late model Mustang owners. The attention accorded the Mustang during this celebration year has encouraged many people to join the Mustang Club of America. As Late Model Head Judge, I am happy to report that many of those new members are late model Mustang owners. As interest in Mustangs increases, so have the number of phone calls I receive from Mustang owners and potential buyers.

Interest in the 1983 Mustang GT convertible continues to be at the top of the list. I first wrote about the '83 when an article was published in a Mustang magazine that stated the owner believed their car to be one of only 49 convertibles manufactured. At that time, information I had indicated a production number of 993 convertibles, which was confirmed by a contact at Ford Motor Company. As is many times the case, additional information has come to light.

New information indicates that 977 1983 Mustang convertibles were produced for the domestic market, 16 were produced for the Canadian market, and 8 were manufactured without build dates. These figures give a total of 1001 of these rare pony cars. The domestic models were built in the months of May to August. Production began on May 11th with one 1983 GT convertible. Monthly production figures give the following totals: May - 146, June - 242, July 242, and August - 223. The first VIN start around 196000 and ends around 223000. Information on the first nine cars is limited to the VIN.

Standard options on all 1983 GT convertibles included a T - 5 transmission, roll-down quarter windows, power top, tilt wheel, power-assisted rack and pinion steering, leather wrap steering wheel, air conditioning, cruise control, tinted glass, console, carpeted luggage compartment, premium sound AM/FM stereo with cassette, black right and left side mirrors, and non-functional hood scoops. TRX wheels with anti-theft lug nuts and 220/55 R-390 TRX tires were standard. Cloth interior was optional. Purchasers had to decide among six exterior colors: Bright Red, Red, Black, Polar White, Medium Charcoal Silver, and Silver Metallic. Interior choices were black vinyl, medium red vinyl, black cloth, or medium red cloth. Top colors were black or white.

Many of the people who call for information about the 1983 GT convertible want to verify the authenticity of a particular car. One easy way is to check the build or tag on the radiator support, it should have GT in the lower left hand corner. Convertibles were made from two door coupes. Conversion of the coupes to convertibles took place at Cars and Concepts, Inc., of Brighton, Michigan.

A sales brochure for the 1983 Mustang says they were designed to "leave the competition chasing the shadow". The GT convertible was designed to be the ultimate driving machine. It would appear that the 1983 GT convertible has lived up to its destiny. If you want to own a late model Mustang

that has already become a collector car, the 1983 GT convertible could well be the car for you.

Information for the previous article on the 1983 GT convertible was provided by Lauren Fix, who owned a Bright Red 1983 GT convertible, and had started a registry to collect information about these unusual cars. She completed a remarkable amount of research before turning the registry over to Tom Wade of Largo, Florida. Tom has taken control of the registry and accumulated volumes of information and documentation. He has a list of VINs for all 1983 GT convertibles produced. He has correlated VINs and cars which belong to his registry. Tom can confirm the DSO and authenticate your car. For more information contact Tom Wade, 1983 Mustang GT Convertible Registry, 3025 Huntington Dr. N., Largo, FL 34641, or call him at 813-535-6063. Thanks to Tom for the updated information for this article.

As you might guess, it would be difficult if not impossible for one person to know everything there is to know about all models of Mustangs, early or late models. For this reason, all of us who are Mustang collectors or enthusiasts owe a debt of gratitude to those people who compile vast quantities of information about specific cars. This gives us accurate information and helps preserve the history of specific models of Mustangs. Many registries have been formed to document information about specific cars. Sometimes these registries have more information available to the hobbyist than does Ford Motor Company. Also, you have the added advantage of speaking to someone who has an avid interest in that particular car. By joining a registry you contribute to the documentation about specific models. Registries are also good to help establish values or purchase prices in various areas. In the worst case scenario, they can help establish values for insurance purposes should your car be stolen or damaged.

I want to "change gears" here for a moment. As many of you know, I am the Late Model Head Judge for Mustang Club of America. At most Mustang Club of America shows, we have few if any entries in the 1979 - 1984 Unrestored class. I would like to encourage those of you who have original, unrestored cars and do not want to compete with cars having undergone a recent restoration, to enter your car in this class. In this class, your car competes on a point system. Entrants in this class are awarded a Gold, Silver, or Bronze award. Judging is based on originality - original paint (not over 33% paint work), original top on convertibles, and other original parts and paint. Normal day to day wear and tear would not be a point deduction. For judges who want to see how a Mustang comes from Ford (as regards to originality), this is an ideal class for you to judge. If you have questions about this class, call for additional information. You can reach me most evenings from 7:30 to 10:00 PM, EST, or most weekends at 706/776-6329. This is my "Mustang" line and is available for my Mustang calls exclusively.



Mustang Money... by Brian G. Hudgens

The Ford Financial Focus

Company Description

Ford is the world's second largest car and truck manufacturer and financial services company. Ford also owns Jaguar, Hertz, 25% of Mazda and 49% of Autolatina.

Ford Reports Record Earnings

Ford said earnings of \$1.711 billion in the latest second quarter were a record. The company reported surprisingly higher earnings than was forecast by analysts. With an Institutional Brokers Estimate System (IBES) estimate of \$1.31 per share, Ford exceeded the estimate of 0.32 cents per share reporting \$1.63 per share.

Worldwide automotive operations increased from \$395 million a year ago to \$1.183 billion.

Net income from U.S. automotive operations increased from \$367 million a year ago to \$907 million.

Ford Motor Credit Co., a unit of Ford Motor Co., reported net income of \$386 million for the second quarter ended June 30, up \$62 million from a year ago. The Ford Motor Credit Co. provided the financing for 626,000 new and used vehicles sold in the U.S.

As reported by the WALL STREET JOURNAL, Ford Mustang sales have jumped 74.9% so far this year. The WSJ also reported that Ford recalled about 900 of its 1994 model F-series vehicles because of powertrain control module problems.

Investment Option:

Ford's stock split two for one on July 6th, 1994.

Earnings are forecast to rebound due to a cyclical recovery in sales and a Japanese price umbrella.

Based on the one year forward dividend, Ford normally yields 243 basis points less than 10 year Treasuries.

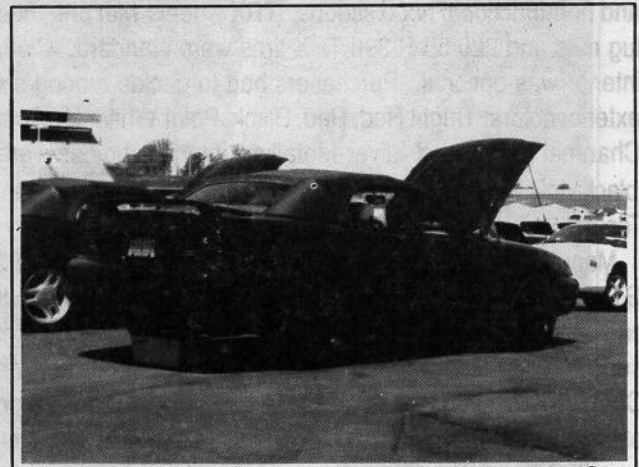
Investment Option (continued):

Ford is projected to end 1996 with a \$2.00 dividend.

Dean Witter stock analyst Ron Glantz still has a "buy" rating on the stock with a 1994 forecast of \$4.15. The estimate is the fourth highest on Wall Street, \$0.29 above the \$3.86 consensus (\$3.30 - 4.40 range). The \$5.25 estimate for 1995 is the third highest, \$0.50 above the \$4.75 consensus (\$4.00 - 5.50 range).

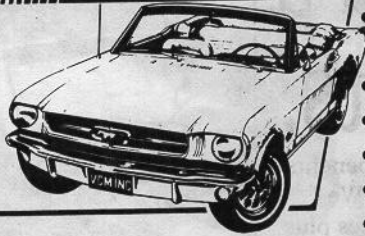
The Standard & Poors company rates the company with 4 stars (out of 5) and has an "Accumulate" rating on the stock. Of 23 analysts covering the stock 13 are rating the stock "Buy", 6 rate the stock a "buy/hold" and four recommend a "hold".

If you are interested in further information on the Ford Motor Company, or would like a copy of Dean Witter's latest Research Report, please call Brian Hudgens, Account Executive at Dean Witter, (800)736-7230.



Brian Hudgens is an account executive for Dean Witter Reynolds Inc. in Monterey California. Brian has a special interest in Ford Mustangs.

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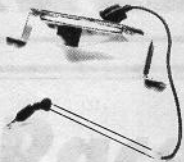
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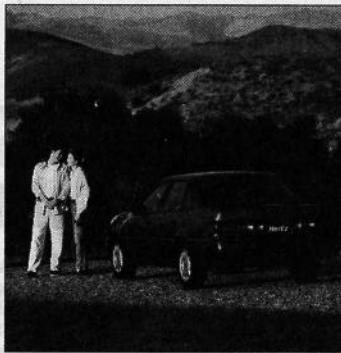
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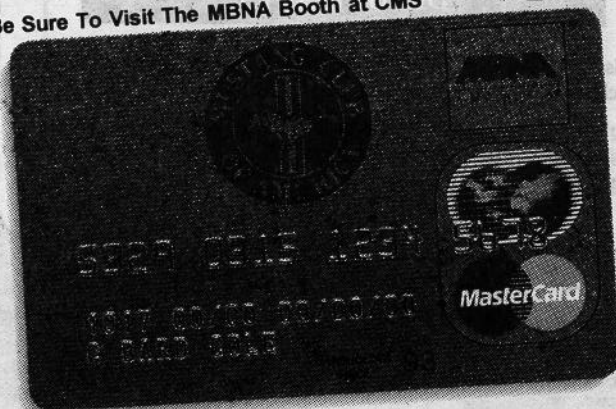
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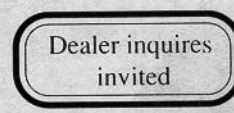
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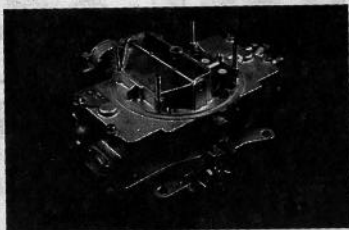
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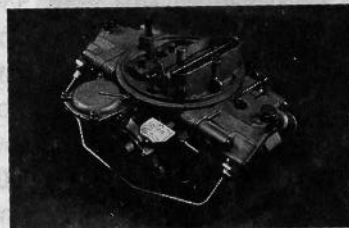
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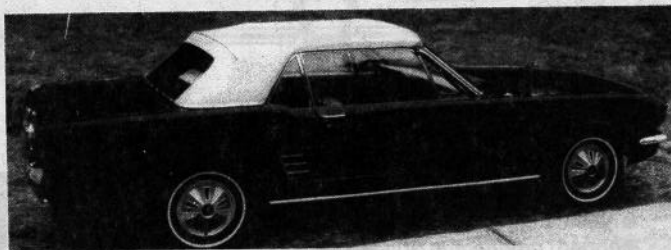
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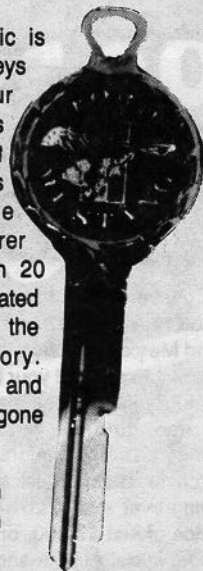


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1967 Mustang GT Fastback "S" Code - 4 speed, AC, PS, P/Disc brakes. Deluxe interior. Both consoles, Tach, and more. Needs restoration. Asking \$2,000/OBO. Call for details. Mack Darr, 3232 Wickersham Court, Orlando, FL. 407/851-5677. MCA# 23863.

1970 Mustang Mach I - 351 W 2V, good condition. New tires, brakes, brake drums, bearings and exhaust. Battery fresh. Transmission overhaul and engine tune-up. Blue with black striping. Third owner since 1990 with full knowledge of vehicle history. Price \$5,500/OBO. Call 302/633-4561. MCA# 22253.

1973 Mustang Convertible 76D - Original owner, original window sticker. A/T, PS, AC, 302CID 2V V8. Power front disc brakes. Blue metallic paint, 2 tone hood, black power top with glass backlite, tint glass, stereo tape system, AM radio, interval wipers, racing mirrors, knitted vinyl bucket seats. 77,000 miles. \$12,995. 804/744-1852 (VA). MCA# 30905.

1974 Mustang II - Highly modified. Show or drive, Red with black stripes. V6, 5 speed, 4:11 gears. Black custom interior. \$6,500. Call Fred 502/875-2062, evenings. MCA# 17346.

1978 Mustang Ghia Coupe - 302 V8 Automatic. All power and AC. Exceptional all original turquoise paint and interior. Many show trophies over the past 12 years, plus two MCA National First Places. Price: \$5,000. Pictures Available. Call Dave Bohart: 317/636-9784 or 317/862-1443. MCA# 17514.

1979 Mustang Pace Car - Original car with less than 40 miles. 2.3 L turbo charged, PS, PB, AC. Special handling suspension, AM/FM stereo radio with cassette tape, tinted glass. Decals are applied. \$13,800. Contact: Mark 407/331-0340 or 407/834-8458. MCA# 27013.

1982 Mustang GT - A one owner, cream puff, red on red, 5.0 L, begs for restoration. T-tops, all original cloth interior in excellent condition. All available options except power locks. \$3,000/OBO. Call Al at 609/654-1242 in the evenings (EDT). MCA# 24907.

1984-1/2 Mustang GT - 350 Hatchback - V8, 5 speed, AC, PS, PB, sunroof, AM-FM Cassette. 875 Miles, 100 Points Show Car - factory original. Fully documented, original owner. Featured in Mustang GT/Mach I Guide Book by Jim Smart; pg#135,136 & 137. Must See - Divorce settlement. Price: \$16,650 Negotiable. Call Dale Rabe at 313/390-8914 days, 313/461-9577 evenings. MCA# 31833.

1993 Mustang LX Convertible - 5.0 L, 5 speed, 3.08. Electric red with gray interior and black top. All options. Last of the true Hot Rods. Never in snow. Mint condition. Only 3,800 miles. Asking \$13,900. Don: 216/899-1181. MCA# 30545.

The Trading Post...(continued)

CARS FOR SALE (continued)

1994 Mustang Cobra Indy Pace Car Convertible - One of only 1,000 made. Fully loaded. This car is hotter than Brickyard asphalt! 900 "Sunny Day Only" miles. All documentation, promo literature and Indy goodie package. Own this historical investment gem for only \$35,000 - Firm. Serious inquiries only, please. 216/447-1358. MCA# 32361.

1994 30th Anniversary Limited Edition Mustang Cobra Convertible Pace Car - One of 1,000 built - certified built #481. Driven from dealer and to and from Club Show. Serious offers only. Will accept the highest bid I receive over \$40,000. Call 601/467-7186. MCA# 20512.

CARS WANTED

1984/1985/1986 Midsize LTD, LX, V8 or similar Marquis model. I am a cash buyer and shall consider any condition. Please call 513/278-6060. I have LTD LX literature. MCA# 29295.

1985 Mustang GT Convertible or T-top - 5 speed, no damage, excellent condition, finders' fee. I am also looking for a **1967 Shelby GT500** - 4 speed, nice driver. Please call Greg Marcus 205/646-3301 or 205/646-2036. MCA# 31866.

PARTS FOR SALE

1993 Cobra "R" Brakes - We are selling a limited number of new complete 1993 Cobra "R" model 13" front disc brake kits. These are genuine "as issued" components as installed on the illusive "R" and ready to go on your 1979-1993 Mustang 5.0L! We have some spare parts, too. Mustang Dynamics. 703/818-9892. MCA# 21700.

1966 AM 8-Track Tape Player, with original Face Plate and door speaker covers, \$300. 1964 1/2 - 1965 Rally-Pac, 6000 RPM Tachometer, New quartz clock, black wrinkle finish, \$275. Billy G. Jones, 2001 Pybas Lane, Del City, OK 73115. 405/677-1800. MCA# 19809.

1967 Mustang Deluxe Interior for Coupe, Color-saddle. Bucket seats and rear seats with no tears. Aluminum door panels with chrome trim. Aluminum dash parts. \$500. 2 sets of aluminum door panels with chrome trim. \$75 per set. Ralph Gossett, Carrollton, GA. Evenings 404/836-0671. MCA# 21741.

1966 Right front fender, \$25. Right hand door-complete, \$25. 289 (2 barrel) running motor complete, \$400. Phone 717/745-7586. Walter Keeler. MCA# 19911.

1965 - 1973 Parts & Parts Car - For Sale. Engines, blocks, heads, lots of miscellaneous. Call or write: Cleveland A. Grant, Box 3843, Cocoa, FL 32924. 407/636-9545 or 407/632-9437. MCA# 28184.

1965 Mustang Convertible Parts - 200 6-cyl. engine, 3 speed transmission, and 1 year old radiator from '65 Convertible. Engine in excellent condition; removed to make room for 289. Power steering attached, but needs rebuild. \$500 takes everything. Call 814/781-7208 days, 814/781-7762 evenings, and leave a message. MCA# 23075.

Parting Out 37 Rust-Free California Mustangs - Thousands of hard to find used parts. Body panels, doors, glass, interior, suspension, wiring, exhaust, power steering setups, brakes, etc. Complete 40,000 mile 302 with all original markings and decals. Built December 10, 1969. Mint! \$1,250. 619/320-2573 after 5PM PDT. MCA# 29456.

NOS Mustang II 1977-78 Parts - Obsolete T-Roof weatherstrips D7ZZ-69502A90A. This is the vinyl weatherstrip that goes below the rubber weatherstrip. \$125 a pair. Front spoiler for same car, \$100 plus shipping. Sorenson, 19 Lisa Lane, Methuen, MA 01844. 508/689-9600. MCA# 4321.

1965-1973 Mustang Parts - '65 Mustang removable hard top with black vinyl top - \$2,200. '65-'66 fender skirts - \$300. 1970 351C shaker assembly with trim ring - \$850. '71-'73 complete Ram-Air assembly - \$850. '67 GT500 air cleaner with ribbed 57MS base - \$250. 289 air box intake with 2 x 4 and 1 x 4 Shelby lettered tops - \$800. 207/247-4266. Hutchison. MCA# 18620.

Available! Correct Autolite, FoMoCo, Motorcraft radiator hoses, battery cables, fan belts, vacuum lines, heater hose (all MCA approved), '65-'73 door data plates, build tags, ownercards, 3-M factory stripe kits. Kevin Marti; Marti Auto Works, 5816 W. San Miguel S. A-4, Glendale, AZ 85301. Phone: 602/937-4122; FAX 602/937-0008. MCA# 24193.

The Trading Post... (continued)



PARTS FOR SALE (continued)

NOS Autolite Point Sets for Dual Point Distributors - \$16.00 per set of two. Also 67-68 lower door trim. Used, nice condition - \$85.00 pair. 615/754-6846. MCA# 30884.

1969-1970 Mustang Parts: Big Block Shock Towers, '69 AM radio, '69 door glass, 735 x 14 space saver tire & inflater cannister, '69 6-cyl. alternator bracket, (1)F-60-15 No-Size Goodyear tire, '69 pop-open gas cap, plus additional years:

1971-1973 Mustang Parts: AM/FM radio, remote sportmirror, twist-lock brackets, Ram-Air cleaner. 708/448-6782. MCA# 4976.

Various Parts: NOS Obsolete Motorcraft boxed C60Z-8A616D clutch fan, fits 1966 w/AC - \$50. D10Z-18527A heater motor '71 & up - \$60. D1ZZ-17508a wiper motor '71 & up - \$75. D0ZZ-15520B backup switch 3 speed '69- '72 - \$40. C9ZZ-7A247A Autolite neutral safety switch '69- '72 Cruisomatic - \$37. Sorenson, 19 Lisa Lane, Methuen, MA 01844. 508/689-9600. MCA# 4321.

MISCELLANEOUS CLASSIFIEDS

Paul's Automotive Engineering. Mustang - Shelby. Expert convertible structural repair. Dedicated Blackhawk frame bench. Rotoserries, sandblasting. Drive train, suspension rebuilding, electrical trouble shooting. 22 MCA National Concours 1st Place wins. We can detail any car to MCA Concours quality, authenticity, and customer satisfaction. Paul Faessler, 9750 Conklin Road, Cincinnati, OH 45242. 513/791-1087. MCA# 30023.

1979-1993 V8 Mustang Specifications Guide covers VINs, volumes and critical OE specs (power trains, drivelines, suspensions, gearing, etc.), HO and GT-40 V8 components and systems included. Send \$13.95 plus \$4 each S&H, California residents add tax, Canadian orders add \$1 / book to DriveLines, Dept. MCA, P.O. Box 915, Pearblossum, CA 93553-0915. MCA# 31002.

Pony Portable Parts Washer. Air-operated, hands off cleaning of machine parts, carburetors, brake cylinders, tools, etc. Unit fits inside 5 gallon solvent pail. Comes complete with lid, air motor, degreasing basket and heavy duty handle and legs. Only \$89. Call Now! 314-921-PONY. MCA # 10045.

Wanted: Information regarding exact reproduction 1965-1966 Mustang AM/FM radio, late 1980's. Company Name: Special Interests, San Mateo, CA. Need name, current address, phone number of proprietor/current owner of inventory. Membership roster for San Mateo area needed. Bryan Wilson 904/724-8638, P.O. Box 16747, Jacksonville, FL 32245-6747. MCA# 32495.

Travel Australia - Visit T-Bird owners of Australia Club in Sydney. Tour Barossa Valley in '55 Chevrolets. Participate in Car Rally travelling along the Great Ocean Road from Melbourne to Adelaide. In addition, visit Echua and Mount Gambier. Leave L.A. March 13 - return March 26, 1995. Call Don or Marylyn Brandhorst at 1-800-419-FORD evenings. MCA# 24526.

Mustang Tach, Clock, Gauge, Speedo Repair. One stop repairs it all. Clocks updated to quartz, tachs, gauges, speedos repaired & calibrated. Complete '65 - '66 Rally Pac restoration including dial refacing. Gary Herbert, c/o H & H Auto, 4 Clear Creek Court, Simpsonville, SC 29681. Phone: 803/967-7719. MCA# 17909.

Mint Original Mustang Magazines and Mustang Original Sales Literature - 1979 First Issues to '89 Hot Rod Mustang, Mustang Illustrated - first issue, Fabulous Mustang, '68 Shelby \$60.00 color catalog, Saleen catalog, 1992, 1993 Mustang color catalog \$8.00. 1993 trim upholstery book, \$25.00. Contact Charles E. Tickens, 4223 East Ridge Drive, Jackson, MS 39211. 601/366-2508. MCA# 12677.

Free Catalog of New and Used '64 - '73 Mustang Parts! Sheetmetal, chrome, weatherstripping, carpet, upholstery, literature, and much more. For yours - call or write Doc's Mustang Parts, 361 Cromwell Way, Lexington, KY 40503. 606/224-3506. Noon until 9 PM, 7 days a week. MCA# 27289.

Mustang Original Sales Brochures covering all Mustang models, for the year. Great for Restorations or Gifts! 1968 - 73, \$18 each year. 1974 - present, \$10 each year. Add \$3.50 shipping. Visa/MC. Specify year and model. Walter Miller, 6710 Brooklawn Parkway, Syracuse, NY 13211. Phone: 315/432-8282, Fax: 315/432-8256, MCA# 22760.

The Trading Post

Classified Advertising Information

Classified ads are free to all members of The Mustang Club of America.

To take advantage of this service, submit your ad to The Mustang Times, P.O. Box 447, Lithonia, GA 30058. Please include your membership number on your advertising copy to insure its inclusion in our next issue.

Advertisements are limited to one insertion of no more than 50 words per month, per member. Advertisements exceeding 50 words will be edited or refused, at the discretion of the staff. The Mustang Times will not be responsible for the correction of illegible advertising copy. Please type or print plainly to help us avoid errors. It is also essential that you include an area code for all telephone numbers to be listed in the classified advertising section. Ads submitted without area codes will not be published. Non-member commercial advertising is not permitted in the classified advertising section.

All correspondence relating to classified ads must be handled by mail. We are not able to return long distance calls relating to classified advertising, nor are we permitted to accept classified advertising by telephone.

Advertisements to be repeated must be resubmitted each month. The deadline for classified advertising is 45 days in advance of the cover date, i.e., the 15th of October for the December issue, the 15th of November for the January issue, etc.

Display Advertising

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

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

Display advertising deadlines are 45 days in advance of the cover date, i.e., the 15th of October for the December issue, the 15th of November for the January issue, etc.

All advertising must be accompanied by full payment. Advertising submitted without full payment will be returned unpublished. Contract advertisers are required to submit two month's prepayment with their initial copy and will be billed monthly thereafter.

For advertising rate information contact The Mustang Times, P.O. Box 447, Lithonia, GA 30058 or call (404) 992-1729. If no answer, please leave a message.

