

# Mustang Club of America

presents

## Official MCA Accessories



**New Navy Blue and Khaki Logo Jacket** (water resistant microfiber material with sanded finish).  
 Sizes: M \_\_\_ L \_\_\_ XL \_\_\_ XXL \_\_\_  
 Price: \$51.00 ea. (add \$1.00 for XXL)  
 Quantity requested: \_\_\_\_\_  
 S & H: \$7.00 domestic  
 \$15.00 international

**Herringbone/Jacquard Golf Shirt.**  
 Colors: White/Navy trim (new logo)  
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 Price: \$27.00 ea.  
 (add \$1.00 for XXL)  
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**Mustang Club of America Navy Blue Baseball Cap with Mesh Back**  
 (new logo)  
 Price: \$13.00 ea.  
 Quantity requested: \_\_\_\_\_



**Mustang Club of America Khaki and Navy All-Cotton Baseball Cap**  
 (new logo)  
 Price: \$13.00 ea.  
 Quantity requested: \_\_\_\_\_

**100% Cotton T-shirt with new logo**  
 (new printing technique gives word "Mustang" embroidered appearance)  
 Sizes: S \_\_\_ M \_\_\_ L \_\_\_  
 XL \_\_\_ XXL \_\_\_  
 Price: \$15.00 ea.  
 (add \$1.00 for XXL)  
 Quantity requested: \_\_\_\_\_



All apparel is direct embroidered except T-shirt which is silk-screened.

### Shipping for Apparel Items:

For US orders --  
 \$6.00 for totals less than \$25.00  
 \$7.00 for totals \$25.01 to \$49.00  
 International orders --  
 \$15.00

### Payment Method:

Check \_\_\_ Visa \_\_\_ MC \_\_\_

Card no. \_\_\_\_\_

Expires: \_\_\_\_\_

Signature: \_\_\_\_\_

Sales Tax (Ga. residents) \_\_\_\_\_

Shipping: \_\_\_\_\_

Total enclosed: \_\_\_\_\_

Ship to: \_\_\_\_\_ (no P.O. Boxes, please)

### Additional Mustang Club of America Items Available

|   |                               |                    |
|---|-------------------------------|--------------------|
| Hat Pin .....                                 | \$4.00 ppd                    | Qty. _____         |
| Brass Key Ring .....                          | \$5.00 ppd                    | Qty. _____         |
| Windshield Decal .....                        | \$2.00 ppd                    | Qty. _____         |
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| 3" Cloth Emblem .....                         | \$3.50 ppd                    | Qty. _____         |
| MCA front license plate .....                 | \$10.00ppd                    | Qty. _____         |
| Vehicle ID Decoder Book (1964 1/2 - 73) ..... | \$6.00 ppd                    | Qty. _____         |
| 1997-98 Judging Rule Book .....               | \$9.00 ppd                    | Vol1 ___ Vol 2 ___ |
| 25" Stick-On Decal .....                      | \$17.50 ea. or 2 for \$30.00* |                    |
| 11" Stick-On Decal .....                      | \$ 8.00 ea. or 2 for \$15.00* |                    |
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\* Add \$2.00 per order for shipping.

Phone (770) 477-1965 or  
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Phone \_\_\_\_\_



Jake claims his old '64 Mustang GT was so powerful that if he'd jumped on the accelerator hard enough, he could've sheared the rear lugs off.

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But, in his 1999 Mustang GT, all 260

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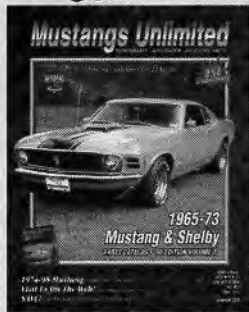
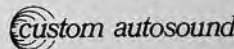


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# Mustang Times

July 1999

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## Table of Contents

|   |    |
|---|----|
| From Our Cover .....  | 4  |
| National Headquarters .....                                 | 9  |
| Back-seat Driver .....                                      | 11 |
| New Members .....   | 12 |
| 2FAST4U2C .....   | 15 |
| Mailbag .....   | 16 |
| News & Notes .....  | 19 |
| Ask Fred .....  | 21 |
| Team Mustang .....  | 22 |
| Third Generation News & Beyond .....                        | 25 |
| The 35th Mustang Anniversary<br>Celebration (part II) ..... | 28 |
| Regional Events .....                                       | 39 |
| Event Calendar .....  | 42 |
| Marketplace .....   | 50 |
| On The Outside Looking In .....                             | 60 |

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# Great Things Come in Big Packages

by Teresa T. Vickery  
photos by VTC & Co.



**B**igger is better seemed to be the theme for 1971. Mustang had grown substantially since the original debuted in April of 1964. While those first unique proportions were still there, this pony was massive in appearance.

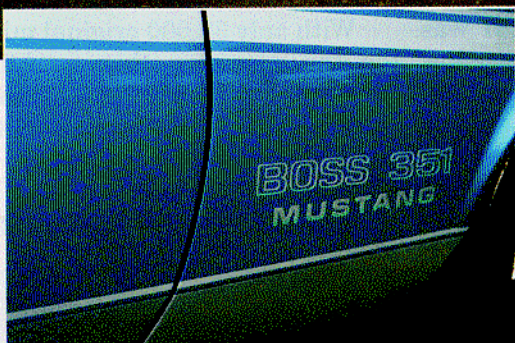
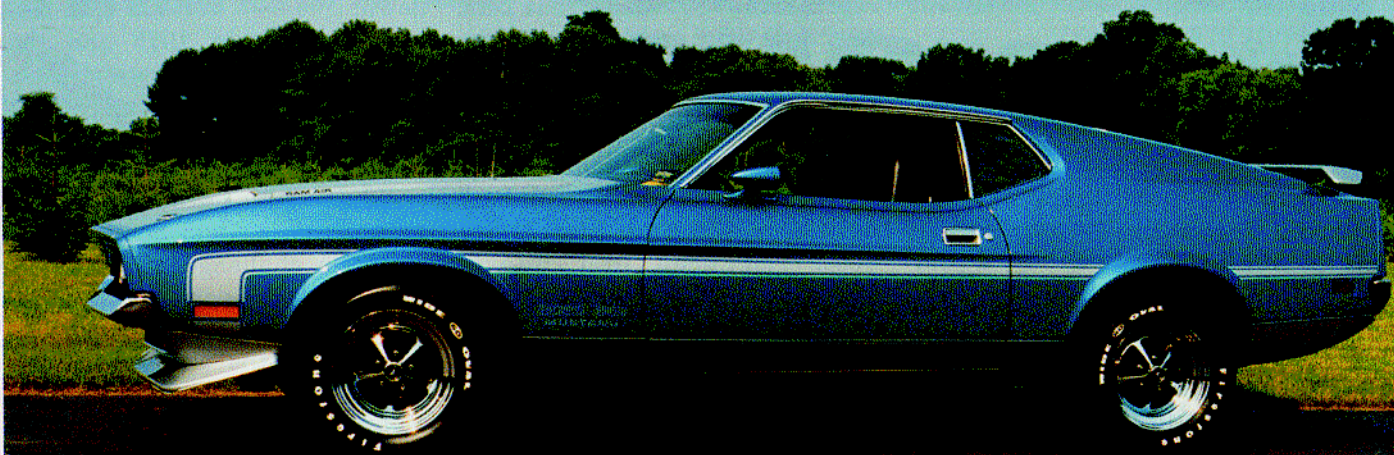
Along with all this "bigness" came big cubic inches — up to 429, the largest non-Boss cubic inch displacement thus far available in the Mustang line up. This particular 429 replaced the previous year's 428 powerplant.

An additional change for this year was the deletion of the Boss 302 and Boss 429 and the introduction of the Boss 351.

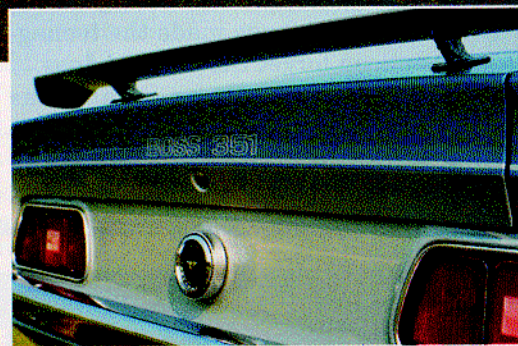
Living up to its predecessors' performance reputation, this Boss was powered

by a 330-horsepower 351 Cleveland with a four-bolt main block, mechanical cam, and 11.7:1 compression ratio.

As with the 302 and 429, the Boss 351 was a complete package with very few options available. Standard equipment included Ram Air, four-speed transmission with Hurst shifter, 3.91 rear axle with Traction Lok, Competition Suspension, power front disc brakes, honeycomb front grille, lower body side paint treatment, special rear panel paint treatment, hockey-stick style side stripes, Boss 351 decals, chrome front bumper, a special paint treatment (in black or Argent) that covered nearly the entire NASA hood, twist-type hood locks, front chin



spoiler, standard Mustang interior, and 15 x 7 wheels shod with Goodyear raised white letter tires. (Magnum 500 wheels were optional.)

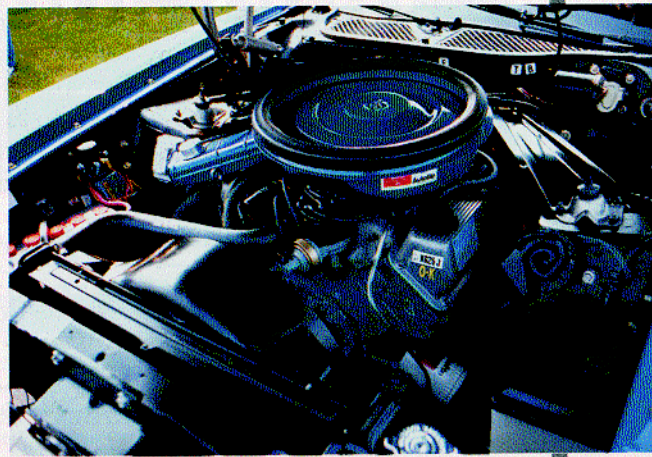


With all of these goodies packaged on the rakish SportsRoof body, there was little need for anything more.

Of course in keeping with the times, personalization was in order. Soon the fastback was outfitted with shackles, traction bars, and new wheels. But by late 1970 Scott was ready for more power. He wanted another Mustang — more specifically, a Boss Mustang.



David Scott Kauffman of Bethel, Pennsylvania, has had an affinity for sloped-roof ponies since making a deal with his father in 1965 at the ripe old age of 12. It seems that Dad offered to buy Scott a car if he would work for him for free until his 16th birthday. The free car turned out to be a Raven Black 1965 2 + 2 equipped with a 289 2V and three-speed transmission. Not a bad start for a 16-year-old kid.



Although a \$1,000 down payment had been saved, Scott was instructed to wait until spring of the following year (which meant forever to a teenager).

In March of 1971 Scott and his father visited the local Ford dealer and placed an order for his dream Boss clad in Bright Blue Metallic with black stripes, standard interior, no power steering, an AM-8-track stereo and a rear spoiler. The total came to a whopping \$4,481.

Scott came home from school on April 23 to find his beautiful Boss sitting in the family garage. But his dream car was wearing Argent stripes rather than black as he had ordered. A call to the dealership indicated that Argent was the only choice with that color exterior. The beauty of the overall package made the teenager soon forget the black stripes.

Unfortunately, not all was smooth sailing. After only three weeks of ownership, it became obvious that the Boss was not

running as well as when first delivered. A trip to the dealership and an inspection by a factory representative revealed four bent pushrods. The problem was rectified and the pony was once again running strong. In fact, it ran so well that one of Scott's friends wanted to trade him his Boss 302.

Once again trouble reared its ugly head when at 1,000 miles Scott ran head first into a Corvair. The Chevrolet was completely demolished and the Mustang racked up a \$1,500 repair bill. The insurance company was tempted to total the SportsRoof, but Scott won out and drove his pony to work every day for the next two years.

By the time the mid 1970s rolled around, the word personalization had once again crept into Scott's vocabulary. The 351 was painted Corvette blue with yellow and white stripes, received slotted aluminum wheels, a chrome air cleaner, and air shocks. Luckily, though, the addition of a

second car meant that the Mustang came out to play on weekends only, keeping mileage down.

A wedding in 1976 and the building of a new house nearly sent the Boss packing. But through it all Scott held on to his dream car.

What goes around, comes around, so in 1993 Scott undertook the challenge of returning the sloped-roof powerhouse to its original glory. All of the work was handled by the owner with the exception of the Bright Blue Metallic hue which was applied by Phil Kralls of Kralls' Body Shop.

Since completion of the refurbishment, trophy after trophy after trophy has appeared at the Kauffman household.

With only 33,000 original miles on the odometer, this sparkling example of early '70s power serves as proof that great things truly do come in big packages.

MT

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Early registration 1pm-5pm

Friday, Sept. 3, 1999  
Registration 8am-5pm  
Tech Inspection 8am-5pm  
Vendor Set-up 8am-5pm  
Hospitality Time\Ballroom 6:30pm-9pm

Saturday, Sept. 4, 1999  
Registration 8am-Noon  
Tech Inspection 8am-Noon  
Judging Noon-5pm  
Banquet\Ballroom 7pm-9pm

Sunday, Sept. 5, 1999  
Show 8am-2pm  
Judging 8am-Noon  
Awards 2pm

Host Hotel & Show Site: Adam's Mark, 2900 Briarpark Dr. @ Westheimer, Houston, Texas 77042, 1-713-978-7400  
Room Rate: \$69.00, please reference Lone Star Grand National Mustang Show.

## Registration (Please print)

Name \_\_\_\_\_ MCA# \_\_\_\_\_ Exp. Date \_\_\_\_\_

Address \_\_\_\_\_ City \_\_\_\_\_

State \_\_\_\_\_ Zip \_\_\_\_\_ Phone ( ) \_\_\_\_\_

Year \_\_\_\_\_ Body Style: (circle one) Coupe Fastback Hatchback Conv.

Color \_\_\_\_\_ VIN# \_\_\_\_\_ Lic. Tag # \_\_\_\_\_

**Early Registration Deadline, August 1, 1999  
Limited To First 600 Cars**

| Entry Fees                    | Quantity | Total(s)         |
|-------------------------------|----------|------------------|
| Car Registration              | .....    | \$45.00 _____    |
| MCA Members deduction         | .....    | (-)\$10.00 _____ |
| Deduct for early registration | .....    | (-)\$5.00 _____  |
| Vendor spaces 10x20 (each)    | .....    | \$45.00 _____    |
| Pony Corral                   | .....    | \$45.00 _____    |
| Banquet Tickets (each)        | .....    | \$30.00 _____    |
| Total enclosed.....           |          | \$ _____         |

### Car Classes

Please indicate

|                                    |       |
|------------------------------------|-------|
| Concours Trailered                 | _____ |
| Concours Driven                    | _____ |
| Unrestored                         | _____ |
| Street Driven                      | _____ |
| Daily Driven                       | _____ |
| Modified                           | _____ |
| Thoroughbred                       | _____ |
| Retired                            | _____ |
| Third Generation                   | _____ |
| Saleen                             | _____ |
| Current year                       | _____ |
| Special Interest<br>(Ford Powered) | _____ |

Make all checks payable to;  
The Mustang Club Of Houston  
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Bellaire, Texas 77402-2671

For more information call: Jerry Moyer, 281-487-5546, Mel Cohnen, 713-772-4430  
Or visit our web site: <http://gullofm.com/mcoh>

I AGREE TO ABIDE BY ALL RULES OF THE SHOW AND UNDERSTAND THAT I AM RESPONSIBLE FOR MY CAR AND MERCHANDISE. I AGREE TO RELEASE FROM ALL LIABILITY THE MUSTANG CLUB OF HOUSTON, MUSTANG CLUB OF AMERICA, ADAMS MARK HOTEL AND ALL OTHER ORGANIZERS FOR ANY DAMAGE, INJURY OR LOST/STOLEN MERCHANDISE FROM THIS EVENT.

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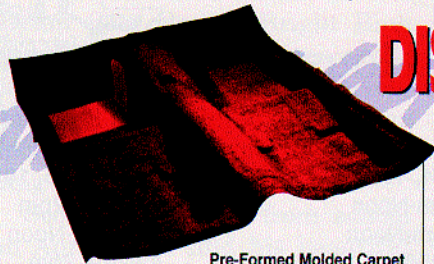
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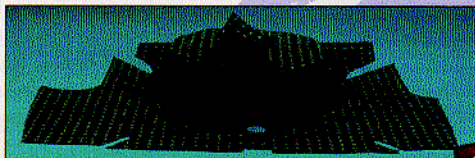
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**65-73 Trunk Mat Kits**  
 Kit includes one vinyl trunk mat, one tire cover, and one jack pac.  
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|-----------------------------------|---------------|----------------------------|---------------|
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| 65-66 Pony 2 buckets .....        | <b>146.95</b> | 70-73 Std. 2 buckets ..... | <b>149.95</b> |
| 65-66 Pony full set .....         | <b>214.95</b> | 70-73 Std. full set .....  | <b>199.95</b> |
| 69-70 Mach I 2 buckets .....      | <b>199.95</b> |                            |               |

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 67 Cpe .....ea. **259.95** 68 Conv.....ea. **279.95**



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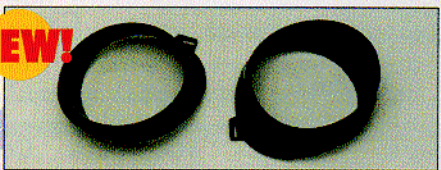
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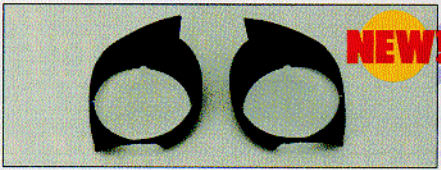
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| Bob Vickery (3411)       | Lithonia, Ga.      |
| Jim Watson (7506)        | Canton, Ga.        |

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# Kansas City Mustang Nationals

## July 9 - 11, 1999



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### Schedule of Events

Friday, July 9

9:30 AM - 5:30 PM

6:00 PM - ?????

- Registration/Tech Inspections

- Hospitality

Saturday, July 10

7:30 AM - Noon

10:00 AM

Noon - 5:00 PM

- Registration/Tech Inspections

- Judges Meeting

- Judging

Sunday, July 11

7:30 AM - 10:00 AM

8:00 AM - Noon

2:00 PM

- Breakfast Buffet

- Judging

- Awards Presentation

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- Concours Driven
- Unrestored
- Thoroughbred
- Street Driven 64 1/2 - 88
- Daily Driven 64 1/2 - 97
- Modified
- Retired
- 2nd Generation 74 - 78
- 3rd Generation 79 - 93
- 4th Generation 94 - 97

- Saleen 84 - 97
- Current Year 98 - 99
- Special Interest (Ford Powered)



### Registration & Entry Fees

|                                      |               |       |
|--------------------------------------|---------------|-------|
| Mustang Entry                        | \$40.00       | _____ |
| MCA Member deduct \$10               | (\$10.00) (-) | _____ |
| Early Entry (postmarked bef. 7/1/99) | (\$5.00) (-)  | _____ |
| Special Interest (Ford Powered)      | \$25.00       | _____ |
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| Breakfast Buffet (Child under 12)    | \$8.50        | _____ |
| Raffle Car - \$1 each or 6 for \$5   |               | _____ |
| Vendor space (20' X 20')             | \$25.00       | _____ |
| Pony Corral (Mustangs for sale)      | \$20.00       | _____ |
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**I**t really is amazing what can be accomplished once someone's mind is made up.

There were a few of us who were not too sure that the 30th Mustang Anniversary Celebration held in 1994 could be upstaged, but that is exactly what happened this past April. The ideas that originated with Jim Osborn were nurtured until there was an explosion of activity.

Of course nothing was accomplished single-handedly. A long list of people made the 35th Anniversary event a success. Committee heads are very important but it takes the right support staff to really pull off a show of this magnitude successfully.

Our coverage of the event concludes with this issue, but no doubt there will be discussions on this subject for months to come.

A lot of pride results from the successful completion of an assigned job. Although I was not directly involved in the show's production, I feel a certain amount of pride in the fact that MCA accomplished what it set out to do. I feel that same type of pride whenever I see a 1999 Mustang.

It's true that I had absolutely nothing to do with the design or packaging of this new pony. Or did I?

Back several years ago when enthusiasts learned that Mustang was about to become a front-wheel-drive econo-box, we took pen in hand and made it absolutely clear to Ford Motor Company that we, as owners, enthusiasts, and hobbyists, would not idly stand by and watch them destroy our favorite car. Enthusiast magazines also jumped on the bandwagon with searing editorials. Our efforts

paid off leaving Mustang true to its roots and bringing a new model named Probe to the market.

What if we had become complacent and didn't bother to use the right to express our opinion? What if we had simply said that it was the fate of all cars to undergo dramatic change due to gas prices, insurance, safety regulations, and so forth? Chances are that Mustang would be a car of the past.

Therefore, it seems to me, that each and every one of us who loves and supports this hobby had some input into the 1999 Mustang. Whether or not you like the styling, the fact remains that the car is still around after 35 years because we wanted it that way. Now that's something to be proud of!

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| Ted & Robin Watson          | Albertville, AL     | Stephen Hollon, Jr.      | Houston, TX           |
| Ron Partington              | Anniston, AL        | Tim & Linda Carr         | Katy, TX              |
| Philip & Karen Dewalt       | Wickenburg, AZ      | Ron & Lynn Lambert       | Richardson, TX        |
| Christopher Bruening        | Merced, CA          | Brad Taylor              | Herndon, VA           |
| Peter & Lori Guyette        | Aurora, CO          | K. Scott Akom            | Richmond, VA          |
| Donald & Linda Reid         | Lakeville, CT       | David & Nadine Green     | Ontario, Canada       |
| Leo Acosta                  | Miami, FL           | Hu Alain                 | Drancy, France        |
| Roy Allen                   | Sebring, FL         | Martin Le Van            | Camarillo, CA         |
| Kyle Ulivi                  | Coal City, IL       | Mildred Suarez           | Miami, FL             |
| John Snoddy                 | Columbus, IN        | Joseph Brown             | Orlando, FL           |
| Thomas Favrot, Jr.          | New Orleans, LA     | Steve Blalock            | Cumming, GA           |
| William Ford                | Seabrook, MD        | Robert Sanchez           | Kennesaw, GA          |
| William Valis, Jr.          | Less Summit, MO     | Robert Wagner            | Woodstock, GA         |
| Charles Fox                 | Columbus, MS        | Thomas Douglass          | Fishers, IN           |
| Ronald Johnson              | Madison, MS         | Alan Bybee               | Louisville, KY        |
| Bobby Strunk                | Charlotte, NC       | Bill Carroll             | Lafayette, LA         |
| Jeff & Terrie Karriker      | Mooresville, NC     | Steven Hodor, Jr.        | Redford, MI           |
| Michael Davis               | Sanford, NC         | John Hightower           | Kansas City, MO       |
| Richard Covry               | Cedar Grove, NJ     | R. A. Steffenhagen       | Holly Springs, NC     |
| Paul Byrnes                 | Deptford, NJ        | Steven Watkins           | Walkertown, NC        |
| Stewart Hartman             | Swainton, NJ        | Nick Pignato             | Springfield, NJ       |
| Bernie Wiorkowski           | Mentor, OH          | Christine Comyns         | Upper Arlington, OH   |
| Robert Louis                | Stow, OH            | Craig Rutkowski          | Freedom, PA           |
| Tom Bailey                  | Alburtis, PA        | Marty Jacks              | Gray Court, SC        |
| Len & Joann Blake           | Eagleville, PA      | Thomas Smith             | Sumter, SC            |
| William Stauder             | Palmerton, PA       | Jeremy Farley            | Dunlap, TN            |
| Robert Szitas, Jr.          | Pittsburgh, PA      | John Warren              | Fairfax Station, VA   |
| Bert Ninteoborne            | Warminster, PA      | James Van Buren, Jr.     | Grottoes, VA          |
| Karen Rommelmeyer           | Anderson, SC        | Thomas Ross              | Verona, VA            |
| Bradford Stokes             | Myrtle Beach, SC    | Koree Jilek              | Seattle, WA           |
| Rick Campbell               | Cordova, TN         | Paul Shervington         | Applecross, Australia |
| Albert Castoire             | Amarillo, TX        | Bill Nuske               | Bunury, Australia     |
| Inaymon & Joyce Brown       | Judson, TX          | Stefan Pusztai           | Staffanstorp, Sweden  |
| Daniel Ogilvie              | Mo City, TX         | Brian Presley            | Harvest, AL           |
| Linda Sibley                | San Antonio, TX     | Skip Hamer               | Huntsville, AL        |
| David Freer                 | Virginia Beach, VA  | Kris Walker              | Killen, AL            |
| Kevin & Kellie Patten       | San Jose, CA        | Andy Anderson            | Mobile, AL            |
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| Fraen Le Jeune              | Orlando, FL         | Robert & Kerrie Campbell | New Castle, DE        |
| Todd Chappell               | Pensacola, FL       | Pat Rego                 | Lakeland, FL          |
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 Lawrence Marks . . . . . Beech Mountain, NC  
 Lee Cooke . . . . . Charlotte, NC  
 Darrell Letourneau . . . . . Charlotte, NC  
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## Complete Picture

While reading through the February 1999 issue of the magazine, I came across a couple of inaccuracies that I would like to address.

In the "Did You Know" section of the Third Generation News (page 23), fact number six states that 1981 was the last year for the vertical taillights. 1982 was actually the last year, until 1996 any way, of the vertical taillights.

Also the article titled "Bargain Pony" (page 34) stated that the firing order of the engine is different because the engine runs in reverse rotation. The reason the firing order for the 5.0 H. O. engines was different from the regular 5.0 liter engines is that Ford used the camshaft out of the marine engine. This cam used the 351 Windsor firing order. All 5.0 H.O. engines, at least through the 1986 model year, utilize this firing order, so 1982 wasn't the only year this was done.

I bought a black 1982 GT new in 1982. My wife and I sold that car in 1986 in order to buy a red 1986 GT convertible. We still own the convertible (17,000 miles) along with a black 1986 Mustang SVO that we bought a couple of years ago.

We thoroughly enjoy the articles in Mustang times. Keep up the good work.

Andy Geerts  
Rockton, IL  
MCA #26075

*We appreciate the additional information on both points. We also hope you will consider submitting information on your Mustangs. We're always on the lookout for good feature material!*

—Editor

Do you have any questions, suggestions, comments, or information you'd like to share? Send your letters to:

**Mustang Times**  
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3588 Highway 138, Suite 365  
Stockbridge, GA 30281  
We'd love to hear from you!

## And The List Goes On

I read the letters in Mustang Times about getting a list of MCA members who would help out other members who were in trouble and thought it would be a good idea. Little did I know on our trip to the 35th we would need this type of help.

Just west of Knoxville, we blew a rear main and soaked the clutch with oil. Not knowing anyone in the area put us at the mercy of total strangers. We were very lucky and were directed to Jones Automotive who worked us in and got us back on the road the next day. We made the show and had a wonderful time.

If MCA wants to try and put together a list of members who would help others, count me in.

Jim Cross  
MCA #28797

You can add my name to your list of people for the "Friend in Need" project. That sounds like a very worthwhile idea. Maybe I couldn't fix someone's car, but I could at least help him find someone who could.

Wouldn't it be great if Ford dealers would pick up on this idea and offer a way to get parts and/or a mechanic at off hours?

Gene Masters  
120 Circle Drive West  
Montgomery, IL 60538  
(630) 896-9028  
MCA #32235

## Were You There?

I'm writing to tell the Club how much my family and I enjoyed the 35th Mustang Anniversary Celebration in Charlotte. We traveled from Pennsylvania to Charlotte in order to be a part of the show. We all had a great time seeing all of the different Mustangs present, meeting Steve Saleen, as well as cruising Lowe's Motor Speedway Saturday night. It was well worth the trip in our 1991 LX.

The miles we traveled to the MCA 35th anniversary show were the best yet. We all look forward to the 40th anniversary. Thank you for putting together a great event. It was a lot of fun.

Tom Stidd, Jr.  
MCA #42417

I thought I would drop a line to say what a great 35th Anniversary show you had in Charlotte, North Carolina. The cars there were the best of the best. I have no doubt in my mind that everyone there had an exceptional time.

I volunteered to help with the vendors and parking, and received some surprised looks from the staff members handling the event. I enjoyed helping out. And had a weekend full of enjoyment and a lifetime of memories (until the 40th Anniversary event.)

Once again, thank you for a great show.

Larry Blasio  
Vice President  
Northeast Ohio Mustang Club  
MCA #38830

Wow! What an incredible, unforgettable, mind-blowing celebration of our favorite automobile!! Of course, I'm talking about the 35th Anniversary at Charlotte. Such a diverse group of Mustangs I've never experienced

before. All the vendors were excellent, the show personnel very professional, and the attention to detail made the show the event of the year. Thank you MCA for this super weekend party! The amount of work that went into this show had to be herculean, but it was very successfully accomplished.

The opportunity to actually get on the race track under the lights with our ponies was truly a chance of a lifetime, and a memory that I will always cherish. Fortunately my wife captured the ride on both the video cam and still pictures, so I'm sorting out which to have enlarged. By the way, I took advantage of PhotoSports of Claremont, North Carolina, and the picture of the "Truckstang" exiting Turn 2 is simply outstanding.

The icing on the cake was the selection of the "Truckstang" for an Award of Excellence. How wonderful to have this truly special memento of the 35th Anniversary.

How about a 40th? I'll help in any way possible. Thank you and congratulations on a super job well done!

Marcus Ellis, Jr.  
MCA #39131

All too often people will have the time to write a letter to complain about an event or service, but they never seem to make time to write a letter just to say thank you and a job well done. That's exactly what this letter is about.

The Mustang Club of Tidewater wanted to take this opportunity to thank the officers and directors of the Mustang Club of America for having one of the greatest parties we have ever attended.

Over 40 members of the Mustang Club of Tidewater attended the 35th Mustang Anniversary Celebration, and we

had a great time, a fantastic time. How you managed to make it better than the 30th Anniversary we'll never know, but you did. Everything was first class, top shelf. It was a pleasure meeting old acquaintances like Bob and Teresa Vickery, Mr. and Mrs. Don Cox of the First Tennessee Regional Group, Ricky Simmons, Sue Osborn, and Jeff with Mustang Monthly; just a few of the dedicated people who devote an inordinate amount of time to this hobby. We also had an opportunity to make new friends and share our interest with people from all over the world.

We thought the auction was a very good way to raise money for such worthwhile causes, and were happy we were afforded the opportunity to participate. The auctioneer was as entertaining as the event itself. A job well done here as well.

The presentation of the awards from the (Classic) Mustang Club of Sweden was a special moment and they should be remembered for their thoughtfulness and kind deed.

The open track event and the Saturday night "Cruise Under the Lights" are memories that will stay with us forever.

Most importantly we all made it to Charlotte and home safely. Again congratulations to the officers and directors of the Mustang Club of America. Thank you. We had an amazingly great time; more fun than humans should be allowed to have. Looking forward to the 40th!

Tom Dushatinski  
National Director  
Mustang Club of Tidewater  
MCA #21206

I would like to say that I think the 35th Anniversary show at Charlotte was well organized. I am sure you hear from people when they want to complain but

do not get many praises. It is not an easy task to put together a function of that size and I want to congratulate you all on a job well done.

I look forward to attending more MCA events in the future.

Mark Jones  
Terre Haute, IN  
MCA #40346

*On behalf of the 35th Mustang Anniversary Celebration Committee and the officials of the Mustang Club of America, thank you to all of you for your compliments and positive feedback.*

*After having been involved in preparations for the 30th Anniversary in 1994, this editor can attest to the amount of work that goes into such an event. However, we readily agree that what happened this year was nothing short of astounding.*

*The bottom line here is that without your participation and support, this major event could not have happened. No amount of work is worth a hill of beans if no one is there to enjoy the fruits of labor. Therefore, it is the Committee and Club officers who say "thank you" to all the Mustang enthusiasts who traveled across the country and from around the world to make this event so incredibly successful.*

— Editor

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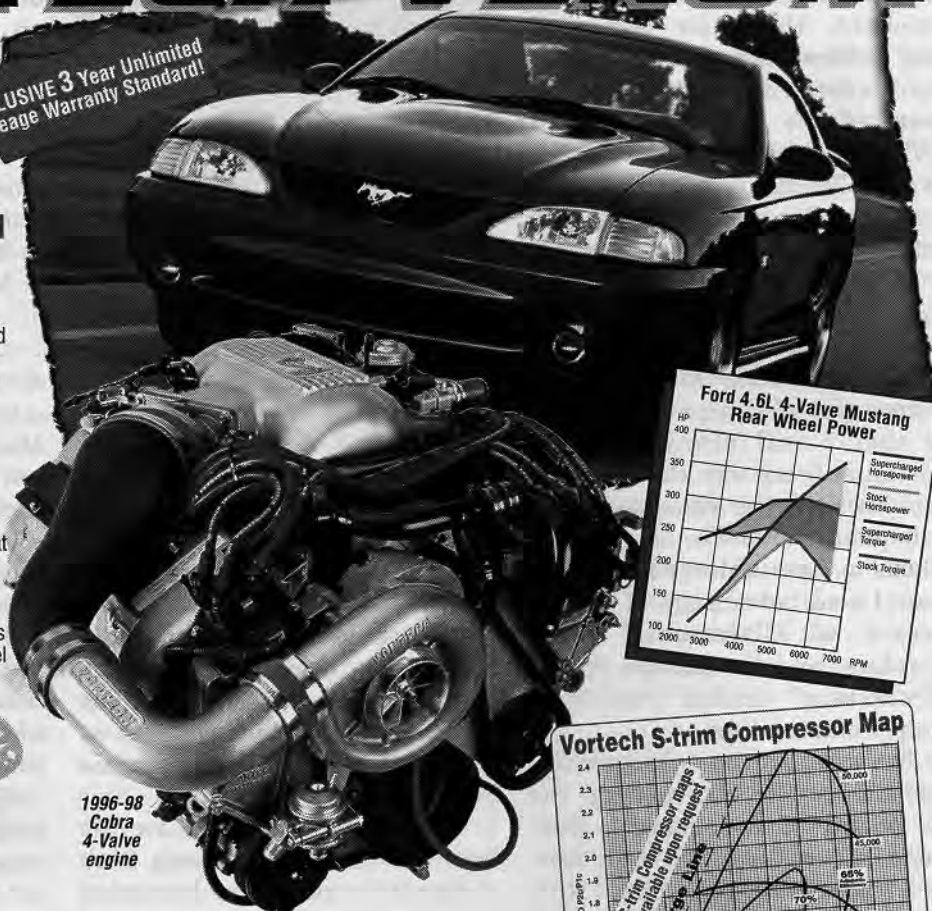
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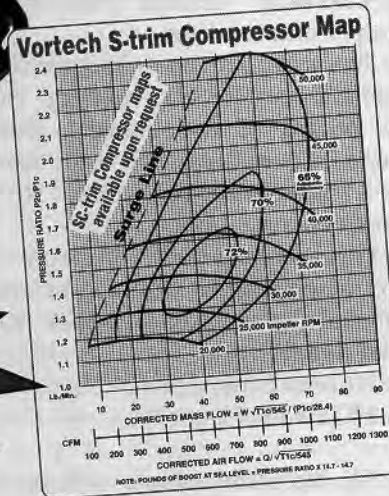
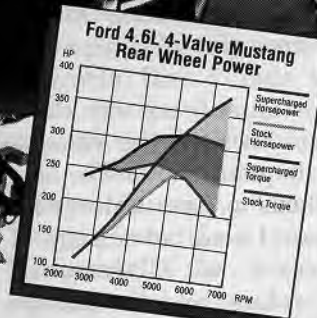
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## 35th Celebration Charity Auction

Mustang lovers once again proved they are very special folks. When the call went out for clubs to donate two items to be auctioned off at the 35th Mustang Anniversary Celebration, we had no idea what to expect. Response was wonderful with 38 clubs from 20 states and five foreign countries contributing items. In addition to club items, we received donations from 10 vendors, MCA and Ford Motor company. Sue Osborn and Make-A-Wish Foundation also contributed items. Volunteers from Make-A-Wish Foundation also helped us with the special activities.

Over 250 people registered to bid and helped to make the auction a giant success. Mustang clubs should be commended for their creativity in item selection and for their willingness to share with others. Thanks to everyone who participated by donating, buying, or assisting with the auction.

A special thank you to Bill O'Neal, 1999 North Carolina Grand Champion Auctioneer for conducting the auction.

*Betty O'Neal*

*Special Activities Chairman*

## March BOD Meeting Highlights

The major portion of the March 9, 1999, National Board of Directors meeting centered around the 35th Mustang Anniversary Celebration. Since that event has already taken place we have opted to publish highlights of non-35th event items.

National shows approved for 2000 are —

March 24-26 Gulf Coast National Y2K, Pensacola, Florida

May 12-14 Mustangs Into The Millennium, Virginia Beach, Virginia

June 17-21 Southern Hospitality Nationals, Biloxi, Mississippi

July 13-16 Roundup 2000, Bellevue, Washington

September 1-3 Y2K Grand National, Raleigh, North Carolina.

The Judging Committee is considering a judging seminar on Fridays at National shows and perhaps a training video.

The following clubs were granted MCA Regional Group status:

Mustang Owners of Austin, Austin, Texas

Mustang Club of East Texas, Tyler, Texas

Gulf Shores Mustang Club of Southwest Florida, Fort Myers, Florida

Tri-City Mustang Club, Columbus, Georgia.

All National Board and Executive Board meetings are held at the Gwinnett Civic and Cultural Center, 6400 Sugarloaf Parkway, Duluth, Georgia (I-85, exit 42).

## Welcome Aboard

We are very pleased to announce that Mustang Times now has a tech editor. Rod Short has been hired to fill this part-time position. Rod has had bylines in numerous publications including *Mustang Monthly* and *Mustang and Fords*.

Watch for his articles in future issues.

## New Column

As promised in our June issue, we bring you our new Team Mustang column on pages 22 and

23 of this issue. We are very excited about working with the guys and gals with Ford's Team Mustang.

Be sure to send us your questions so we may forward them to Team Mustang.

## Tech Tip

And speaking of technical-type stuff, we received the following tidbit of information from Bill Gorman of Cortland, New York.

"Take a SunPro Mini Tach II #CP7906. Remove the lens retainer and lens, leaving the rubber seal. Use flat black to hide the labeling and the inside portion of the white stripe. Then use the black to cover the redline until it only shows what you want. Repaint the remaining stripe and the pointer orange.

Here's the best part: On a 1967-68 Mustang dash, remove the block for the clock. This little bugger pops into the opening and 'pow' you have a tach hidden in your car in a great location! Look twice or you might just be checking the time!

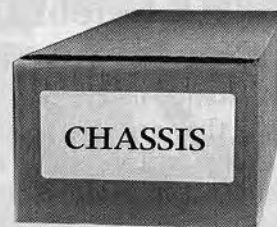
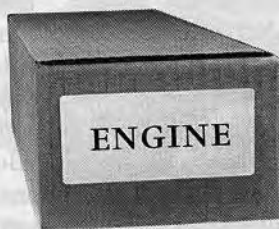
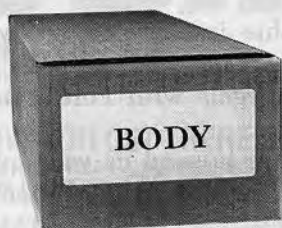
If desired, a little RTV (black silicone sealer) keeps it from wiggling. Use the white reflective plastic for light and the seal to fill the gap."

## On A Sad Note

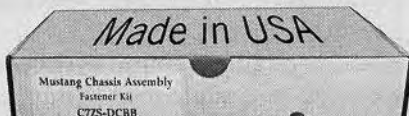
We regretfully must report that longtime MCA and AACA member Ed Knight was killed in an auto accident in late April.

Ed and his wife Marcella were regulars at MCA National events. Our condolences to his family and friends.

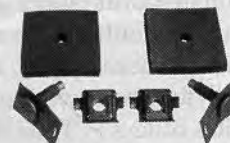
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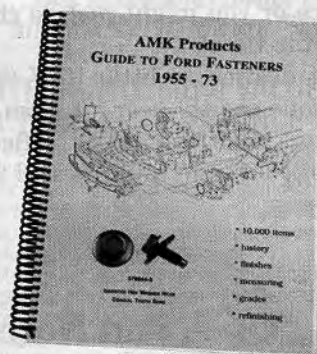
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Dear Fred,

I am looking at a 1967 coupe with a busted shock tower. It has been welded. I had a local Mustang shop look at it and one guy said it had been fixed. The other thought it was a bad job. He claimed the only way to fix it was to remove the engine, cut out the tower, and graft in a tower from a scrap yard.

I got two very different opinions from the same place. What do you think? Are there any shock tower braces available to help, or am I out of luck?

Kevin

*Dear Kevin,*

*Points awarded to the guy who said replace. You will need to remove the fender and the exhaust manifold (assuming you have a V8), and graft in a used/reconditioned tower. No amount of bracing, i.e., export brace, Monte Carlo bar, etc., can substitute because, essentially, the upper control arm is breaking off of the car. This will cost, due to the labor time to do properly, about \$1,000. At least 80% of the time, this problem can be traced to the car having had aftermarket wheels, which protrude farther out than stock or factory-style wheels.*

*Fred*

Dear Fred,

My husband owns a 1964 1/2 Mustang. It has 23,000 original miles, was owned by his great grandmother who drove it to the grocery store and back, and has everything original except muffler, shocks, and battery. It even sits on the original tires and has the bill of sale from 1965 in the glove box.

It has a straight six, an automatic transmission, black interior, and a black hardtop. No rust, but a few dings from when things in the garage (where it's always been kept) have bumped it. Its

Do you have a problem with your Mustang that no one seems able to fix? Are you confused by the various replacement parts that are currently on the market? Do you have a technical or mechanical problem that seems impossible to answer?

Then -

**Ask Fred**  
**c/o Glazier's Mustang Barn**  
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only flaws are the corroded battery tray and a broken antenna (have the piece). For some reason, it doesn't have back-up lights.

We have heard all kinds of quotes from ridiculously low to incredibly high and really don't know how much it's worth. We are thinking of selling, but don't know where to start.

Tina

*Dear Tina,*

*Depending on condition, a low-mileage garage-kept (original tires, etc.) car such as yours should be worth \$8,000 - \$10,000. You don't have back-up lamps because they were an option. Battery tray and antenna are available.*

*Fred*

Dear Fred,

I have a 1969 fastback and I just recently came across a 429 out of a 1973 Mercury. My question is regarding any troubles I might encounter trying to fit this motor into the engine bay. Will I need to make any modifications to my car to fit this motor in there?

David

*Dear David,*  
*Dark Horse Performance has*

*motor mounts, shorty headers (chrome or ceramic coated) and even Tremec-compatible rear crossmembers for 1967-70 429/460 conversion. Fitting one of these monsters in your car should make it really fly, even in stock form, and should be a fairly simple conversion. Contact them at 16617 S. E. 134, Renton, WA 98059 or (206) 227-7778.*

*Fred*

Dear Fred,

I have just finished restoring a 1965 convertible. The car was built in April of 1965. It came with a front bench seat. I was wondering if this was a find, and, if so, how can I find out how many cars were built with bench seats? I have been to quite a few shows during the past five years that I have been working on this car and have never seen another one.

Michael

*Dear Michael*

*Of the 559,451 1965 Mustangs built, 73,112 were convertible. Of these, 2,111 were bench seat models; roughly one out of every 266 cars, well under 1% of total production.*

*Fred*

Dear Fred,

I have a leak on the rear axle. It doesn't seem to be oil, more like fluid.

Where do I start to find the problem? I just installed a dual exhaust system but it doesn't seem to be a result of that. The leak is confined mostly to the pinion bearing area.

Mark

*Dear Mark,*

*About the most common leak in the rear axle is the pinion seal. This will be the gear oil from the differential.*

*Fred*

# Team Mustang

From Art Hyde, Mustang Chief Program Engineer and Team Mustang Members

Have you ever wanted to ask the people responsible for Mustang about how Ford works or why your Mustang looks or works the way it does? Have you ever wanted to have input into future Mustangs? This column is your chance to do all these things plus getting to know the members of Team Mustang.

Let's start by introducing a few of the leaders of Team Mustang who will be on the other end of the line starting with Art Hyde:

Art Hyde, Mustang Chief Program Engineer, is responsible for the overall Mustang vehicle line. Art is 44 years old and married with three daughters. He has been with Ford for 22 years in various jobs in Product Development including five prior assignments on Mustang. In what little spare time he has, he likes to work on and drive his 1967 Lotus Elan and 1999 Mustang Cobra. Whenever he can, he likes to go to auto races.

Alex Kim, Ford Division Mustang/Thunderbird Brand Manager, is responsible for all Mustang marketing and sales activities in North America. Alex is 32 years old and married. He has two daughters and has been with Ford for just two years after spending time in the Navy. Alex enjoys watching Pro Stock GT racing, soccer, and camping.

John Lefebvre, Mustang/Thunderbird Marketing Plans Manager, is responsible for all future year customer oriented product direction and for assumptions we make for future volumes and pricing (with his "crystal ball"). He has been with Ford 13 of his total 38 years. John is married with two sons and one daughter. Hobbies include participating in sports, watching NASCAR, and having fun with his family on weekends.

Sean Tant, Design Manager, is responsible for interior and exterior appearance for Mustang. Sean is 35 years old, married, and has two sons. He has been with Ford 10 years and likes to draw, work on, and drive cars when he is not leading the team in the Mustang studio.

This is a good time to announce that Paul Giltinan, our Vehicle Engineering Manager, is leaving Team Mustang to join the Windstar Team. This is a tremendous loss since he was the driving force behind the outstanding steering, ride, and handling improvements made in 1999. He leaves behind many good friends and a very capable group of engineers which he trained.

Now let's get to your questions.

**Q: With so much emphasis placed on safety these days, is there a possibility that**



**American-market Mustangs will include daytime running lamps?**

**A:** Ford always places safety as our highest priority. We incorporate every practical safety feature which will not jeopardize customer satisfaction in the Mustang. In the case of adopting daytime running lamps for the U.S., we believe that their safety effectiveness does not outweigh the customer irritation from burned out lamps or the risk that customers may forget to turn their lamps on at night. We don't believe Mustang customers want, or would accept, DRLs.

**Q: An April Fools joke used this year (and in previous years) by a few magazine editors was that Mustang was going to front-wheel drive and would lose the V8 power plant. We've heard that a platform change is in the works, so with all foolishness aside, do diehard rear-wheel drive V8 enthusiasts have anything to worry about?**

**A:** Hey, we're enthusiasts like you. It is true Ford did consider adopting front-wheel drive in the 1980s. After the spanking we received then by Mustang fans, we are working hard to help Mustang drivers win the race in the real world the old-fashioned way - with tire smoke coming from the proper end of the car. As for the potential for a platform change, we are studying improvements for the future and would appreciate any input we can get from our readers.

**Q: With the editorial success of Cobra's new independent rear suspension, is there a possibility that the IRS may appear on Mustang's option list?**

From Art Hyde, Mustang Chief Program Engineer and Team Mustang Members

**A:** Anyone who has not had a chance to sample the 1999 Cobra with IRS should do so. While it is not the answer for all Mustang people, it certainly brings huge improvements in steering feel, ride, and vehicle dynamics, particularly over bumps, in quick throttle on/off situations, and in twisty turns. As many of you may know, the IRS is a modular design which could be installed in any new Mustang. It would be a help if readers would tell us if they would pay \$1,500 - \$2,500 for an IRS option on GTs or V6 models. We aren't sure enough people would vote with their wallets to justify the additional costs associated with adding this new option.

**Q: What procedures are used to formulate and introduce a new exterior color for Mustang? Is there a maximum number of exterior colors per model year?**

**A:** Ford color designers work with paint suppliers to develop new colors. Many times, the inspiration for the colors comes from non automotive sources such as clothing fashions, interior decorating, or popular culture. We make a preliminary decision (with dealer input) on the color line-up early in the product development process so that our suppliers have time to develop the paint formulation. We can make changes to this lineup until near Job#1, assuming it doesn't require new paint development work. Regarding the number of colors in any model year, we have a limitation at the Dearborn Assembly Plant of no more than 10 colors.

**Q: Will there be a time when individual options are available again or will they remain grouped as packages?**

**A:** We group options together to improve the value we can offer our customers – value for the money that Mustang is a perennial sales leader. Our customers get a lot of car for their hard-earned money. The price of your Mustang would increase for a comparably equipped car if we were to increase our build complexity. Also, over the years we have been asked to reduce the confusion and frustration in the ordering process – option groups have proven to be a key improvement in this process. We do accept as a challenge, however, that we need to improve the customization capability of the Mustang by us, our dealers, and by Mustang enthusiasts.

**Q: What type of sound deadening material is used in the 1999 Mustang? Has the amount of sound deadening material increased over that used in 1998 cars?**

**A:** In general, the sound deadener material is the same (mastic, sealer, etc.) and is used in the same amount as before. We have redesigned the application of these materials, however, to improve quietness through extensive experimentation, where we took all the sound deadener out and added it back in selectively where it proved most effective. New for 1999, we added expandable foam in the ends of the rocker sections below the side doors for reduced road/tire noise. We also increased the thickness of the convertible top inner liner and added foam rear view mirror seals to reduce wind noise.

**Q: Are any design elements of the 1999 Mustang a direct result of focus group sessions held in various parts of the country a few years ago?**

**A:** We did conduct a number of market research events around the country during the development process for the 1999 Mustang. The final vehicle reflects the input we received in these sessions. Frankly, we are always trying to get more insights into the motivations of people who do and who don't choose Mustang. Even during the 35th Anniversary event in Charlotte, Team Mustang members collected information on what enthusiasts wanted in their next Mustang. When the opportunity presents itself, I often ask Mustang people about what they like or don't like while I am pumping gas into my Cobra or my wife's Windstar. This customer "head-set" (as Ford president and CEO Jac Nasser calls it) constantly needs updating and reinforcement – we can never afford to stop inquiring and listening to you, our customers. We welcome your feedback, and that's a big reason for this new column.

We hope you have enjoyed this interchange and look forward to tackling your questions in next month's publication. Be sure to send your questions to:

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9. Date this coverage is to be effective \_\_\_\_\_ Policy Minimum Premium \$50.00

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From Third and Fourth Generation Gold Card Judges Stewart Jones and Terry McCoy

# How Many 1997 Woodward Dream Mustangs Were Really Built?

What is a Woodward Dream Cruise Mustang, where did the idea originate, and when were these dreamers produced?

The Woodward Dream Cruise experience dates back to the 1960s. In the Motor City of Detroit/Dearborn, car enthusiasts would cruise Woodward Avenue from South Detroit to North Pontiac every weekend. Seven miles of cruising saw many impromptu street races along with some romance. Ford, Mopar, and Chevy burnouts occurred at nearly every traffic light during the cruising heyday. It is said that on weekends, after midnight, factory prototypes would sneak out and race down the avenue. But due to increasing gas prices and insurance rates, the late 1970s saw the disappearance of the weekend ritual.

In 1995 the cruise was revived with the formation of a committee to host an annual cruise. Corporate sponsorships were sought out as the entire community supported this revival. Nearly one million observers lined Woodward Avenue to witness thousands of antiques, classics, street rods, and modern-day muscle cars line the avenue.

After a very successful beginning, plans for a second cruising event in 1997 got underway. One of the ideas of the event committee was to have one of the automobile manufacturers produce a commemorative Woodward Dream Cruise car.

The Ford Dealers Advertising Group was contacted with this idea. Richard J. Bartus, the director of advertising, was very aware that the Woodward Dream Cruise gathering was a spectacular event. His thoughts centered around the fact that the Mustang had a 33-year history of cruising the Avenue. A special edition package was needed to commemorate the 1997 project. Gary Smith was put in charge. The idea was to build a Mustang that would be reminiscent of a vintage pony that cruised the Avenue in the '60s — one that made a powerful statement. The advertising group's thoughts turned to the 1965/66 Shelby Mustang.

A.S.C. in Southgate, Michigan, was contacted to see if they could transform a stock Mustang into a modern-day Shelby in appearance, and then produce 31 - 100 copies.

They were given from March 24, 1997 until April 4, 1997, to come up with a suitable proposal. Chris Dowdey was the designer who had the vision and drafted what would become the Woodward Dream Cruise Mustang. On April 2, A.S.C. finished their proposal and reviewed it internally. On April 4, the package was presented to Gary



Smith and then to the Ford Dealers Advertising Group (F.D.A.G.). A.S.C. had 30 days to turn the idea into reality.

At A.S.C., Wint Goelz was given the reigns to make this project happen. This corporation is a fully independent facility, completely capable of taking a drawing through clay model stage and into the final version. Everyone here rallied together under the knowledge that they were producing a collectible vehicle with an awesome head-turning appearance.

On May 1, Hunting Ford delivered a 1997 GT convertible Mustang to A.S.C. to be transformed into prototype #00. On May 5, the dream began. On May 9 #00 was completed and reviewed by F.D.A.G. On May 13, F.D.A.G. sent out press releases indicating that 65 Woodward



# Third Generation News and Beyond

From Third and Fourth Generation Gold Card Judges Stewart Jones and Terry McCoy

Dream Cruise Mustangs would be produced. At the same time, the 31 Detroit metro area Ford dealers were placing orders. Within a week the orders were invoiced to Ford ordering systems. Only 57 Mustangs were on the list. From May 30 until June 6, the base Mustangs were produced and shipped from the Dearborn Assembly Plant by convoy to A.S.C., only 20 miles away.

One problem occurred, however. The Mustang, ordered from Tom Holzer Ford, destined to be #25 never arrived at the A.S.C. shop. It is believed that the car ended up at a Ford dealer in Toledo, Ohio.

Parts were procured from vendors, a suitable assembly line was established, and workers were recruited. Work began on July 5 and ended July 25 with the completion of #57.

Farmer Jacks Supermarkets, based in Michigan, has given away several Mustangs in the past. The chain was about to open a new store and planned to give away one of the special Mustangs as a part of the grand opening. Coca-Cola and the local oldies FM radio station WOMC 104.3 got together for the promotion. Bill Stedman from Oldies WOMC 104.3 and Paul Coleman from Farmer Jacks were the geniuses behind the campaign. On June 10, photos of #00 parked in front of a Farmer Jacks store were received by Coca-Cola for posters. Farmer Jacks ordered the give-away Mustang (#58) on June 18. The advertising campaign ran for one month beginning on June 20 with over one million entries received.

Placed in all of the Farmer Jacks stores was a three-foot tall poster which read "Win This Official Woodward Dream Cruise Mustang" with a photo of the prototype in the middle of the poster. It also read "One of only 58 commemorative Mustangs produced". Patrons were encouraged to "See this Mustang only at your participating 31 Metro Detroit Ford Dealers." Fifty posters were printed.

A.S.C. received the base Mustang for #58 on July 28. Transformation was completed on August 6 and the drawing was held on August 21 at the radio station. The winner of #58 held on to it for a few short weeks before trading it in on a Ford Windstar in Battlecreek, Michigan. The dealership placed the special Mustang on the used car lot.

Participating Ford dealerships also had posters promoting the Mustang. Ron Barry created a reflections-type

poster which depicted a 1997 Woodward Dream Mustang on one half and a 1966 Shelby on the other. The wording was "Ford Dreamers '97" and "Ford Dreamers '66". This poster was hand painted, not commonly done in today's world of advertising.

Each of the Woodward Dream Cruise Mustangs started life as a 1997 GT painted (ZR) white. Since the Dearborn Assembly Plant is not set up to do these type modifications, A.S.C. was brought into the picture. There was a mixture of coupes and convertibles, standard transmissions and automatics. A few of the convertibles had black tops while the rest received white. All but one car had leather interior and the Mach 460 CD sound system.

The Woodward package included dual Razor Blue stripes that ran down the hood, decklid, and around the rear spoiler, and the roof of the coupes. The hood had a set of chrome hood pins with an attaching cable. Borla side-exiting exhaust was housed in SVO side exhaust covers. The 17" aluminum rims were painted body-color inside and out with the center painted Razor Blue. The quarter panels received a Shelby-style air intake, and the front fenders bore a special commemorative badge.

The interior received a numbered plaque, placed on the dash, which stated the car's number and year of production.

Convertibles received a unique "Wind Stop" made in Germany. This wind screen rested above the rear seat and prevented a whipping motion of the air when the top was down.

The production figures are as follows — 32 convertibles and 26 coupes. Of the coupes, 14 were five-speeds, 12 were automatics. Of the convertibles, 23 were automatic, nine had a manual transmission. There were a few odd balls when it came to interior and top combinations. Two were built with black interior (all others were Graphite); one was a five-speed convertible, the other an automatic coupe. There were seven black-topped convertibles (five automatic, 2 five-speed) leaving 18 automatics and seven five-speeds with a white top. The only car that was very different was #58: It did not have leather interior, nor did it have the Mach 460 CD sound system. However, it was one of the nine five-speed-equipped convertibles.

If #25 (slated as a convertible with automatic and white top) had been produced, the total count would have been 59. Wint Goelz still has the dash plaque for #25 as well as the plaques for numbers 59-65, which were never produced.

The 1997 Woodward Dream Cruise Mustang was advertised as the first in a series, but nothing materialized for 1998.

*The Woodward Dream Cruise Mustang Registry is overseen by Terry McCoy who encourages owners of these vehicles to contact him. His E-mail address is [featurecar@aol.com](mailto:featurecar@aol.com), or write to him at 4311 John Goff Road, Waterliet, MI 49098.*

*A Web site has been established by Tony Baker at [www.geocities.com/MotorCity/Downs/1044](http://www.geocities.com/MotorCity/Downs/1044).*

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|                                   | Commerce, Georgia     |
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|                                   | Baytown, Texas        |
| Montgomery Motorsports Park ..... | May 22, 23            |
|                                   | Montgomery, Alabama   |
| Gainesville Raceway .....         | June 5, 6             |
|                                   | Gainesville, Florida  |
| Virginia Motorsports Park .....   | June 26, 27           |
|                                   | Richmond, Virginia    |
| Norwalk Raceway Park .....        | July 17, 18           |
|                                   | Norwalk, Ohio         |
| Bristol Dragway .....             | August 7, 8           |
|                                   | Bristol, Tennessee    |
| New England Dragway .....         | August 21, 22         |
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# The 35th Mustang Anniversary Celebration

## Part II

by Teresa T. Vickery  
photos by VTC & Co.

In our June issue, we set the stage for the 35th Mustang Anniversary Celebration, which attracted nearly 6,000 Mustangs, and mentioned numerous activities that took place during the first few days of the event. We

continue, now, with our coverage of this monstrous extravaganza.

Included among the various weekend happenings were seminars held inside the Hoosier and Goodyear Buildings.

Anytime Jon Enyeart of Pony Carburetors is around a crowd is sure to assemble. A hands-on kind of guy, Jon can answer practically any question concerning carburetor maintenance and problems you care to throw at him.

Classic Design Concepts is well known for their lights bars which can dramatically change the appearance of a convertible. Jeff and Randy, who represented Classic Design, were constantly busy. We had the opportunity to watch them install sequential taillights and a light bar in a brand new silver 1999 35th Anniversary Limited Edition convertible owned by John and Roberta South. Needless to say the owners were a bit nervous watching their new car being dismantled and

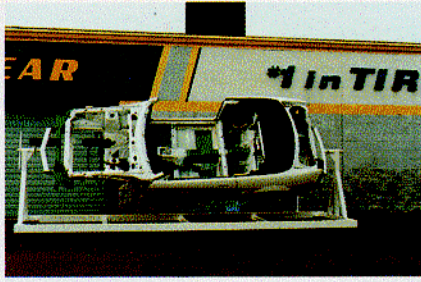


*Classic Design Concepts is well known for their light bars. A template is used to mark the exact location for cutting of the interior quarter panel. Professionals make installation appear very easy.*



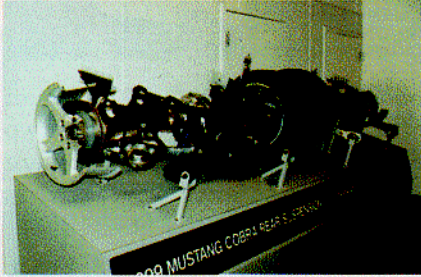
*Here's a 1999 taillight assembly awaiting the installation of sequential components.*





Here's a 1999 convertible on a rotisserie.

These examples of the 1999 Cobra and GT rear suspensions were displayed during the Ford seminars.



altered. The sound of grinding metal elicited quite a response from the Souths! But the smiles on their faces when the project

The interior of the Motorsports trailer housed plenty of goodies.



was completed indicated satisfaction.

In fact so many folks were intrigued by the professional ease of light bar installation that the how-to sessions evolved into regular installation sessions. We heard that Classic Design Concepts ran out of light bars before the weekend was over!

The seminars held by Ford also proved to be popular. Various diagrams, examples of Mustang and Cobra rear ends, and a convertible shell on a rotisserie were available for viewing. As each person entered the seminar area they were handed a card which asked for the following information: "Please pick top 3 and bottom 3 attributes for your next Mustang — Performance; Design/Appearance; Handling/Steering; Braking; Customization; Ride; Cost of Ownership; Trans.Perf./Smoothness; Craftsmanship; Rear Seat/Trunk Usability." On the back of the card were listed these three questions — "What 1-2 things do you like best about your present Mustang? What 1-2 things would you like to see changed on your present Mustang? What 1-2 new features not presently available would you like on your next Mustang?" As you can see, the guys and gals at Ford are interested in input from enthusiasts. This proved to be a golden opportunity to share your thoughts with the right people.

Other familiar names such as Auto Custom Carpets, Semo



Mustang, and Scott Drake Mustang Parts, were also busy educating Mustang owners and enthusiasts.

Something a bit different from the usual Mustang-oriented activities was a NASCAR Pit Tour by Cotter Promotions. The set-up featured the Elliott/McDonald's Ford Taurus and a detailed mock pit area which included everything down to the short retaining





*The new Excursion, based on the F-250, garnered plenty of attention all weekend.*



wall the pit crew jumps over. Spectators were told that this was the first time that such a session had been held. The premise behind this type tour is to acquaint race fans with equipment and activities behind the scenes. In other words, onlookers got a peak at what would normally be reserved only for those holding VIP status at a race.

A brief bit of NASCAR history was given including how Ralph Moody changed the complexion of racing by building his race cars from the ground up rather than stripping down an existing vehicle and then rebuilding.

A sizeable crowd gathered for this first-ever session.

Kids of all ages were continuously drawn to a large tent housing numerous computers running

the brand new game "Midtown Madness" from Microsoft. "Midtown Madness is an outrageous racing game that combines the challenge of competitive racing, the strategy of urban navigation, the freedom of unrestrained exploration, and the thrill of the chase within the realistically modeled, ever-changing and fully interactive city of Chicago. Set within the 'mean streets' of Chicago, players must blast through more than 80km of roads, shortcuts, neighborhoods, and sometimes even buildings to beat the competition. A number of hair-raising scenarios will immerse drivers in nonstop urban action as they race in one of 10 realistically modeled vehicles, each with its own unique strengths. Ever-changing traffic, weather, and pedestrian conditions along with diligent (and really fast) law enforcement makes for challenging gameplay that is difficult to master but a lot of fun." Of course included among those 10 vehicles is a Ford Mustang. Plus there are five types of racing from which to choose while speeding through a virtual city that constantly changes.

The kids we observed playing deemed the game a huge success while the adults seemed to have as much if not more fun than the kids. (Check with your favorite software retailer for availability.)

Saturday morning found Saleen owners gathering on the track at Turn 1 for a panoramic



photo shoot. Over 60 Saleen Mustangs, along with the two Saleen Explorers on hand, were carefully positioned on the track, four abreast, up the steep bank. Watching individuals stand and walk on this banking was quite a sight and at times seemed to defy nature.

Once the shoot was completed everyone drove in a subdued manner around the track (yeah, right!) to return to their appropriate parking spaces.

Later in the afternoon, a panoramic shot was made of the entire 35th show site. If you did not place your order at the show for either the Saleen or the 35th show pictures, contact Douglas B. Chadwick, Cirkut Panoramic Photographs, P.O. Box 99 Hillsboro, WV 24946, (304) 653-4916 for availability and pricing. These photos are incredibly impressive and make dynamite souvenirs.

By afternoon the Speedway was a bevy of activity. Vendors were busy assisting customers, food wagons were busy with snacks and drinks, and judges were hard at work selecting the best of the best. At one point we received word that Speedway officials estimated that 30,000 people were present on this afternoon alone. This leads us to believe that during the multi-day event, more than 100,000 enthusiasts and spectators passed through the gates.



While energy was high at the track, the television shopping channel QVC was busy hawking goods from not only Ford but also the Mustang Club of America. Several 35th Anniversary items were selected by QVC for their special show in conjunction with our event. Although they were unable to broadcast live from the track, camera crews were on hand to provide background shots of activities at our event.

At 2:00 p.m. Ford officially

unveiled the 2000 Cobra R and the 1999 35th Anniversary Limited Edition Mustang. Watching this from the roof of the Speedway Club well above the track was nothing short of astounding. Several hundred enthusiasts gathered for this special event. As the crowd assembled around the cloth-draped cars, the mass begin to take on the shape of an oval. All that was needed were blue highlights to resemble the famous Ford Oval.

Once the vehicles had been revealed, spectators were invited to view them up close. As people rapidly moved forward the cars seemed to disappear.

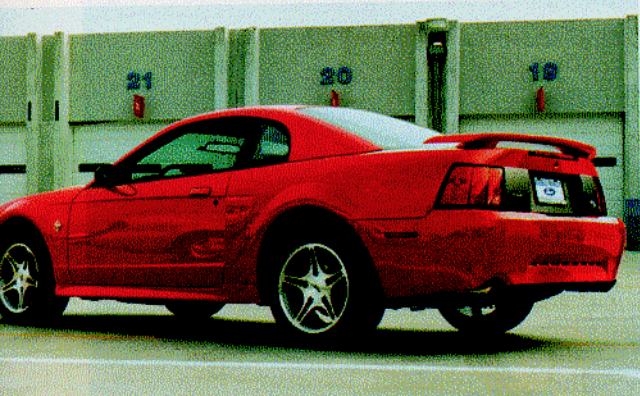
Prior arrangements had been made for Steve Saleen to take a young man named Jason Hauser on the track for a few hot laps. Jason is a Saleen fan who was paralyzed as the result of a high school football injury. Steve drove a black 1999 Mustang convertible for the laps. A few other



The unveiling of the 1999 35th Anniversary Limited Edition Mustang and 2000 Cobra R attracted several hundred enthusiasts.



Shown standing next to the 35th Anniversary Mustang, are (L) Don Perry (assistant show chairman), Steve Saleen, and Jim O'Connor, President, Ford Division.



Mustangs went out on the track including the Cobra R piloted by our own MCA chairman, Bill Dillard, who was accompanied by Jim O'Connor, President, Ford Division.

By late afternoon, attendees were gearing up for evening fun.

Originally only the Evening with Ford dinner was planned.

But since a limited number of tickets would be available, a second option for the evening was offered. For a small fee, attendees could "cruise under the lights" of Lowe's Motor Speedway in their Mustang. This gave car owners bragging rights as to actually driving on the famed NASCAR track. Plus a photo

opportunity was offered for those interested. We venture to guess that some of the ponies became a bit rambunctious on the track, but generally the sold-out crowd was well behaved and very much enjoyed this special treat. The long lines at the photo booth on Sunday proved that most everyone was interested in the photos.





Farrel Buis, known in concours circles for his exquisite unrestored cars, brought this unusual Mustang floor mat to our attention. It is produced by Rubbermaid and depicts a horse standing on its hind legs.

Specially produced ceramic steins were used as awards for the 35th event. Those used for the Award of Excellence Division were blue in color while those for the Concours Division were white.

Approximately 600 Mustang fans and visitors gathered at the Hilton for An Evening with Ford. Atlanta radio personality and longtime MCA member Gary McKee served as emcee.

A very special surprise gift placed at select tables were specially engraved wine glasses bearing the 35th Mustang Anniversary Celebration logo, the distinctive Saleen "S" logo, and the readily recognized Pirelli name. These soon-to-be collectibles were courtesy of Saleen Performance.

After dinner, Art Hyde, Chief Program Engineer, Mustang Program, spoke about Mustang and its heritage. Mr. Hyde mentioned that Mustang's appeal seems to be everywhere. As proof of the pony's popularity he relayed information concerning a giveaway held by MTV during the





Microsoft game Midtown Madness. Dinner attendees seemed to enjoy the end of the game when the Mustang went sailing off a raised drawbridge.

Three new names were added to the Mustang Club of America Hall of Fame — Janine Bay, William Clay Ford Jr., and Robert Rewey. The late Jim Osborn (to whom this entire show

was dedicated) was officially inducted. Robert Rewey is group vice president of Ford Motor Company and group vice president Marketing, Sales and Service Ford Automotive Operations. He has also served as vice president and general manager of Ford Division, and vice president and general manager of Lincoln-Mercury Division.

The true highlight of the evening was the speech given by Jim O'Connor, President, Ford Division. This man has a wonderful sense of humor and always seems to be relaxed and enjoying himself. He spoke to the crowd of guests as if he were engaged in a one-on-one conversation with a good friend.

Mr. O'Connor emphasized that he was a Mustang fan and was adamant about Mustang remaining rear-wheel drive. He also made it clear that Ford very much appreciates the loyalty of Mustang owners; not only for buying the Mustang brand but also the trucks and family vehicles. He marveled at the enormity of this event, the number of people in attendance, and the quality of the cars entered in competition. A comment was made that he knew of no other product that could attract such a gathering. Someone in the audience suggested Beanie Babies which drew a round of laughter.

Mr. O'Connor mentioned Steve Saleen several times in connection with performance and competition. At one point he jokingly

Christmas season. MTV viewers could phone in and register to win a new Mustang. It was reported that 268,000 phone calls were received within a two-minute time frame!

At the end of his speech, Mr. Hyde showed a brief bit of the

was dedicated) was officially inducted.

Janine Bay is a name that has appeared in this publication on numerous occasions. A true Mustang enthusiast, Janine worked long and hard as overseer of the Mustang line to keep the pony true to its roots. Although she has moved on to another position within Ford, Janine will always be a friend to Mustang and this organization.

William Clay Ford, Jr., is a member of the famous Ford family and is currently Chairman of the Board of Ford Motor Company. He has served in numerous positions throughout the organization.

*MCA member Pat Jackson was the recipient of the free Evening with Ford dinner tickets. She won the MCA membership drive by recruiting 40 new members!*





*These very special awards were presented by the Classic Mustang Club (of Sweden). Members scrutinized row after row of Mustangs before making a final decision on the winners.*

referred to Saleen as a "West Coast city slicker."

A terrific new video was shown which features the song "Mustang Sally". Shots of vintage and new Mustangs are seamlessly incorporated throughout the video leaving little doubt as to the current Mustang's heritage.

It seems that our favorite pony car is in good hands now. We sincerely hope it stays that way.

Event committee heads were recognized and thanked for their dedication and hard work. Don Perry and Larry Kilgore, assistant show chairmen, were presented with appreciation plaques.

For several months prior to the 35th event, a membership drive contest was conducted by MCA. The MCA member who signed up the most new MCA members

would received complimentary tickets to the Saturday evening dinner. Pat Jackson, wife of Forrest Jackson, whose 1965 coupe appeared on our October 1998 cover, was announced as the winner by recruiting 40 new MCA memberships. In addition to the dinner tickets, she was presented with a plaque and huge round of applause.

Before evening's end we had the pleasure of meeting Magnus Karlsson of the Classic Mustang Club (of Sweden) who presented this writer with a beautifully done book on the 1964 1/2 - 66 Mustang which he wrote. (Some of you may recognize Mr. Karlsson's name as having appeared in Mustang Times on various occasions.) This 112-page, soft cover book features



*Kids of all ages took part in the anniversary celebration for America's pioneer pony car.*

numerous color photos of items and advertisements that you probably won't see anywhere else. There is a possibility that an English version of the book will be released. If this happens, Mr. Karlsson has promised to let us know immediately.

Sunday morning was nearly as busy as the day before with no slow-down in sight.

Owners of cars winning an Award of Excellence were notified by a card placed on their pony. With notification in hand, we noticed a continuous line at the MCA tent where the awards could be retrieved. (A formal awards presentation was reserved for concours cars later in the day.)

One of the main attractions of this last day was the live auction which will benefit the Make-A-



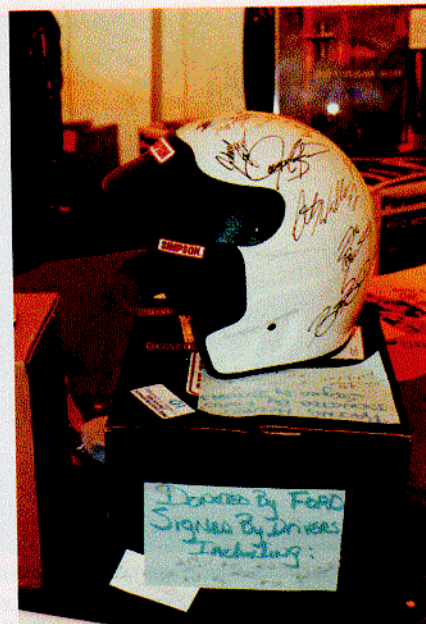
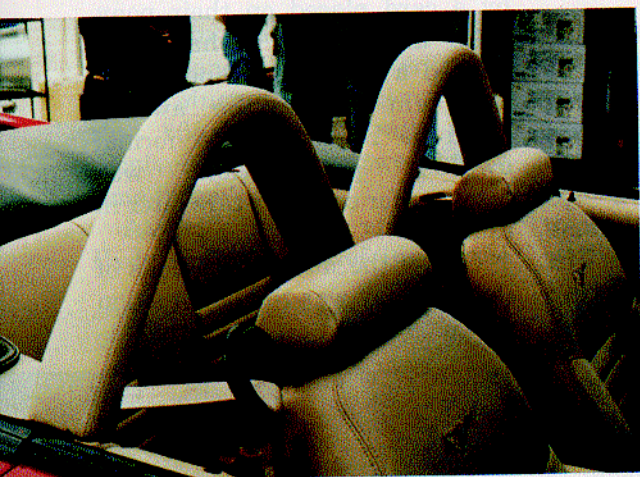
*We received this beautiful book from Magnus Karlsson of the Classic Mustang Club (of Sweden). He authored the book which includes photos you may not see anywhere else. An English version may be on the horizon.*





Show here (top left and right) are a few of the numerous items donated for the live auction held Sunday.

Below left: If you were looking for something new, this was the place to be. This is the new Sport Arch from Kart Kraft.



At times bidding became intense. And the method of bidding was nearly as diverse as the items offered. Some individuals bid by way of a simple nod of the head. Others discreetly motioned with their bidding number card. Still others frantically waved and, in some instances, jumped up and down to be seen above the crowd that had gathered.

A racing helmet signed by Ford NASCAR drivers received a high bid of \$925. A Saleen race suit, autographed by Steve Saleen and Tim Allen was sold for \$825. A one-of-a-kind black leather and wool 35th Mustang Anniversary Celebration jacket went for \$400. An Australian license plate received

Wish Foundation and St. Jude's Children's Hospital. Numerous items from businesses and clubs (world wide) such as models, artwork, clocks, furniture made from Mustang hubcaps and steering wheels, license plates, TV/VCR units, region-oriented items, sports collectibles, and much more were offered on the auction block.

much attention and quickly went for over \$100. The "biggies" of the auction were two original Ford 1999 Mustang design artists renderings which each sold for well over \$1,000.

A short time after conclusion of the auction, an awards presentation was held for those owners entering vehicles in concours competition. An added treat to

this was a presentation made by the Classic Mustang Club (of Sweden) of beautiful awards for what they considered to be the most outstanding Mustangs.

The weekend had drawn to a close no doubt leaving memories that will last a lifetime.

On behalf of the 35th Mustang Anniversary Celebration Committee and Mustang Club of America officials, thank you to everyone who helped us celebrate in grand style 35 years of Mustang fever!

*(Coverage concludes next page.)*



Charles Turner (top left) and Chip Hill (below left), shown with head judge Ricky Simmons, chose this event as the perfect time to retire their first generation ponies.



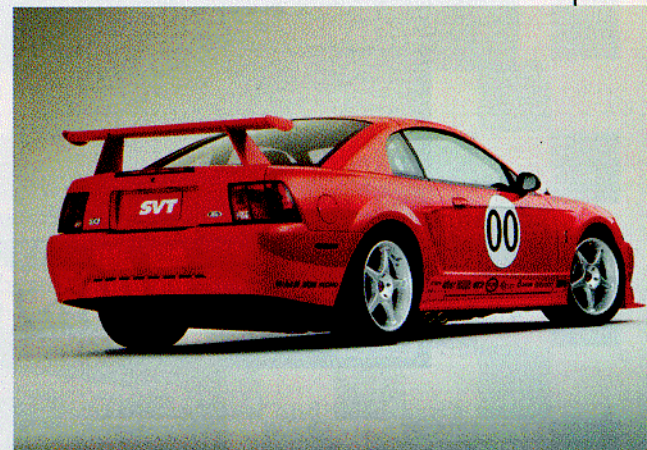
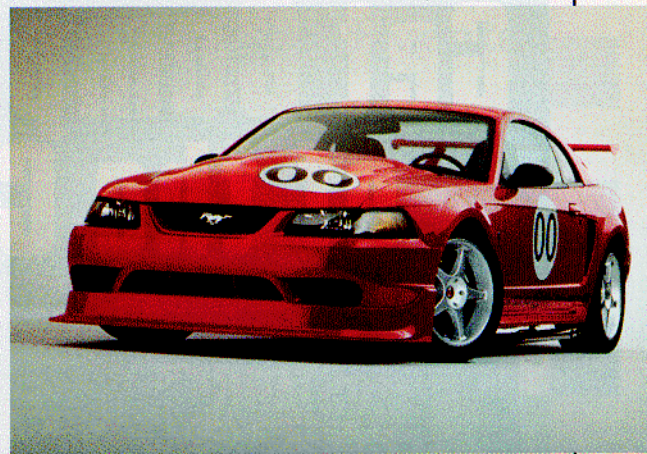
How do you make the 35th Mustang Anniversary Celebration even more exciting? You plan a wedding between open track sessions on Friday, April 16th.

That's exactly what David and Tamara Wagner of Olean, New York, did. After completing their two morning sessions, the couple hurried down to the Concord (North Carolina) courthouse, were married, and returned in time for their two afternoon sessions.

"We wanted to make this show/trip very memorable for us. We planned it in between the track sessions on Friday afternoon and celebrated the rest of the weekend at the show."



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## The 2000 SVT Cobra R Mustang

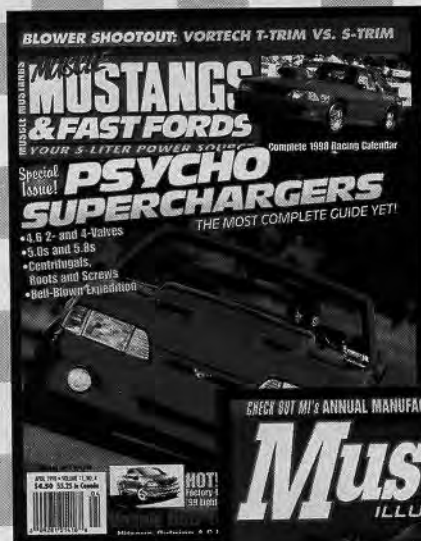
The 2000 SVT Cobra R Mustang was officially unveiled at the 35th Mustang Anniversary Celebration.

Information indicates the final product is still under development, so no details as to horsepower or torque ratings were given. We were told, however, that the R-model has unique 18-inch wheels with a lowered suspension, front lower air splitter extended off the fascia, a unique "power-dome" hood and rear deck spoiler, and dual side exhaust tips exiting in front of the rear tires on both sides.

Although the exterior configuration is representative of the final product, the Grabber Orange paint and decals are not. As we go to press, no final decision has been made as to color. All Cobra Rs will be coupes and will be equipped with a six-speed transmission, although we don't know if it will be powered by a 4.6L or 5.4L engine. The rear seat has been removed as has the radio and air conditioner. The front seats are Recaro.

A total run of 300 units is targeted for Winter 1999. Since a Competition Drivers License is not required to purchase a 2000 SVT Cobra R, quite a few of them will no doubt end up in the hands of collectors.

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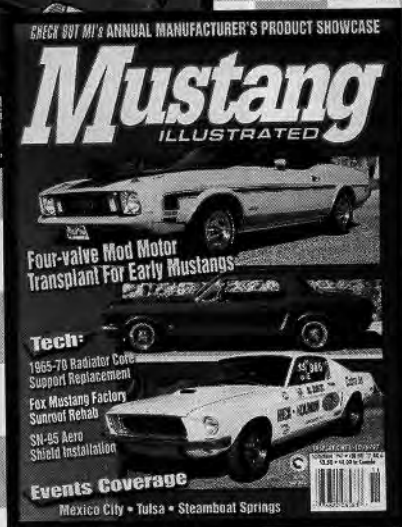


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### Classic Mustangs of Tampa Host 18th Annual Show



The Classic Mustangs of Tampa hosted their 18th annual Mustang, Shelby, and Ford roundup at the Regency Square Shopping Center in Brandon, Florida, on March 13, 1999. The weather cooperated fully with sunny skies and temperatures near 80 degrees. The sounds of '50s and '60s music filled the air throughout the day.

A total of 82 cars were registered for the show. Entries ranged from 1964 1/2 through 1998 models. Among that total were 43 first generation cars, along with two Mustang II models, and 21 late model cars. Also shown were 16 special interest Fords.

The quality of all cars shown was extremely high and included several MCA Gold award vehicles. An extremely high quality car was a red 1966 coupe upon which the original owner had just completed a total national award winning restoration. The car

was equipped with a 289, four-speed, and factory air conditioning, all documented on the original window sticker. Special interest vehicles included a 1957 T-Bird which the owner has driven to 48 states during the last 10 years, and several Cobra replicas. Late model cars included many GTs as well as a Saleen convertible.

A nice selection of both new and used parts was available from a variety of vendors. Several cars were also for sale in the car corral area.

The entire show proceeds were split between "OK Kids" at Faith Children's Home in Tampa and Southeastern Guide Dogs for the Blind in Palmetto, Florida. Representatives from Southeastern Guide Dogs had several dogs present at the show for participants and spectators to see and to fully appreciate the ability of these animals.

A perfect example of why fire extinguishers are mandatory in show cars was seen when a spectator pulled up in a Pantera and realized that his engine was on fire. Quick response by several show participants helped avert a potential disaster for the owner. Keep those extinguishers charged and readily available!

Special thanks to our main sponsors, Ernie Haire Ford and Regency Realty Group for helping to make this 18th annual show a real success.

*Submitted by Kevin Riley for  
Classic Mustangs of Tampa.*



# Introducing the Mustang Owners Club of Australia

The following is a brief history of our National Concours which is, in part, the history of the Mustang Owners Club in Australia. At our National concours, which is held over the Easter break in a different state each year, the register which contains our history is on display for all to read.

This register is a chronicle of all past events including information on awards/trophy winners may it be pre MOCA awards under MOC (Victoria & South Australia) or perpetual trophies dating back to the inaugural Australian event, held in 1974, up to the present. In the past, the recognition was, in part, by way of perpetual trophies for the major class winners. With our club moving into the future with Concours Class changes, perpetual trophies became unmanageable relating to the new classes. We now use a system of Gold, Silver, and Bronze, with the ultimate being Thoroughbred.

The first official dedicated Mustang concours held in Australia was hosted by the Mustang Owners Club, which was formed in May 1974 and based in Victoria. The Concours d'Elegance was conducted at the Chadstone Shopping Centre on Melbourne Cup Day, November 5, 1974. This event attracted over 30 Mustangs of which 21 were entered for judging by Graham Withers, of drag racing fame, and Kevin Musgrave. The classes were Original and Modified with a People's Choice award.

The 1975 event was not much different to 1974 basically catering for members located in Victoria because, as yet, no other states had formulated a branch of MOC.

By 1976 South Australia had formed its own branch of MOC and competed in the Victorian event of that year. Of the 31 entries for that event, 11 were from South Australia.

Subsequently, the record shows that 1977 was the first official National Concours d'Elegance. It was hosted by the South Australian branch on October 9 in Adelaide. Over 70 Mustangs were on display.

The 1978 to 1980 events were rotated between Victoria and South Australia once again because they were the only states to have a branch of MOC.

It could be said that 1981 was the first true national with entries from all states except Tasmania. This event was hosted by South Australia but held in Swan Hill, Victoria, on the Murray River. It was the first year that the Original Class was split into Restored and Non-Restored to give some recognition to the lack of availability of new parts for the later first generation Mustangs.

1982, in Queensland, was the start of the new wave being the first National to be held in another state other than Victoria or South Australia. We, as a club, had now truly become national.

1983 saw the National move to New South Wales followed by Victoria in 1984. This year also marked the start of the five-year cycle for the National. 1985 was in South Australia and this was when Tasmania joined us for the first time.

1987 was the last of the true milestones for the National with Western Australia hosting their first National Concours.

So much for history, which is a very important part of any club. One might say it's the backbone. For now it's on to the future for that is where our fate lies as the years march on. We all know our future is bright with the number of members increasing in all states. With this increase of members also comes that uplift in quality of the members' Mustangs. We now have on our books around 1,300 members nationally, which we think is not bad.

We recently completed our 35th Anniversary National Concours. Watch for more information on this in an upcoming issue of Mustang times.

If any MCA members wish to make contact with us in Oz, they can do so through our Web site: [www.hartingdale.com.au/~mocansw](http://www.hartingdale.com.au/~mocansw).

*Submitted by Eddie Hadley, MOCA NSW Branch on behalf of MOCA, the first affiliated MCA club outside North America.*

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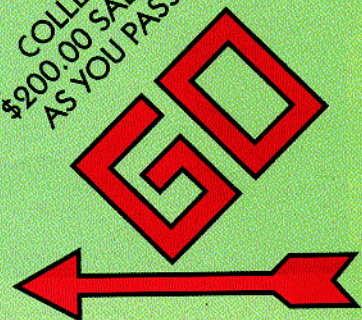


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# Event Calendar

## 1999 MCA National Events

**July 9-11**

**Overland Park, Kansas**

The Vintage Mustang Club of Kansas City will host the Kansas City Mustang National at Corporate Woods, Overland Park, Kansas. For complete information please contact Barb Taylor at (913) 831-0828, Rick Lage at (913) 649-8356, Jack Bosic at (913) 631-2027, or Lorne Willard at (816) 455-2631. (Additional information under "MCA Events".)

## **1999 Grand National**

**September 3-5**

**Houston, Texas**

The Mustang Club of Houston will be hosting the Mustang Club of America's end of the millennium Grand National. For information contact Jerry Moye at (281) 487-5546. (Additional information under "MCA Events".)

### Regional Shows at a Glance

|   |                        |
|---|------------------------|
| <b>July 11</b>                          | <b>Berlin, CT</b>      |
| Mustang Car Club of<br>New England      | (508) 674-5462         |
| <b>July 15-18</b>                       | <b>Bellevue, WA</b>    |
| Mustangs Northwest                      | (360) 794-0130         |
| <b>July 17</b>                          | <b>Fort Wayne, IN</b>  |
| Old Fort Mustangers Club                | (219) 490-7700         |
| <b>July 17</b>                          | <b>Alton, IL</b>       |
| Southern Illinois Mustang Assoc.        | (217) 839-2058         |
| <b>July 24</b>                          | <b>Rockton, IL</b>     |
| Rock Valley Mustang Club                | (815) 229-5868         |
| <b>July 25</b>                          | <b>Toronto, Canada</b> |
| Golden Horseshoe Mustang<br>Association | (905) 337-8428         |
| <b>August 1</b>                         | <b>Bourbonnais, IL</b> |
| Northern Mustang Corral                 | (815) 932-5285         |
| <b>August 1</b>                         | <b>Cincinnati, OH</b>  |
| Tri State Mustang Club                  | (513) 821-4928         |
| <b>August 1</b>                         | <b>Erie, PA</b>        |
| Lake Erie Mustang Owners Club           | (814) 825-5421         |
| <b>August 6-7</b>                       | <b>Amarillo, TX</b>    |
| Texas Panhandle<br>Mustang Club         | (806) 293-2447         |
| <b>August 7</b>                         | <b>Chesapeake, VA</b>  |
| Mustang Club of Tidewater               | (757) 531-1953         |
| <b>August 7-8</b>                       | <b>Muncy, PA</b>       |
| North Central Mustang Club              | (717) 584-5547         |
| <b>August 8</b>                         | <b>Northampton, MA</b> |
| Mustang Car Club of<br>New England      | (508) 674-5462         |

|   |                           |
|---|---------------------------|
| <b>August 8</b>                                 | <b>Livonia, MI</b>        |
| Mustang Owners Club<br>of Southeastern Michigan | (734) 728-3685            |
| <b>August 14</b>                                | <b>South Bend, IN</b>     |
| Michiana Mustang Club                           | (219) 874-4488            |
| <b>August 14</b>                                | <b>Gillette, WY</b>       |
| Hoof Beats Mustang Club                         | (307) 682-4735            |
| <b>August 14-15</b>                             | <b>Fort Worth, TX</b>     |
| North Texas Mustang Club                        | (214) 373-4835            |
| <b>August 15</b>                                | <b>Lakewood, WA</b>       |
| Pierce County Mustang Club                      | (253) 535-2653            |
| <b>August 15</b>                                | <b>Coopersburg, PA</b>    |
| First Pennsylvania<br>Mustang Club              | (215) 343-4885            |
| <b>August 15</b>                                | <b>Sharon, PA</b>         |
| Mahoning Valley Mustangs                        | (330) 448-0215            |
| <b>August 15</b>                                | <b>Decatur, IL</b>        |
| Central Illinois Mustangers                     | (309) 888-4142            |
| <b>August 21</b>                                | <b>Chattanooga, TN</b>    |
| Thunder Valley Mustang Club                     | (423) 842-6054            |
| <b>August 21</b>                                | <b>Rancho Cordova, CA</b> |
| Sacramento Area Mustang Club                    | (916) 973-1854            |
| <b>August 21</b>                                | <b>Arlington, WI</b>      |
| Badgerland Mustang Club                         | (608) 938-4191            |
| <b>August 29</b>                                | <b>Columbus, OH</b>       |
| Classic Mustang Club of Ohio                    | (614) 882-8858            |
| <b>September 10-12</b>                          | <b>Carrollton, KY</b>     |
| Derby City Mustang Club                         | (502) 241-8170            |
| <b>September 11</b>                             | <b>Winchester, VA</b>     |
| Shenandoah Valley<br>Mustang Club               | (540) 662-5084            |
| <b>September 11</b>                             | <b>Mustang, OK</b>        |
| Oklahoma Mustang Club                           | (405) 354-1475            |

# Event Calendar

**September 11** Ft. Smith, AR  
Arkansas Valley Mustang Club (918) 626-4986

**September 12** Manchester, CT  
Mustang Car Club  
of New England (508) 674-5462

**September 17-18** Tulsa, OK  
Green Country Classic Mustangs (918) 838-2863

**September 17-19** Channel Islands, CA  
Mustang Owners Club  
of California (818) 991-6937

**September 18** Wilson, NC  
Tarheel Mustang Club (252) 446-6639

**September 18** Milan, TN  
Golden Circle Mustang Club (901) 686-1580

**September 19** Birch Run, MI  
Mustang Club of  
Mid-Michigan (517) 823-8802

**September 19** Long Island, NY  
Classic Mustang (516) 798-6223

**September 25** Matthews, NC  
Carolina Regional  
Mustang Club (704) 541-5842

**September 26** Oxford, AL  
Model City Mustang Club (256) 831-6251

**October 2** Sanford, NC  
Heart of Carolina  
Mustang Club (919) 460-2326

**October 10** North Little Rock, AR  
Central Arkansas Mustangers (501) 262-4209

## MCA Events

**July 11** Berlin, CT  
14th Annual Mustang/Ford Summer Round-up hosted by Mustang Car Club of New England at Morande Ford, 250 Webster Square Road, just off of CT Route 9 at exit 22. Three divisions for all years of Mustangs, Shelbys, Cougars, and special interest Fords, stock, modified, and custom. Super Wheels Showdown qualifying show. Entry fee \$10, (sorry no vendor spaces). Information; MCCNE club line (508) 674-5462 any time including day of show, or Brad Matthews (860) 747-3234. Rain date July 18.

**July 15-18** Bellevue, WA  
Mustangs Northwest will be celebrating their 20th anniversary by hosting the 19th Annual Mustang Roundup. "The World's Largest Annual Gathering of Mustangs." Thursday - open track event at Seattle International Raceway. Friday - Pony Trails caravan with Mustang Monthly to Whidbey Island Naval Air Station. Saturday - judged show and casino night banquet. Sunday - people's choice show and picnic, 39 classes of trophies, 1st through 4th place for Mustangs, Shelby, Saleens, Cougars, and collectible Fords. Special guests Steve Saleen and Ford SVT will be in attendance. Information: Bill Smallwood (360) 794-0130 or Bill Basher (360) 652-1770, www.mustangsnorthwest.org.

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## Event Calendar

**July 17 Fort Wayne, IN**  
Old Fort Mustangers will host their annual car show at Ivy Tech State College in Fort Wayne, Indiana. Registration will be from 8 a.m. - noon. Awards will be presented at 4 p.m. For further information, please contact Eric Symonds (219) 490-7700 or Jason Hemrick (219) 484-8386.

**July 17 Alton IL**  
22nd annual Mustang Round-up. Open to all Mustangs and Fords. Hosted by the Southern Illinois Mustang Association and Roberts Ford at Alby Street and Homer Adams Parkway (Route 3 and Route 111), Alton, Illinois. For information, please call Jay Reid (217) 839-2058 or Ollie Schwallenstecker (618) 585-3081.

**July 24 Rockton, IL**  
Rock Valley Mustang Club and the Hononegah High School Booster Club will cohost the RocktonFest Car Show at Hononegah High School in Rockton, Illinois. Participant voting for the best 30 vehicles. Registration 3 p.m. - 6 p.m. Awards at 8:30 p.m. All makes and models of cars, motorcycles, and trucks are welcome. \$10 per vehicle registration fee

(includes driver), and \$2 spectator fee. For more information contact Tom at (815) 229-5868 or Sal at (815) 633-0803, or visit our Web site at [www.megsinet.com/rlh1968](http://www.megsinet.com/rlh1968).

**July 25 Toronto, Canada**  
Stampede '99 hosted by the Golden Horseshoe Mustang Association at Meadowvale Ford, Mississauga, Ontario, Canada. 1964 1/2 to 1973 Mustangs and Shelbys. Awards. \$10 per car. 9 a.m. - 3 p.m., rain or shine. Contact George (905) 337-8428 or Mike (905) 830-9488, [www.ghma.on.ca](http://www.ghma.on.ca).

**August 1 Bourbonnais, IL**  
Northern Mustang Corral hosts its 9th Mustang and Ford Powered Car Show. 36 classes, 27 classes for Mustangs alone. Music and games, food on site and restaurants within walking distance. Dash plaques for the first 150 cars. Well organized participant judging. Modified MCA tech inspections per class. Club discretion for classes. Recommended hotels in walking distance of shopping mall. Registration fee is \$8 preshow post-marked by July 26, 1999; \$10 day of show. Show held at Court Street Ford, 558 Latham Drive, rain

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or shine. For more information call Terry Hebert (815) 932-5285, or Jeff Henderson (815) 476-0108.

**August 1 Cincinnati, OH**  
19th Annual All-Ford Show hosted by the Tri-State Mustang Club at Eastgate Mall, I-275 and State Route 32 (Exit 63B). Registration 9 a.m. - noon. Open to all Mustangs and Ford-powered cars and trucks. For additional information contact Farrel Buis (513) 821-4928 or Mike Edquist (513) 677-2218.

**August 1 Erie, PA**  
Lake Erie Mustang Owners Club and Sears Tire & Auto Center present the 11th Annual Mustang Round-Up at Sears Tire & Auto Center, Millcreek Mall, Erie, Pennsylvania. Nine Mustang classes; 1964 1/2 - present, three trophies per class plus best of show and other special awards. Awards presented at 4 p.m. Wall plaques to all participants. Registration 9 a.m. - noon; preregistration \$7, day of show \$10. For more information call (814) 825-5421, (814) 838-8153, or (814) 664-9460.

**August 6-7 Amarillo, TX**  
Ford Fun Day '99 annual car show and swap meet with pony corral. Hosted by the Texas Panhandle Mustang Club and John Chandler Ford. For complete information contact Jerry James (806) 293-2447.

**August 7 Chesapeake, VA**  
The Mustang Club of Tidewater will host its 19th Annual Mid-Atlantic Car Show at the Chesapeake City Park. Show is open to all makes of cars and trucks. There will be goody bags, dash plaques, a raffle, and food for sale. This promises to be the biggest and best car show in the Mid-Atlantic region this year. Trophies to all classes, classes decided the day of the show. For additional information call Brian Kelly (757) 531-1953 or Patrick Brocato (757) 468-2325.

**August 7-8 Muncy, PA**  
The North Central Mustang Club presents "Fords at the Mall" all Ford-powered car show. 48 Mustang and Ford-powered show classes, SCCA autocross, Ford SVE display, door prizes, vendors, picnic, etc., For information contact Tom Shreiner (717) 584-5547, or Rod Dieffenbacher (717) 435-0807.

**August 8 Northampton, MA**  
21st Annual New England Regional All Ford Show and Swap Meet, Northampton Airport, off I-91, Exits 19N and 20S. Hosted by Mustang Car Club of

New England. Two divisions, one for all years Mustangs, Shelbys, and Cougars, and for Ford family cars and T-Birds. Super Wheels Showdown qualifying show. Entry fee \$10. Vendor registration begins at 8 a.m. Vendor space (20' x 20') \$15. Information MCCNE club line (508) 674-5462 any time including day of show, or Peter Payne (413) 584-0394 (days), (413) 584-5721 (evenings). Rain date August 15.

**August 8 Livonia, MI**  
Mustang Memories All Ford-Powered Car Show and Swap Meet hosted by the Mustang Owners Club of Southeastern Michigan at Wilson Barn, 29350 West Chicago, Livonia, Michigan, 9 a.m. - 3 p.m. Dash plaques for the first 250 preregistered vehicles. Car corral and vendor spaces. (734) 728-3685, <http://members.aol.com/mocsem>.

**August 14 South Bend, IN**  
Michiana Mustang Club will host their 16th annual all Mustang show at Montgomery Wards Auto Express, Scottsdale Mall, 1300 East Ireland Road, South Bend, Indiana. Both participant vote and judged classes are available. Dash plaques and goody bags will be given to all participants. The grounds will open at 8 a.m. with awards at 4 p.m. Proceeds benefit Mothers Against Drunk Driving. Entry fee is \$15. Send preregistration to Carl Kindig, 3719 Vistula Rd., Mishawaka, IN 46544. For more information contact Bob Christena (219) 874-4488, E-mail [furnace@adsnet.com](mailto:furnace@adsnet.com).

**August 14 Gillette, Wyoming**  
The Hoof Beats Mustang Club presents their first annual show at Thunder Basin Ford, 1000 West 2nd, Gillette, Wyoming. Hours are 9 a.m. - 2 p.m. For more information call (307) 682-4735.

**August 14-15 Fort Worth, TX**  
10th Annual Yellow Rose Classic All Ford Show hosted by the North Texas Mustang Club. Air conditioned indoor show at the Amon G. Carter, Jr., Exhibit Hall, Will Rogers Memorial Center. Space limited to about 200 cars plus vendors. Registration deadline is July 15, 1999. For information and registration call (214) 373-4835.

**August 15 Coopersburg, PA**  
The First Pennsylvania Mustang Club will host the 23rd Annual Antique and Classic Car show at Southern Lehigh Living Memorial Park on Route 309 and Fairmount in Coopersburg, Pennsylvania, (five miles north of Quakertown). There will be a car corral, swap meet, vendors, dash plaques for the

# Event Calendar

first 450 cars, and more. Bring a toy for Toys For Tots for a special drawing. Preregistration \$8 by August 9, \$12 day of show. For more information contact Scott Houston at (215) 343-4885 before 10 p.m. EST.

**August 15 Sharon, PA**  
Mahoning Valley Mustangs Regional Group hosts its 2nd Annual All-Mustang Stampede, 8:30 a.m. - 4 p.m. at the Hot Rod Cafe off Route 62, downtown Sharon, Pennsylvania. A judged show with 17 classes and 52 trophies presented at 3:30 p.m. Proceeds will benefit Tod Children's Hospital. Those preregistered by August 1 will receive an event t-shirt, dash plaque, and a 1/2 bucket of wings courtesy of the Hot Rod Cafe. Registration is \$15 per car. Restaurants on site, shopping within walking distance. For more information call John Hougelman at (330) 448-0215 or E-mail [jhoug@infonline.net](mailto:jhoug@infonline.net).

**August 15 Decatur, IL**  
The Central Illinois Mustangers club is hosting their 21st Annual Regional Mustang & All Ford Show at Northtown Ford located at 455 E. Pershing Road, Decatur, Illinois. Entry forms are now available. Entry fee prior to August 1 is \$12 (after August 1 entry fee is \$15.) 26 classes are available with trophies awarded to the top three places in each class. The club will host a hospitality party on Saturday, August 14, beginning at 7 p.m. at the Best Western Shelton Inn in Decatur and is free to all entrants in the show. For entry forms or more information, please contact Jim Fannin at (309) 888-4142 or Floyd Scranton at (217) 877-0604.

**August 15 Lakewood, WA**  
Pierce County Mustang Club will host its 7th Annual Show and Shine at Lakewood Mall, Lakewood, Washington. Participant's choice vote show for Mustangs, Fords, and non Ford vehicles. Dash plaques for the first 125 participants who turn in their ballots. Entry fee is \$10 preregistered or \$12 day of show. For more information contact Robert Baily (253) 535-2653 or write to the Pierce County Mustang Club, P. O. Box 44853, Tacoma, WA 98444-0853 Attn: Show Chairs.

**August 21 Chattanooga, TN**  
Thunder Valley Mustang Club will host their 4th annual Mustang and Ford show at the Northgate Mall located on Highway 153, rain or shine. Judging will be by popular vote. Classes for all Fords, Mustangs, Cobras, Shelbys, and Saleens. Goody bags to the first 100 entries. Registration

from 8 a.m. - noon. Entry fee \$20 (non MCA members) and \$15 for MCA members. Vendor fee is \$20. Judging will be from 12 p.m. - 2 p.m. Awards ceremony at 3 p.m. For more information call Dale Wrinkle at (423) 842-6054, Jeff Cardwell (423) 344-5585, or David Leff (423) 899-2321.

**August 21 Rancho Cordova, CA**  
The Sacramento Area Mustang Club will host its third annual "Mustangs and Fords in the Park Car Show and Picnic" in Hagan Park, Rancho Cordova, California. There will be participant judging in several Mustang and Ford classes with awards. Dash plaques to the first 200 registered entrants. Food, music, and raffle prizes available. Hours from 9 a.m. - 3 p.m. \$10 preregistration fee, \$12 day of show. For more information contact Michael Hess (916) 973-1854, E-mail [m\\_hess@msn.com](mailto:m_hess@msn.com). Visit the club's Web site at [www.geocities.com/motorcity/downs/8549](http://www.geocities.com/motorcity/downs/8549).

**August 21 Arlington, WI**  
The Badgerland Mustang Club will host its 5th Annual All-Ford Show at Bell Motors in Arlington, Wisconsin. Registration from 9 - 11:30 a.m. \$20 for judged vehicles, \$5 for show only; 20 judged classes with best of class trophies awarded to top two vehicles in each class. Dash plaques, goody bags to first 100 registered vehicles. Door prizes, model car contest, coloring contest/games for children, food and refreshments by Big Brothers & Big Sisters of Columbia County. Awards at 3 p.m. with a cruise at 4 p.m. For additional information call (608) 938-4191 or (608) 439-4648.

**August 29 Columbus, OH**  
Classic Mustang Club of Ohio Mustang Show celebrating the 25th anniversary of the club and the 35th for Mustang. All years Mustangs welcome. Located at Krieger Ford on Morse Road between I-71 and I-270. Registration 10:30 a.m. - 1 p.m. Jim (614) 882-8858, Mark (614) 895-7059.

**September 10-12 Carrollton, KY**  
The Derby City Mustang Club will host the second annual September In The Park Mustang and Ford Weekend Getaway Show at General Butler State Resort Park located at Carrollton, Kentucky, just minutes off I-71 between Louisville and Cincinnati. Lodge rooms and cottages have been set aside for show participants. If park accommodations are filled, additional motels are available two minutes from the park entrance. All cars will be tech inspected and judged. A preregistration deadline of August 14 is a must in order to be guaranteed a

# Event Calendar

room in the Park Lodge. For more information contact Linda Smith (502) 241-8170, Larry Watson (502) 228-5281, or Barbara Hall (502) 538-7648, [www.DerbyCityMC@aol.com](http://www.DerbyCityMC@aol.com).

**September 11 Winchester, VA**  
15th Annual Fall Spectacular Car Show at Jim Barnett Park in Winchester, Virginia. Registration 9 a.m. - noon, show time noon - 3 p.m. Dash plaques to first 100 cars registered; first, second, and third place trophies in each class; judging in six different classes. Show open to any make of car. Hosted by the Shenandoah Valley Mustang Club. Rain date September 12. For additional information call (540) 662-5084 or (540) 869-7483.

**September 11 Mustang, OK**  
The Oklahoma Mustang Club hosts the 1999 Stampede Mustang and Open Car Show. All Mustang classes will be judged by modified MCA rules. Open Class cars will be judged by popular vote. This show is in conjunction with the Mustang Oklahoma Western Days celebration in Mustang, Oklahoma. Tech and registration 8 a.m. - 11 a.m.; trophies at 4 p.m. Hospitality at show site on Friday at 6:30 p.m. for all participants. Show site is Mustang Road and Highway 152 at the Mustang Trade Center. For more information contact Bob Rollinger (405) 354-1475, [brsvo@pipeline.com](mailto:brsvo@pipeline.com), or Bob Mollohan (405) 262-6650.

**September 11 Ft. Smith, AR**  
Arkansas Valley Mustang Club presents the 19th Annual Show and Swap at the Sam's Club parking lot at 7700 Rogers Avenue from 9 a.m. - 4 p.m. All Mustangs welcome, special interest class for Ford-powered vehicles. Registration encouraged by September 6. For additional information contact Bill Whitman (918) 626-4986 or Larry Hall (918) 427-5346.

**September 12 Manchester, CT**  
20th Annual Summer Show and Sale hosted by Mustang Car Club of New England and Connecticut Cougar Club at Mustangs Unlimited, 185 Adams Street, approximately one mile south of I-84, Exit 62. Three divisions for all years of Mustangs, Shelbys, Cougars, and special interest Fords, stock, modified, and custom. Super Wheels Showdown qualifying show. Entry fee \$10 (sorry, no vendor spaces). Information MCCNE Club Line (508) 674-5462 any time including day of show, or Joe Dinella (203) 348-3144 (days), (203) 322-4916 (evenings). For CCC information, Eric Bernier, (860) 742-3002, Rain date is September 19.

**September 17-18 Tulsa, OK**  
The Green Country Classic Mustangs will host the 20th Annual Mustang Show and Swap meet at the Eastland Mall in Tulsa, Oklahoma. Registration is from noon till 5 p.m. on Friday and 8 a.m. till noon on Saturday. Free hospitality Friday night for entrants and guests. MCA modified judging rules. For more information contact David Bacher (918) 838-2863 or Randy Voyles (918) 367-3758.

**September 17-19 Channel Island, CA**  
20th Annual West Coast MCA Regionals. Hosted by the Mustang Owners Club of California at Sheraton Four Points Hotel on the water. Friday night social and harbor tour, Saturday concours and people's choice show divisions, awards banquet Saturday night. Information MOCC (818) 991-6937.

**September 18 Wilson, NC**  
Tarheel Mustang Club Regional Ford and Mustang Show at Lee Motor Company Ford-Lincoln/Mercury, Wilson, North Carolina. Contact Bill Weaver at (252) 446-6639. More information forthcoming.



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# Event Calendar

## September 18

### Milan, TN

Golden Circle Mustang Club will sponsor its annual all Mustang car show at Steve Marsh Ford in Milan, Tennessee. For more information contact Larry Connel (901) 686-1580, James E. Mills (901) 968-8617, or Gene Privett (901) 784-5494.

## September 19

### Birch Run, MI

The Mustang Club of Mid-Michigan will host their 6th Annual All Mustang and Ford Show. Sponsored and hosted by Expressway Ford of Clio and Prime Outlets of Birch Run on I-75, Exit 136. The Outlets has over 100 stores to choose from. The show includes classes for all Mustangs and Ford-powered cars and trucks. Preregistration \$8; \$12 day of show. Vendor space available. Judged show 8 a.m. - 4 p.m. Contact Brian at (517) 823-8802, or Stan at (810) 688-3909, E-mail mustang2@mill.tds.net.

## September 19

### Long Island, NY

Classic Mustang and Ford Car Show held at Country Ford, Hempstead Turnpike, Levittown, Long Island, New York. Preregistration by August 31, \$12; day of show, \$15. All years of Mustang and all Fords/Ford products welcome. Trophies, music, food. For information write to Classic Mustang,

P.O. Box 1011, North Massapequa, NY 11758 or (516) 798-6223. Rain date September 26.

## September 25

### Matthews, NC

Carolina Regional Mustang Club's 19th Annual Mustang and Ford Show at Matthews Festival Shopping Center in Matthews, North Carolina. For more information call Woody Woodruff at (704) 541-5842 or E-mail mabarker1@msn.com.

## September 26

### Oxford, AL

The Model City Mustang Club will host its 17th Annual Car Show sponsored by Sunny King Ford at 900 Quintard Avenue (across from Quintard Mall) in Oxford, Alabama. Registration from 7 a.m. to noon. For information call Larry Maddox at (256) 831-6251 or John Sudduth at (256) 835-1190. All Ford-powered cars and trucks welcome.

## October 2

### Sanford, NC

North Carolina Research Triangle Park Mustang and All Ford Show. Sponsored by SanFord, Sanford, North Carolina. Hosted by the Heart of Carolina Mustang Club. Rain date is October 9. Car corral and vendors are welcome, but must be pre-approved. \$15 prior to September 25, \$20 thereafter. For additional information contact Al Dulaney (919) 460-2326, Bobby Summerlin (919) 481-3873, Chip Hill (919) 493-0341, or Marv Shaner (919) 848-6786.

## October 10

### North Little Rock, AR

The Central Arkansas Mustangs will host their 18th Annual Mustang Show at North Point Ford in North Little Roc, Arkansas. Modified MCA rules. Non Mustang, Ford-powered vehicles welcome. For information contact Charlotte Fason at (501) 262-4209 or Linda Webb at (501) 227-5487.

## July 9-11

### Overland Park, KS

The Vintage Mustang Club of Kansas City will host the end of the millennium MCA Kansas City National July 9-11 at Corporate Woods, Overland Park, Kansas, with the Doubletree Hotel as the host hotel and show headquarters. For more information, please contact Barb Taylor (913) 831-0828, Rick Lage (913) 649-8356, Jack Bosis (913) 631-2027, or Lorne Willard (816) 455-2631.

## September 3-5

### Houston, TX

The Mustang Club of Houston will be hosting the Mustang Club of America's end of the millennium Grand National at the Adams Mark Hotel in Houston, Texas. This will be the last show of the



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decade and will prove to be "the" show of the season. Please make plans to attend and be part of the fun. For further information contact Jerry Moye at (281) 487-5546, evenings, for applications and updates.

### Non MCA Events

**July 11** **Charleston, WV**  
3rd International SN95 Late Model Mustang 35th Anniversary Mustang Show for 1979-99 Mustangs at Hooters on Interstate I-77, exit 95, Route 61 North in Charleston, West Virginia. 200 spaces are open. All Mustangs judged by late model MCA rules. Entry \$15. Show hours 9:30 a.m. - 5 p.m. For further information contact Frank McKnight at (304) 562-6742 or write to International SN95LMMOCR, 308 Lawson St., Hurricane, WV 25526-1718.

**July 18** **Silver Spring, MD**  
All Ford and Mustang participant vote and judged car show at Crystal Ford, 3111 Automotive Blvd., Silver Spring, Maryland. Also display-only class, door prizes, cars for sale, vendors, and dash plaques. Preregistration discount. For further information contact Darrell Rickets at (301) 774-5301 or Rex Turner at (703) 319-3338, rex.turner@mci.com, or see www.ncrmc.org.

**July 18** **Cedar Rapids, IA**  
Eastern Iowa Mustangs' Ford Show and Swap Meet at Bob Zimmerman Ford, 4001 First Avenue. Popular voting, 33 classes, first through third place awards in each class, more in larger classes, plus Best of Show in Mustang and non Mustang classes. Open to Ford-powered vehicles only. For more information call Don Brandt (319) 642-3442, Derrell Dempster (319) 848-7638, or Tom Hasenberg (319) 351-6544.

**August 15** **Waterloo, IA**  
The Classic Mustang Club of Waterloo Iowa is holding its Mustang and all Ford car show at Brooster's, 3555 University Avenue. There will be 22 classes with first, second, and third place trophies awarded by vote of participants. Dash plaques to the first 80 cars. Registration 8 a.m. - 11:30 a.m., awards at 3 p.m. Pre-entry \$10, day of show \$15. Call (319) 345-6400 or (319) 232-8700.

*Event Calendar listings may be E-mailed to mcatimes@bellsouth.net or mail to the National Headquarters address listed on page 3.*

## Classified Advertising Information

**Classified ads are free to Mustang Club of America members.**

To take advantage of this service, submit your ad to Mustang Times, 3588 Highway 138, Suite 365, Stockbridge, GA 30281 or [mcatimes@bellsouth.net](mailto:mcatimes@bellsouth.net). Please include your membership number on your advertising copy to ensure insertion 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 staff's discretion. "Cars For Sale" is limited to Mustangs only. Mustang Times will not be responsible for the correction of illegible copy. Please type or print to help us avoid errors. It is also essential to include your area code for all telephone numbers to be listed in the ad. Those submitted without area codes will not be published. Non member commercial advertising is not permitted in "Marketplace."

All correspondence relating to classified ads must be handled by mail. We are not able to return long distance phone 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 this advertising is 45 days in advance of the cover date, i.e., March 15 for the May issue, April 15 for the June issue, etc.

## Display Advertising

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

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**1964 1/2 convertible**, dark blue, light blue interior, white top, six-cylinder, automatic, PB, AC, original radio. All original, in very good condition. Kept in heated garage, driven only occasionally on nice summer days, \$10,500. Also 1992 GT with 30K. \$11,500. (716) 882-4837. MCA #36376.

**1965 GT convertible**, fully restored show car. 289 4V, automatic, AC, PS, PT, console, five SS wheels, Red Line tires. White with black top, red Pony interior and Rally Pac. \$18,000. (405) 843-3926 (Oklahoma). MCA #13073.

**1965 coupe**, 289, automatic, PS, PB, AC, colonial white with black interior. Only has 17,000 miles and in storage for over 25 years,

\$12,500. Call George Kennedy at (740) 387-1997 (Ohio). MCA #44907.

**1965 convertible**, V8 289 C-code engine, blue and white Pony interior, Wimbledon White exterior with power blue top. PB, PS, cold factory AC, console. Over \$17K invested, asking \$13,500. Call Mike at (770) 499-7177 or E-mail mikek@foothillcapital.com. MCA #41504.

**1965 GT K fastback**, Rangoon Red with black deluxe (Pony) interior, four-speed, SS wheels, console, AM radio (original), and Rally Pac. True, numbers-matching GT. 57K original miles. \$19,000. (360) 807-8324.

**1965 2+2 K-code**, red on red, four-speed, 1994-95 MCA Grand National concours winner. Presently on display at Floyd

Garrett's Muscle Car Museum, Sevierville, Tennessee. \$25,000. Robert Gresham, (770) 381-0203. MCA #25983.

**1966 coupe**, six-cylinder, automatic Springtime Yellow with black vinyl top and standard black interior, AM/FM radio cassette. A very presentable driver that looks, runs, and drives good. All receipts, needs nothing. \$4,850. Call Roger at (973) 831-1098 (New Jersey) or E-mail at Fugitivfan@aol.com. MCA #40328.

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**1967 fastback**, Acapulco Blue, blue interior, overhead console, center console, modified 302 V8, 4V carburetor, automatic transmission with shift kit, dual exhaust with headers, new Styled Steel wheels, new radial tires. Dry storage for 10 years, solid car. \$8,000 OBO. (618) 465-2482 (Illinois). MCA #3150.

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**1984 GT convertible**, 5.0 4bbl., five-speed. Loaded with all options. Original beautiful red paint and white top, 81,000 pampered miles. Runs and drive excellent. South Carolina car, no rust or damage ever. Multiple MCA Gold winner in Unrestored class. \$7,575. (740) 423-9464. MCA #5451.

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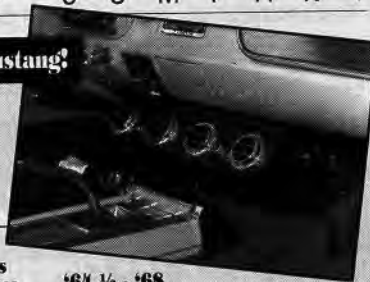
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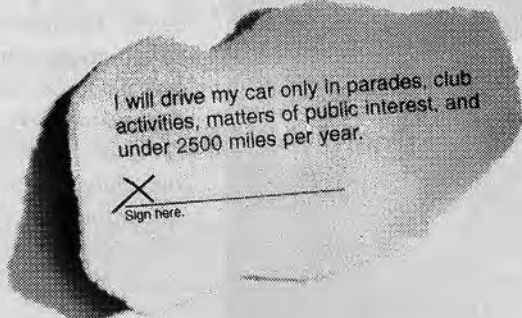
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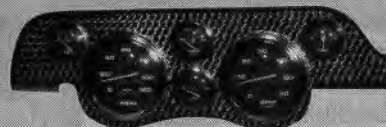
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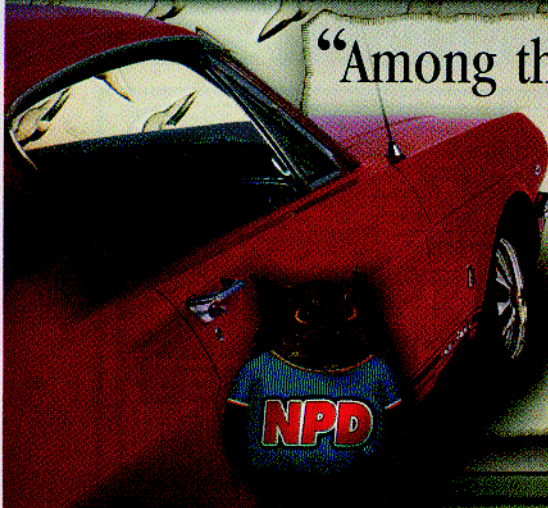
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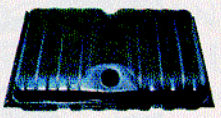
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# On The Outside Looking In

by Teresa T. Vickery  
photos by VTC & Co.

Mention "Mustang II" to a group of hobbyists and you're bound to get a mixed bag of reactions. There are those individuals who dismiss the little cars and then there are those who truly appreciate what these economy-minded ponies represent. And somewhere among those on the positive side of the scale is a Mustang II owner with a great sense of humor.

By and large, the Mustangs produced from 1974 through 1978 remain a mystery. Available dur-

ing a time when oil embargoes and government safety requirements were looming large, the subcompact cars kept the Mustang name alive. The original long hood/ short deck combination was still evident but the



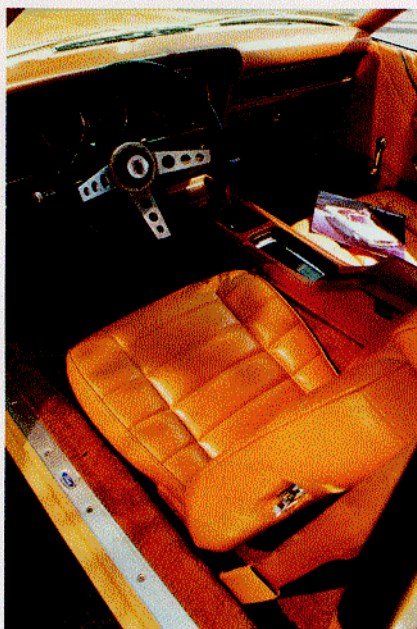
cars were smaller, and lacked the unbridled horsepower that had become a Mustang trademark. A 1978 Ford dealer brochure explains the base 2.3L 2V engine this way — "We like to think of it as our 'perfect blend'. It gives excellent performance. Quick, easy starts. Perky acceleration when you really need it. Yet it still provides very good EPA fuel economy at a time when it's so essential."

A quick check at most any major Mustang show will reveal a growing interest in Mustang II.



Helping to further that interest is the previously mentioned owner with a great sense of humor.

Chuck Guenther of Traverse City, Michigan, proudly owns the 1978 Mustang II Ghia featured



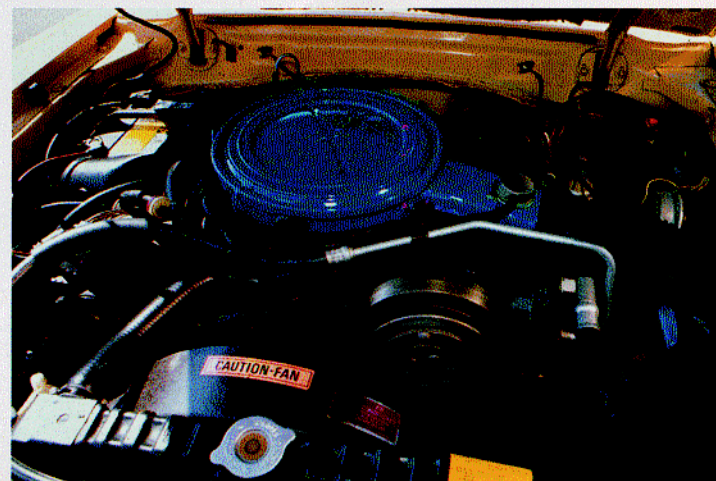
here. Owning this car for nine years means that he has witnessed reactions that run the gamut. Oft times it isn't the fact this is a Mustang II that garners a reaction, it's the color — Chamois Glow — which is also one of the reasons Chuck purchased the car.

He acquired his first Mustang, a 1964 1/2 coupe, at the age of 16. Since then he has also owned a 1966, 1968, and 1969 version.

Chuck admits that he is a bit of a fanatic about Mustangs. He sports a running horse tattoo, and has a specially built "Mustang room" in his home. He has over 500 toy cars housed in this room along with pictures, tin signs, limited edition lithographs, Mustang cigarettes, bubble gum, wooden airplanes, key rings, belt buckles, watches, videos, trading cards, promotional brochures, and Avon bottles. "Some have called my hobby

an obsession. That's probably a fair statement." But his obsession doesn't end there.

Chuck is the principal of a school for students with severe behavior and emotional problems. The school has adopted the Mustang as its mascot and has a running horse on the sign at the facility entrance and also in the center



circle of the gym floor. The school newspaper is the "Mustang Chronicles" and the school store is the Mustang Market. Chuck even went so far as to have a running horse installed in the grill of the F250 school truck!

So it comes as no surprise that he gets a twinkle in his eyes when asked about the Mustang II.

Back in 1992 during an interview for a newspaper, Chuck referred to his car as a missing link, signifying that odd period of time that ties old and new performance together. The article headline read "Principal Enjoys Showing his Missing Link Car". Realizing that he had coined the perfect phrase for the era, Chuck established an unofficial "Missing Link Club".

The Chamois Glow Ghia shown here was built at the San Jose Assembly Plant and retains all California emissions equipment. It is powered by a 2.8L 2V V6 coupled with the SelectShift automatic transmission. In addition

to the usual Ghia goodies, such as opera windows, half-vinyl roof, etc., this version also features the Ghia Sports Group. Equipment here includes half-vinyl roof in Black Odense grain, black vinyl insert bodyside moldings, full-length bodyside accent stripes, blackout grill, and four cast aluminum wheels with Chamois-

center console with tray, and black parking brake handle.

Additional creature comforts are turn signal mounted windshield wiper/washer, AM/FM 8-track radio, and air conditioning.

Routinely shown in Street Driven Concours, the notchback is no stranger to awards, odd comments, and inquisitive minds.

Acceptance into Chuck's "Missing Link Club" is not easy. One has to show an appreciation and understanding for the Mustang IIs (ownership, however, is not required.) Plus the applicant must be quick of wit and willing to take a little needling every now and then. But the most important requirement is to enjoy the Mustang hobby and all the great people who share a love for

America's favorite pony car.

At a time when the 1974-78 Mustangs are beginning to gain acceptance in the enthusiast world, Chuck's notion of being on the outside looking in just might be short lived.



*This tent was erected by Chuck and his brother, Bob, at the Stampede to Dearborn National last year. The hand-lettered signs on top state "Missing Link Club — Mustang IIs Only". Chuck enjoys poking fun at the odd reactions his Mustang II receives.*

painted spokes (shod with Goodyear raised white letter tires in this instance). Special interior appointments include black engine-turned instrument panel applique, door trim appliques, leather-wrapped Sport Steering Wheel, bright shift lever knob, Ghia seat trim in Chamois vinyl,

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## Advertisers Index

|   |        |                                |    |
|---|--------|--------------------------------|----|
| AMK Products                              | 20     | Melvin's Classic Ford Parts    | 58 |
| Classic Auto Air                          | 54     | Monopoly                       | 40 |
| Condon & Skelly Collectible Car Insurance | 44     | The Motor Co.                  | 56 |
| Custom Coatings Corp.                     | 55     | Mustang & Ford Trader          | 51 |
| Ford Motor Company                        | 6, 64  | Mustangs & More                | 54 |
| Fun Ford Weekend                          | 27     | Mustang Ranch                  | 17 |
| Glazier's Mustang Barn                    | 58     | Mustangs Unlimited             | 3  |
| Hagerty Classic Insurance                 | 55     | National Parts Depot           | 57 |
| Haneline                                  | 56     | The Paddock                    | 8  |
| J. C. Taylor Antique Auto Insurance       | 24     | Parkway Ford                   | 11 |
| K A. R. Auto Group                        | 50, 58 | RPM Press                      | 52 |
| Kansas City Mustang Nationals             | 10     | Racing Arts Digital            | 50 |
| Kepich Exhaust                            | 48     | Semo Classic Mustang, Inc.     | 53 |
| Lone Star Grand National Car Show         | 7      | Steel Depot                    | 51 |
| MBNA                                      | 43     | Trailers For Less              | 54 |
| M. C. A. Accessories                      | 63     | Virginia Classic Mustang, Inc. | 14 |
| Mac's Antique Auto Parts                  | 47     | Vortech                        | 16 |
| McMullen/Argus Publishing                 | 38     |                                |    |