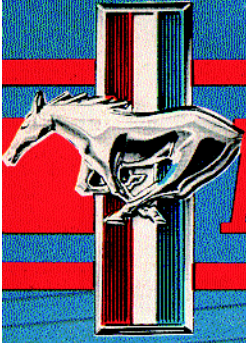


Vol. 7 No. 2 / \$2



MUSTANG TIMES

February 1983



The Official Publication of

THE MUSTANG CLUB OF AMERICA



pick one

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



\$67.95
standard
bucket



65-70 UPHOLSTERY

We stock all standard & most deluxe type seat upholstery!

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

NOW AVAILABLE!

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



\$89.95

coupe,
conv. & fastback

65-73 MOLDED CARPETS

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



\$154.20
65-66 dash

65-73

DASH PADS

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



65-70 DOOR PANELS \$99.00 pair

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

65-66 deluxe, complete with foam & back panel (less stainless) ready to use! pair. \$200.00
68 deluxe door panels, pair 185.00
65-67 deluxe covers, pair 150.00
69-73 deluxe covers, pair 250.00

65-73 BUMPERS



65-72 front 65-73 rear

\$ 99.95

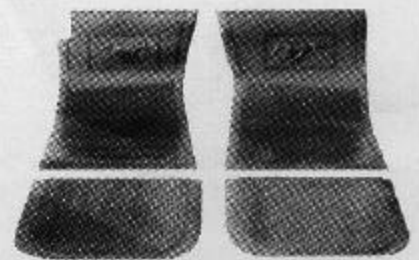
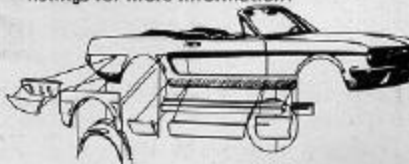
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These new, original bumpers are in stock so order now!

OVER 6000 MUSTANG
GOODIES IN STOCK !!

65-73 SHEET METAL

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



65-73 FLOOR MATS \$39.95

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

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Gainesville, FL 32608



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CALIFORNIA STORE

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OUT OF STATE: 1-800-235-3445

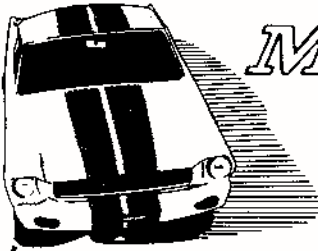
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21 Tolland Turnpike, Manchester, CT 06040
(203) 647-1965

MOLDED CARPET SETS - We offer you the finest molded carpet available for your restoration. 80/20 rayon/nylon loop, color-keyed toe and heel pad, original jute backing. The following colors in stock for immediate delivery: black, red, blue, maroon, light green, tobacco, dark green, turquoise, emberglow, saddle, gold, tan.

Coupe, Conv., Fastback \$100.00
Fold down section \$15.00

CONTOURED CARPET SETS - Our sewn carpet sets are of the same quality as our molded carpets and fit perfectly.

64-68 \$65.00
W/Fold Down \$87.00

MUSTANG FLOOR MATS - Original Ford Pony mats. Available in black, red, white, blue, green, tan and maroon.

Set of 4 \$45.00
Fronts, Only \$30.00

Mustang mat with running horse on red, white & blue stripe.

Set of 4 \$24.95
Fronts, Only \$14.95

SHELBY AND MUSTANG CAR COVERS
- Greyshield, 100% cotton perfect fit.
..... \$72.00

TRUNK MATS - Reproduction mats are felt backed. Choice of plaid or speckled design. Specify year & design.
65-70 \$19.50

Original Ford, N.O.S. \$27.00

SPARE TIRE COVER
Speckled or Plaid \$10.95

DOOR PANELS
1965-68 All original colors \$52.00 ea.
AUTHENTIC MUSTANG UPHOLSTERY

-All colors available in all models for 1965, 1966, 1967, 1968. Standard type seat upholstery.

Complete set \$179.95
W/Bench seat \$199.95

Upholstery for two bucket seat seats \$129.95

Upholstery for one bucket seat \$67.95

PONY INTERIOR SEAT UPHOLSTERY

-1965-66. The most authentic reproduction of the pony interior is now available. Special attention has been given to the reproduction of the pony insert resulting in a duplication that matches the original in all details.

Upholstery for two bucket seats \$159.00

Upholstery for one bucket seat \$89.00

Complete upholstery for two buckets and back seat \$244.00

Quarter trim upholstery \$39.00 Per Set

MUSTANG HEADLINERS - All original colors available.

65-73 Moonskin \$35.95
Installation Kit \$2.50

REPRODUCTION KICK PANELS - Available in black, red, blue, white and parchment.

65-68 Coupe, Conv., 2+2 \$29.95

CONVERTIBLE TOPS - Our top quality tops are guaranteed for 3 years against defects in material or workmanship. Tops include plastic curtain and instructions. Available in black, white, blue or red.

..... \$92.00
Convertible Top Pads \$18.00

CONVERTIBLE WELL LINER - Fits in the area between rear seat and trunk. Available in black or white, perfect fit.

..... \$19.50

CONVERTIBLE TOP BOOTS - Exact reproduction of the original. Available for 1964-73 in white, black, ivy, gold, blue, red, palamino, light turquoise, parchment, dark red and light blue.

64-68 \$38.50
69-73 \$40.50

Storage bag for top boot \$4.95

Top boot studs, set of 17 \$8.00

Stud, retainers, set of 17 \$15.00

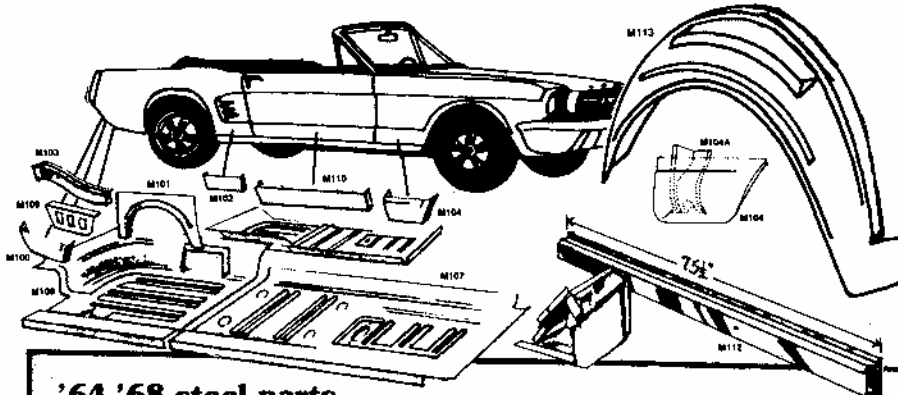
When Ordering: Add 10% For Shipping:
We have, or can get, virtually all Mustang parts and accessories available. We also have an enormous supply of obsolete goodies and used parts in stock. Call or write for specific needs. Look for us at Swap Meets throughout the year.

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*Largest Inventory in the Northeast...
We have a lot of things you can't
get from Ford any more!*

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Fast UPS Service



'64-'68 steel parts

M100 64-66 LOWER REAR CORNER
\$25.00 ea. has original contour on back, bottom, and wheel opening. 7 1/2" high.

M100A 64-66 LOWER REAR QUARTER
\$31.00 ea. has original contour on back, bottom and wheel opening. More than 12" high with offset along top edge.

M200 67-68 LOWER REAR QUARTER
\$33.00 ea. has original contour on back, bottom and wheel opening. 13" high with offset.

M101 64-66 REAR WHEEL FLAIR
\$33.00 ea. has original contour with 3/4" inner flange.

M201 67-68 REAR WHEEL FLAIR
\$33.00 ea. same as early with top offset.

M102 64-66 LOWER PANEL IN FRONT OF REAR WHEEL \$11.00 ea. has lower portion of wheel opening with bottom and front edge included.

M103 64-70 REAR FRAME RAIL \$51.00 ea. has original contour, made from heavy 14 gauge steel with mig welded spring mount. 28" long. Specify right or left, body style.

M104 64-66 LOWER REAR CORNER OF FRONT FENDER \$25.00 ea. includes rear edge to form door opening, extends to 1 1/2" above horizontal body line. 1" high.

M104A 64-66 INNER STRUCTURE LOWER REAR CORNER OF FRONT FENDER \$18.00 ea. exact duplicate of inner structure.

M204 67-68 LOWER REAR CORNER OF FRONT FENDER \$26.00 ea. includes rear edge to form door opening 12" high.

M204A 67-68 INNER STRUCTURE LOWER REAR CORNER OF FRONT FENDER \$18.00 ea. exact duplicate of inner structure.

M106 64-68 SHORT FRONT FLOOR PAN \$44.00 ea. Section in front of seat, extends 4-5" up toward pedals.

M107 64-68 LONG FRONT FLOOR PAN \$49.00 ea. Section under and in front of front seat extends 4-5" up toward pedals.

M108 64-70 REAR FLOOR PAN \$49.00 ea. Section extends behind front seat 21". Original contour extends under lip of rear seat, also extends above seat belt hole on tunnel.

DN FLOORS seat holes and cleanout holes are stamped out completely, like originals.

M111 64-70 DRAIN HOLE COVERLET \$3.25 ea. or \$11.00 set of 4 galvanized, die stamped like original.

M109 64-70 INNER PANEL LOWER REAR CORNER \$21.00 ea. has original ribs, also breaks 1" over on trunk floor.

M110 64-66 LOWER DOOR SKIN \$30.00 ea. wraps around front, back & bottom edges. Has original contour 7 1/2" high.

M112 64-68 INNER ROCKER PANEL \$61.00 ea. conv. renews structural strength of convertible.

Factory 64-70 INNER WHEELHOUSE \$48.00.

M113 64-66 OUTER WHEELHOUSE \$59.00 ea. die stamped in our shops, highest quality.

Factory 67-68 OUTER WHEELHOUSE \$48.00 ea.

M114 64-68 TORQUE BOX \$65.00 ea. conv., die stamped 14 gauge steel.

69-70 FASTBACK OR CONVERTIBLE QUARTER PANELS \$199.00 ea. Specify model.

64-68 REPRODUCTION QUARTER PANELS \$70.00 ea.

M300 69-70 LOWER REAR CORNER \$33.00 ea. Specify Fastback or Conv.

1965-1968 MUSTANG



ACCESSORY PONY MATS

Available In:

White
Blue
Red
Burgundy
Black
Green

Set of 4 \$45.00
Front only \$0.00

MOLDED CARPET

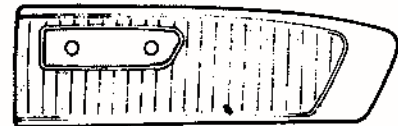
Our molded carpets are the best available. All carpets are molded, serge bound, and jute backed as original. The correct heel pad and toe guard are color keyed.

1964 1/2-68 (specify color and body style) \$95.00

REPAIR PANELS

1965-66 lower rear corner patch panel each \$21.90
1965-66 inner panel for above each 17.00
1965-66 rear frame rails (specify body type) each 44.50
Mustang Floors:
Rears each \$48.50
Long fronts each 49.50
Short fronts each 39.00

DOOR PANELS 1965-1966-1967



All Original Colors
\$52 each
Specify Year

STANDARD SEAT UPHOLSTERY 1965-1968

Bench seat, front \$149.95
Complete set with bench front 199.95
Complete set (two buckets and rear seat) 179.95
Upholstery for two bucket seats 129.95
Upholstery for one bucket seat 67.95

PONY INTERIOR 1965-66

Upholstery for two buckets \$159.00
Upholstery for one bucket 89.00
Complete set (two buckets and rear seat) 244.00

MANUALS

1965, 66, 67 or 68 each \$25.00
"Mustang Does It" by Ray Miller, covers 1964 1/2-73 Mustang, 320 pages, 1,328 photographs, hardbound with cover \$27.50
Parts catalogs: complete set of original Ford loose leaf parts catalogs, 1965-1972. Covers all models \$60.00

ALL PARTS ARE NEW UNLESS OTHERWISE NOTED

Please add 10% for shipping and handling (minimum \$2) except fenders, hoods and quarter panels, which will be shipped freight collect. Master Charge and VISA are accepted.

NEW MUSTANG CATALOG \$2.00

SATISFACTION GUARANTEED
30-DAY RETURN

1965 Full wheel cover, 13" or 14" ea \$19.00
1966 Full wheel cover ea 19.00
1965-66 Wire wheel cover (blue center) ea 104.00
Spinner and blue center only for above ea 24.50
1966 Trim ring for styled steel wheels 24.50
1965-66 Red center for styled steel wheels 15.00
1965-67 Lug nuts for styled steel wheels ea 2.95
1967 Trim ring for styled steel wheels 24.50
1967 Blue center for styled steel wheels 9.00
1967 Full wheel cover 19.00
1967-68 Wire wheel cover (red center) 87.50
Red center only for above 15.00
1968 Full wheel cover (plain center) 23.50
1968 Full wheel cover (red center) 38.00
1968 Trim ring for styled steel wheel 24.50
1966 Chrome hi-po air cleaner 22.50
1965-66 GT exhaust trumpets pair 88.50
1965-66 Chrome trim for GT trumpets ea 8.75
1965-68 GT or std rear valance, specify year 42.50
1965-66 Front bumper 95.00
1965-66 Rear bumper 95.00
1967-68 Front bumper 95.00
1967-68 Rear bumper 95.00
1965-66 Bumper guards (set of 4) 64.00
1965-68 Front valance, specify year 55.00
1965-66 Rocker panel molding ea 43.50
1967-68 Rocker panel molding ea 26.00
1965 Quarter panel ornament 14.50
1966 Quarter panel ornament 16.00
1965-66 Outside door handles ea 11.50
1967-68 Outside door handles ea 13.50
1965-66 Tail lamp bezels ea 12.65
1967-68 Tail lamp bezels, 6 reqd. ea 11.00
1965 Grille mesh, specify std or GT 47.50
1966 Grille 68.50
1967 Grille 63.50
1965-67 GT grille bars, specify year pr 135.00
1965-67 Fog light assembly ea 55.00
1965 Grille ornament "Horse and Corral" 54.00
1965 Grille bars, std ea 19.50
1965-68 Fenders, specify year, side ea 145.00
1965-68 Coupe quarter panels, specify year 160.00

1965-66 Convertible quarter panel 160.00
1965-66 Fastback quarter panel 185.00
1965-66 Dash bezel, specify yr & type 26.75
1967 Dash bezel, black 23.75
1967 Dash bezel, brushed alum 2.00
1968 Dash bezel, black 42.00
1968 Dash bezel, woodgrain 42.00
1965 Dash pads (black, red, blue) 110.00
1966 Dash pads (black, burgundy, blue) 110.00
1965-66 Armrest pads, specify color ea 16.00
1965-66 Chrome armrest bases, each 14.00
1967-68 Armrest pads, specify year, color ea 23.00
1965-68 Fuel tank 82.50
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1967-68 Parking lamp assembly 26.95
1965-68 Back-up lamp assy, specify yr 27.60
1965-66 Ign, door lock set w/2 "pony" keys 22.50
1965-68 Step plates (specify body type) pr 25.00
1965-68 Accessory step plates (outer) pr 38.50
1967-68 Power brake kit, for drum brakes 135.00
Cobra alum valve covers, 260-302 pr 68.00
Cobra alum valve covers, 352-428 pr 110.00
1965-66 Hood 195.00
1967-68 Hood (specify type) 195.00
1965-66 Radiator (specify engine) 165.00
1965-68 Luggage rack (except fastback) 130.00
1966 Hardtop rear window defroster kit 65.00
1965-66 Rotunda tissue dispenser 45.00
1965-66 Rotunda Jr tissue dispenser 45.00
1967-68 Electric qtr mount antenna kit 60.00
1968-70 Chrome wheels, nice used ea 50.00
1967 Styled steel wheels, nice used ea 100.00
1967-68 Radiator, 289 engine 165.00
1967 Antenna kit 60.00
1966 Dash mount clock 75.00
1965 Rally-Pac, 8-cyl, nice used 200.00
1965 Foglamp switch, less knob 40.00
1966 Foglamp switch, complete 60.00
1965-66 Trailer hitch kit 125.00
C6AZ 17A326-E, 6,000 Cobra tach 175.00
1965-66 Door edge guard kits 25.00
1965-66 Remote mirror kit 125.00
Matching rh mirror 75.00



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1/2 page	7-5/16" w x 4-13/16" d	75
1/3 page	2-1/4" w x 9-5/8" d	55
1/4 page	3-5/8" w x 4-13/16" d	40
1/6 page	2-1/4" w x 4-13/16" d	25

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MUSTANG TIMES

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FEBRUARY 1983

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

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

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

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

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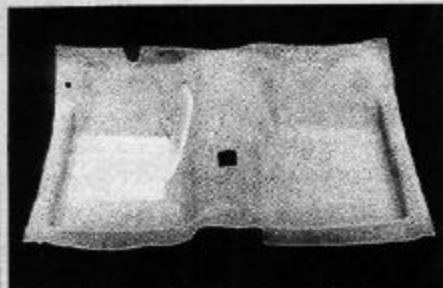


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Of Original-Style Molded Carpets"

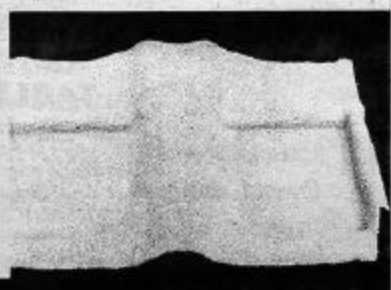
We have
high quality,
original-style
carpets to
fit your...

Mustang

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



(Coupes or Convertibles)



(Fastbacks)

'64 1/2-'68 MUSTANG Series:

Nylon loop and cut pile for coupes, convertibles or fastbacks. SET \$95

Original-style 80/20 Rayon/Nylon loop. SET \$105

Fold-down package for fastbacks. EACH \$15

Kick-pad carpets for coupes and convertibles. SET \$14⁹⁵

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

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

'69-'70 MUSTANG Series:

Nylon loop for coupes, convertibles or fastbacks. SET \$95

Fold-down package for fastbacks. EACH \$15

MACH-1 Deluxe with full insert package. SET \$160

'71-'73 MUSTANG Series:

Nylon loop for coupes or fastbacks. SET \$95

Fold-down package for fastbacks. EACH \$15

About Our Quality...

- We GUARANTEE that you've never seen a Mustang carpet that will compare to ours.
- All carpets are molded and trimmed to fit your car just like the originals.
- Easy Installation — perfect results every time.

- OEM quality, fit and appearance.
- We offer the fold-down carpet in a die-cut package which includes the small corner panels with serged edges. Each panel is die-cut for precision fit. No cutting or fitting required.

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



Holland's

AUTO CUSTOM CARPETS

316 "J" Street, Anniston, Alabama 36201

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EVENT CALENDAR



1983

- February 12 Restorations '83, Florida Festival, Sea World, I-4 and Beeline Expressway, Orlando. Antique and special interest car meet and flea market.
Host: Florida Regional Antique Automobile Club. Call (305) 644-5669.
- February 26-27 Fourteenth Annual Rod & Custom Car Show
Youth Center Building, Jones County Fairgrounds, Monticello, Iowa.
Host: Ralph and Galen Muller. (319) 465-5119 or 465-5380
- March 18 - 19 Fourth Annual Gulf Coast Mustang Round-Up, Key Ford, Pensacola, FL
Host: Gulf Coast Regional MCA. Call (904) 477-0761.
- March 25-27 Eighth Annual Toyota Grand Prix of Long Beach, California, Motorsports Expo '83.
For more information, call Ann Stefanucci, (213) 432-7947.
- March 26-27 World's Largest Ford Super Swap '83, Ohio State Fairgrounds Multi-Purpose Building, Columbus.
Host: Performance Ford Club of America. Call Terry Tippett, (614) 654-2567.
- March 27 Second Annual Spring Auto Parts Swap Meet, Youth Center Building, Jones County Fairgrounds, Monticello, Iowa.
For more information, call Galen Mullen, (319) 465-5119 or 465-3580.
- March 27 Fourth Annual Stuart, Florida Auto Show
Host: Treasure Coast Mustangs. Call (305) 283-3632 or 286-3414.
- April 2 Mustang Collection Second Annual Road Rally, Dade County Youth Fairgrounds, Miami, Florida.
Host: Mustang Collection, Dade County Youth Fair. Call 264-4130.
- April 7-10 Antique Auto Exposition, Charlotte Motor Speedway, Harrisburg, NC.
- April 29-30, May 1 Lower Carolina Spring Fling, Charles Towne Landing State Park, Charleston, SC. Call (803) 556-9447.
- April 30 Third Annual Mustang Ford Car Show, Fairway Ford, 2323 Laurens Rd., Greenville, SC.
Host: Foothills Regional Group. Call (803) 877-0675.
- May 1 Antique Car Show & Ninth Swap Meet, Kankakee, Illinois County Fairgrounds.
Host: Kankakee Chapter Model T Ford Club International. Call (815) 432-5358
or (219) 865-2363.
- May 21 Second Annual Mustang Show and Parts Swap Meet, Grand Village Mall, Fairlanes Ave., Grandville, Michigan.
Host: West Michigan Mustang Club. Call (616) 784-5191 or 457-3896.
- May 21-22 First Annual Tri-State Shelby-Mustang Pocono Weekend Car Show & Swap Meet, Quality Inn, East Stroudsburg, Pennsylvania.
For more information, call Alec M. Garden, (201) 347-8216.
- May 27-28 Third Annual March of Dimes Car Show, Jessamine Mall Shopping Center, Sumter, SC.
For more information, call (803) 481-2563.
- June 17-19 Southern National Mustang Club of America Show, Biloxi, Mississippi.
Host: Mississippi Coast Stangers
- June 18 Third Annual Dealer's Day, Jack Byrne's Ford & Mercury Dealership, Mechanicville, NY
Host: Adirondack Shelby-Mustang Regional Club, Inc., SAAC. Call (518) 885-9013 or 371-6547 or 885-3536 after 5 PM.
- August 5-7 Sunsphere Grand National Mustang Club of America Show, Knoxville, Tennessee.
Host: Volunteer Regional Group.
- August 14 First Annual Clam Steam-Car Show, Krause's Halfmoon, Beach Grove, Clifton Park, NY
Host: Adirondack Shelby-Mustang Regional Club, Inc., SAAC. See phone nos. above.

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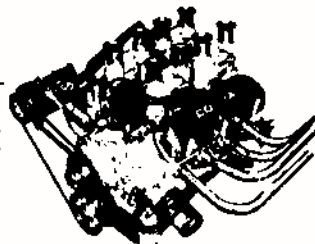
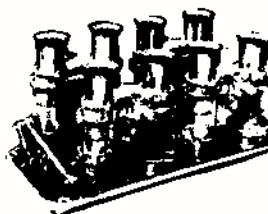
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CALL: MIKE - (614) 474-8638

(AFTER 5 PM.)

CLIFF



As I assume the duties of President I hope that each of you is looking forward to 1983, as I am. Following the contributions of the two preceding presidents, George White and Jim Osborn, will not be an easy task, but I am looking forward to taking on the challenge as they have.

One thing I hope to do this year is to communicate and work with all the regional groups on a closer and more frequent basis. We have some groups we haven't heard from since we gave them a charter. I feel that through strong and progressive regional groups the MCA will prosper as never before. Regional groups were formed to provide our members with local activities to keep their interest high in the hobby.

Secondly, I hope we will be able to increase the membership this year. Economic conditions have stalled our growth, but I hope that 1983 will be a better year for all of us. We have maintained a constant level this last year at about 4600 members with the largest number of renewals ever. This is due mainly to the improvements in the *Mustang Times*, both in content and the timely schedule it has been on for the last year or so. I believe that as the membership grows even larger the *Mustang Times* will keep pace to provide our members with the most current information and events throughout the country when Mustang is the subject.

Throughout the year I will be asking for your support so that we can attain our goals. I will be looking forward to seeing many of you at our shows throughout the summer.

Bob Vickery
Bob Vickery

Best 20 Bucks

Enclosed is check for my 1983 dues. This is the best 20 bucks I spend each year as it nets me untold hours of enjoyment with my hobby of Mustangs. The whole family is looking forward to the events coming up in 1983, and we will attend as many as possible . . .

Thanks for the super job each of you is doing for the club.

Chris Ziegler
Matthews, N.C.

Corrections

I would like to correct a couple of errors in the December 1982 issue of *Mustang Times*. First, the "Pony Pasture" article showed two 1969½ Mustangs? Needless to say, they were 1964½ Mustangs. All Mercury division vehicles begin at 500001, not 100001 as was stated in that same article. Regarding "In Search of Mustangs" for that same month, Tom Scheerer of Kansas has submitted over 500 Mustangs, not 300 . . . Though the December issue said, "Early Spring" for the release of the In Search Guide, the earliest I expect "The Guide" to be released is late Fall 1983, and it could be further delayed . . .

Jim Smart
Salisbury, Maryland

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**1965-1969
UPHOLSTERY**

Mustang Headquarters

**1969-1973
UPHOLSTERY**



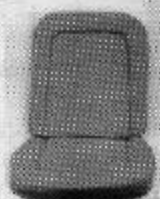
1965 STANDARD



1965-66 PONY

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2 Front Buckets	129.95	149.95
Complete Set	179.95	239.95
Front Bench	149.95	—
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Rear Seat Only	104.95	134.95



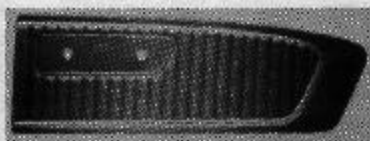
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1965-66 PONY REPAIR PANEL

These are one piece molded vinyl door skins. These panels will make your old ones look like new. Available in most colors.

1965-67	150.00 pair
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1969 Deluxe Vinyl (price B)

1969 Grande Cloth (price A)

1969 Deluxe Comfortweave (price A)

1969 Mach I & Shelby Comfortweave (price C)

1970 Standard Vinyl (price B)

1970 Deluxe Comfortweave (price D)

1970 Mach I & Shelby Comfortweave (price C)

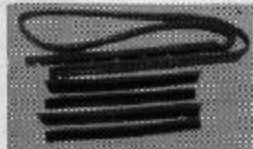
1971-72-73 Standard Vinyl (price B)

1971-72-73 Deluxe Comfortweave (price D)

1971-73-73 Mach I Comfortweave (price D)

PRICE SCHEDULE

	A	B	C	D
1 Front Bucket	102.00	85.00	112.00	108.00
2 Front Buckets	189.00	140.00	199.50	203.00
Complete Set	266.00	224.00	265.00	322.00
Front Bench	238.00	—	—	—
Complete Set	308.00	—	—	—



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Extruded reproduction of original 1965-68 . . . 94.95 set

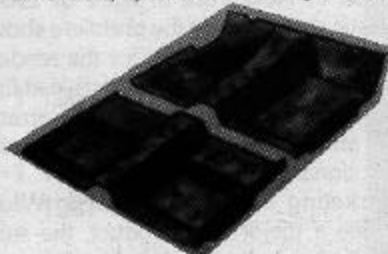
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Mustang, History of a Love Affair

Fifth in a Series

by
Marc Snyder

As the decade of the 1960's opened, Ford marketing researchers were watching several new sociological and economic developments. The growing number of young adults, the trend toward higher education and greater sophistication, the swelling affluence of the nation, plus a desire for style and sporty flair in a specialized automobile, all these factors combined to create a demand for a car that was not currently available on the market. It was obvious that no ordinary car would satisfy this new market.

About the time these factors began to emerge as significant marketing considerations, a small task force of Ford designers, engineers and product planners set down the concept of a forward-looking experimental sports car with the code name Mustang. Their concept was a pure sports car, a two-seater, designed with no thought to mass-market appeal. Research and sales experiences had already shown that a two-passenger vehicle, even a successful one, would find only a limited market in the United States.

A prototype of the Mustang exhibited at the Watkins Glen Grand Prix in the fall of 1962 created phenomenal excitement. People poured from the stands to surround the car. Subsequent showings at college campuses across the country drew crowds of enthusiastic admirers.

Ford planners now felt certain they could give the designers and engineers a clear direction. The studies that had been undertaken and the response to Mustang I indicated that the right course was to capture the flair and flavor of the Mustang in a four-seater that could be both a personal and a family car.

Time was still the critical factor. The World's Fair, which was to open in New York in April of 1964, would provide a dramatic showcase for the premiere showing of a new car. An unofficial deadline was set for the rendezvous. Less than 22 months remained in which to arrive at final engineering decisions and a final design model, to arrange for plant, equipment and supply sources, and to create advertising and promotional plans.

Marketing studies continued. When a manufacturer pioneers a major new product, the substantial risk can be minimized only by close and continuous analysis of market trends. Throughout 1962, the factors affecting buying attitudes toward a car like Mustang had been subjected to minute evaluation. Design alternatives, optimum size, performance characteristics, probable sales and the sources of those sales, came under close study. In the summer of 1962, studies were made of the influence of package sizes to determine the most efficient interior arrangement. As the interior package was redesigned, new sales volume estimate studies were made, and trends in the market were observed sharply

Research of data from "Mustang Guide", by Bill Stone, published by the Benson Printing Co. 1965; and "The Mustang Story" by the Ford Motor Company, Educational Affairs Department, number 5.



to make sure the assumptions on which the Mustang was being created would continue to be valid.

An unprecedented crash program was undertaken to arrive at a design solution. Designers of the Corporate Projects Studio, the Ford Studio and the Lincoln-Mercury Studio were given package dimensions and were asked to engage in open competition, with an outside limit of two weeks to present clay models of their design ideas. The deadline of two weeks for a clay model was revolutionary. The challenge sent a wave of enthusiasm through the studios.

Two weeks later, seven design entries were reviewed. Several of them could have been winners in any other competition. Yet one of the seven stood out distinctly. The glances of Ford Motor Company top management came back again and again to a little white car with red wheels produced by the Ford Studio. The car was distinguished by an air of sporty poise.

Ford marketing experts invited selected groups of potential buyers to view the seven proposals. Careful readings were taken of buyer reactions, in the greatest detail possible, and a thorough analysis was made of the opinions expressed. The extremely favorable response to the Ford Studio entry confirmed the conviction of Ford planners that a car with this flavor and these features could supply what the market lacked.

The decision was made to build the Mustang. It would be a first-class product in all respects — quality, fittings, appearance and performance. A decision had been made early in the development stages to provide a wide selection of options and engines, so the Mustang could satisfy a wide variety of tastes. One added feature was the new Ford 289 cubic inch power plant, small and light with an unusually high horsepower to weight ratio achieved through thin-walled gray iron casting techniques. The luxury buyer with the means to satisfy his wishes could transform the car to his liking with a choice selection of extras. At the same time, the young buyer with limited means would be completely satisfied with his standard Mustang, because of its air of discriminating sportiness. Production commitments were made, aimed at bringing out "Job #1", the first production unit, by March 1, 1964.

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Model S607-7 1967 3 3/4" Core

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Fred Morelli's Classy Convertible

I purchased my 1965 pony convertible 289, three-speed from a person living in an elegant home on Cass Lake in Pontiac, Michigan in November of 1980.

It ran terrific but wasn't road-worthy. After careful thought, I decided it would be a good investment and project, so I purchased it and towed it home.

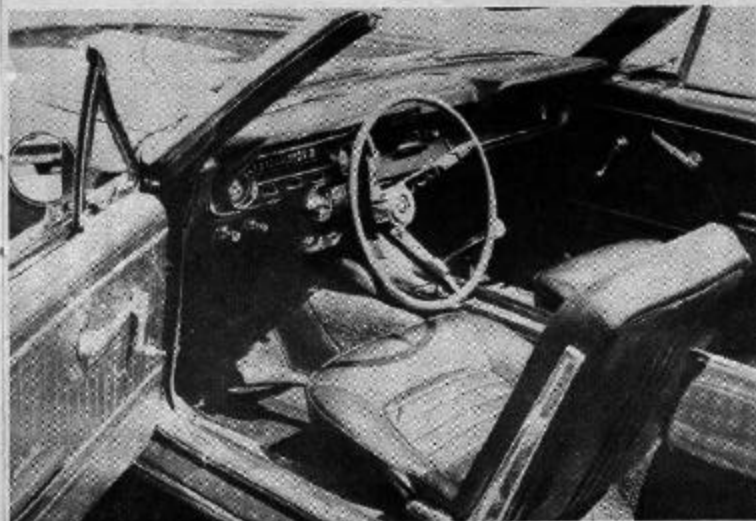
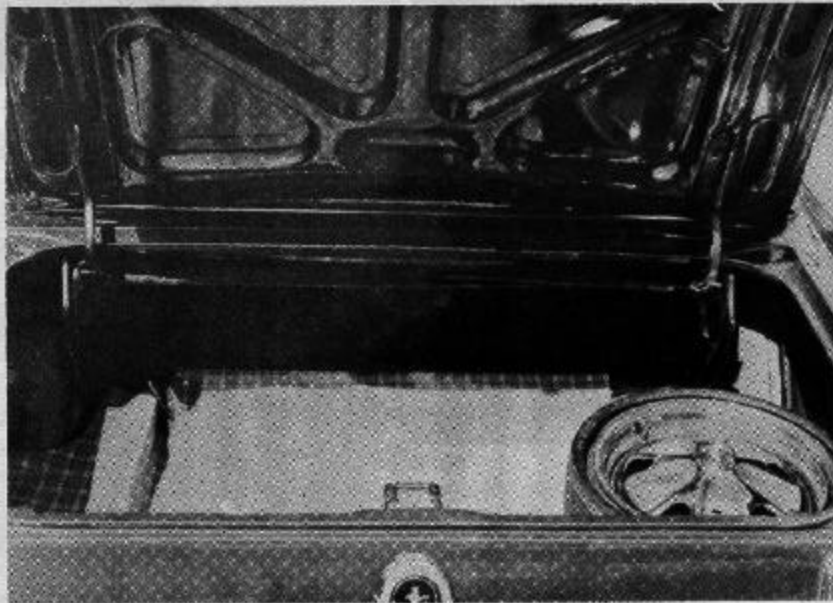
To my surprise, this car needed a lot of work. Although I should have checked it more carefully at the time of purchase, it was still worth the price I paid.

Sheet metal, floor, body parts and more were needed. A full restoration was at hand. After checking out various body shop appraisals, I decided to tow it to Canada to Carlini Bros. of Windsor, who did all the body and floor welding. A friend in Michigan did the paint which

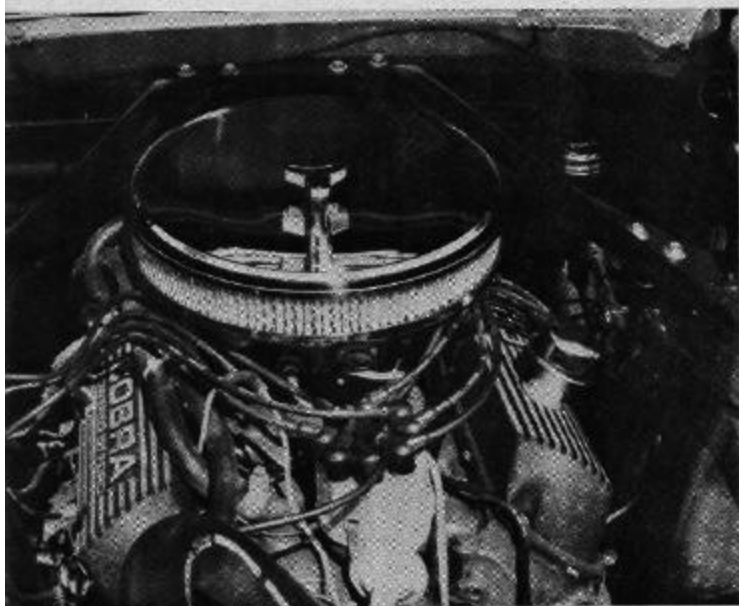
was done in an original color code H—Caspian blue.

The Mustang came equipped with dual exhaust, so I decided to install a new Ford GT exhaust system which really picked the car up. Also, I found someone in the Detroit News Parts Section who had a set of original wheels, Rally Pack and console. These, for the price, were too tempting to resist so I purchased them and added them to the car. Last came the engine detail and new white top, which made the finished product. The serial number is 5F08C784056.

This is my fourteenth Mustang convertible, and, after all the time and work put into it, my favorite. A dream come true for Fred Morelli, a Michigan Mustang club member.



*Fred Morelli's
Convertible*



1983 JUDGING RULES

SHOW RULES

1. A contestant must decide at the time of entry into which class he wants to enter his car. Once the car has been entered, its class cannot be changed for that show without the concurrence of MCA. MCA will not be responsible for deciding if a car is modified or not. A car's class, however, may be changed at the next meet entered.

2. Before a car (in any class) can receive its official entry number, it must pass through the technical inspection. The car owner will be required to be with the car at this time.

3. Any car that does not have a Ford drivetrain will not be allowed to compete in MCA competition.

4. Modified cars will not be judged for authenticity. They will be awarded modified points only for areas that are modified. No points will be given for stock. These cars will be judged for Quality of Workmanship, Condition, and Cleanliness.

5. Cars entered in MCA judging are first placed in the Junior Division. After winning two first place awards in any class, or any Best of Show Award, a car is elevated into the Senior Division.

6. Any Senior car that has won 2 first place awards in competition against at least 1 other Senior Car will be allowed to show his/her car in a Retired Class that will not be judged. Further, any retired car must start back in the Junior Division if it is ever brought out of retirement or sold.

7. Best of Show will be chosen from the 4 highest scores in each division by a different set of judges. Cars that win Best of Show will not be eligible for a class trophy.

CLASSES

1965 Coupe
1965 Convertible
1965 Fastback

1966 Coupe
1966 Convertible
1966 Fastback

1967-68 Coupe*
1967-68 Convertible*
1967-68 Fastback*

1969-70 Coupe*
1969-70 Convertible*
1969-70 Fastback*

1971-73 Coupe*
1971-73 Convertible*
1971-73 Fastback*

Street Modified*
Conservative Modified*
Radical Modified*

1965-66 Shelby
1967-70 Shelby

Bosses*

Street Driven A (open convertible)
Street Driven B
(closed fastback, coupe)

Unrestored*

Best of Show — Stock*
Best of Show — Modified*

Junior Division

All classes listed above are part of the Junior Division.

*Senior Division

All asterisked classes listed above as well as the following combined classes are part of the Senior Division. Street-Driven class is not represented in the Senior Division.

1965-66 Coupe
1965-66 Convertible
1965-66 Fastback
1965-70 Shelby
Retired

MECHANICAL CHECKLIST

A. Operational	Points Deducted
Headlights (high and low beam)	-1
Parking lights	-1
Turn signals	-1
Tail & Tag lights	-1
Running lights (if applicable)	-1
Courtesy lights including console lights (if applicable)	-1
Rally-Pac &/or Clock (if applicable)	-1
Radio (if applicable)	-1
Air Conditioning (if applicable)	-1
Leaks (oil, water, transmission fluid)	-1

B. Patent Plate

Paint color not as patent plate	-6
Upholstery and floor covering not as patent plate	-5
Engine assembly not as patent plate	-4
Transmission not as patent plate	-5

If no patent plate *all the above points* will be deducted.

STOCK CLASS

Point Minimums

A car must score the following minimums, out of a perfect score of 500 to be awarded the respective placing.

- First Place — 400 points
- Second Place — 350 points
- Third Place — 300 points

Points listed in the following rules are deducted from a base score of 500 to give score. Any cars scoring within 5 points of each other will be considered ties.

- | 1. Engine | Points |
|--|----------|
| Compartment | Deducted |
| A. Battery: Ford battery is necessary. Must be mounted in original position with appropriate carrier and attaching parts. | |
| (1) Not the appropriate carrier and attaching parts | -1 |
| (2) Not Ford battery | -1 |
| B. Starter and Generator/Alternator: Starter and generator must be painted black, alternator must be natural color. | |
| (1) Starter, generator/alternator not as above | -2 |
| C. Cables and starter solenoid: Starter solenoid must be of proper design and finish and mounted in the original location. Starter and battery ground cables must be black and routed in original position. Battery positive cable must be red. Must have original mounting brackets. Shields or deflector on | |

positive post (1965-67).

- (1) Solenoid and battery cables not as above

D. Distributor, spark plugs, and plug wires: Distributor must be of proper design and finish and be correct for year and model of car. Distributor cap must be genuine Ford, black plastic. Spark plug wires must be black and routed in the original locations with proper mounting brackets.

- (1) Distributor and cap not as above
- (2) Spark Plug wires and attaching parts not as above

E. Coil: Must be genuine Ford painted black, mounted in the original location with proper mounting brackets. Must have ceramic top unpainted. Bracket natural or black.

- (1) Not as above

F. Wiring: Must be of proper gauge and color code, mounted in the original location with proper attaching clips. Black plastic wrapping must be as original.

- (1) Not as above

G. Horns: Must be of original design and mounted in original location with proper mounting brackets. Must be black.

- (1) Not as above

H. Bolts in fenders must be of original color (natural) and bolts in inner fender panels must be painted.

- (1) Not as above

I. Oil filter must be Motorcraft or Autolite.

- (1) Not as above

2. Fuel System

A. Lines: Rigid lines must be of original configuration and finish; in the original location with proper attaching parts. Flex lines must be black.

- (1) Not as above

B. Carburetor: Must be of proper type for year and engine.

- (1) Not as above

C. Air Cleaners: Must be of proper type for a particular car. Must be painted proper color, except with engine dress-up kit.

- (1) Not as above

D. Fuel Pump: Must be of original design, finish, and location.

- (1) Not as above

3. Cooling System

A. Radiator: Must be painted semi-gloss black and of proper core thickness; must have black rubber overflow tube. Radiator cap must be of original type and finish. Radiator hoses must be of molded black hose of original size and configuration with clamps of original design and finish. Heater hose must be black and mounted in the original location with clamps of original design and finish.

- (1) Radiator, hoses, and clamps not as above
- (2) Heater hose and clamps not as above

4. Major Engine Components

A. Block, cylinder heads, intake manifold, and attached components: Must be the proper engine and cylinder heads as designated by the patent plate. The following engine components must be painted in proper color for engine: cylinder block and cylinder heads, valve covers, intake manifold, thermostat housing, water pump assembly, alternator/generator bracket, oil pan, oil pick-up tube, oil dip stick handle. The following engine components must be painted black: engine mount brackets, fan pulley, crankshaft pulley, fan. The following engine components must be left natural: bell housing, accelerator linkage, exhaust manifolds.

- (1) Improper color on components to be painted -4
- (2) Improper color on components to be natural -2

5. Transmission

A. Must be an original type Mustang transmission correct for year of car, according to warranty plate. Exterior surfaces of transmission must be natural. Export models painted correct color. Filler tube on automatic transmission must be painted black.

- (1) Improper finish on transmission components -2

6. Engine Compartment Walls

A. Firewall, inner fender panels must be painted semi-gloss black, underside of hood painted same color of car, hood hinges left a natural color, and the firewall must have undercoating at the proper places. Steering column must match the color of the interior. Proper inner fender decals.

- (1) Firewall, inner fenders painted other than semi-gloss black . . . -4
- (2) Under hood does not match color of car exterior -2
- (3) Does not have undercoating on firewall -1
- (4) Hood hinges not natural finish -1
- (5) Improper decals -2
- (6) Steering column not proper color -1

B. Hood release mechanism and latches. Must be of original style and natural finish.

- (1) Not as above -1

C. Master cylinder assembly must be proper finish. Cap natural color. Must be correct for year of car and/or proper finish

- (1) Not as above -1

D. Windshield washer assembly. Windshield washer reservoir assembly, mounting bracket, hoses and pump must be of original type and finish and mounted in the original locations, 1965-66 black bag with white lettering, 1967-73 reservoir.

- (1) Not as above -1

Point deductions for items not proper or original
(Other than above items) -8

7. Exterior

A. Paint: Color of body must be as designated by the patent plate and painted with synthetic enamel.

- (1) Not as above -5

B. Soft top (convertible): Covering must be of proper color, material, and style for year of car. Top frame assembly must match year of car. 1965-66: black, white, light blue, or tan/parchment top only.

- (1) Not as above -5

C. External lamp assemblies: Headlamps must be matching, clear, legal bulbs. Fog lights (if applicable) must be of original Ford accessory type, mounted in the original manner, and have any legal clear bulbs. Parking lights, taillights, back-up lights, running lights (if applicable), and license plate light assemblies must be of original design for year of car. Headlamp doors must be of proper style and finish for year of car.

- (1) Headlamps and doors not as above -5
- (2) Fog lights not as above -5
- (3) Parking lights, taillights, back-up lights, running lights, and light for license place (maximum 2 point deduction each group) . -9

D. Bumpers and guards must be of the proper style and finish for year of car and mounted in the original

position.
(1) Not as above -5

E. Other chrome trim and molding, including antenna and outside rear view mirrors: Must be of the proper style and finish for year of car and mounted in the original locations.
(1) Not as above -5

F. Windshield, door glass, vent window, and rear window glass or plastic (whichever is applicable): Must be of the original style and mounted in the original location. Must be CarLite glass.
(1) Glass and plastic of improper style or mounted incorrectly . . . -4

G. Stripes (if applicable) must be of the original type and placed in the proper place.
(1) Not as above -2

Point deductions for items not proper or original
(Other than above items) -10

8. Interior

A. Upholstery and floor covering: Must be in the original style and color scheme as indicated on the patent plate. Carpet must be of the original molded type.
(1) Not a Mustang seat correct for year of car -5
(2) Style or grain not as original
(a) seat -5
(b) door, kick panels, and quarter panels -5

(c) dash covering -1
(d) windlace and sunvisors -4
(e) carpet -5
(f) headlining or underside of soft top -2

B. Door hardware: Must be of original style and finish and mounted in the original location.
(1) Not as above -2

C. Windshield trim, inside mirror, top latches, visor brackets: Must be of the original style and finish and mounted in the original location.
(1) Not as above -4

D. Dash hardware, steering column and wheel assembly: Must be of the original style and finish and mounted in the original location. Woodgrain wheel available with all interiors in 1965-66.
(1) Not as above -5

E. Radio must be genuine Ford.
(1) Not as above -5

F. Pedal assembly, firewall cover, underdash area, seat tracks: Must be of original style and finish and mounted in original location. If car is equipped with disc brakes, brake pedal must so indicate.
(1) Not as above -2

G. Door weatherstripping and latching mechanisms, threshold plates with proper black decal. Must be of the original style and finish and located in the original location.
(1) Not as above -3

H. Painted surfaces: Color must be painted same as exterior for floor and door jambs. Dash color (low luster) correct for year of car.
(1) Floor and door jam not as above -1
(2) Dash not as above -1

Point deductions for items not proper or original
(Other than above items). -10

9. Undercarriage

A. Floor pan must be body color, primer, or under coated. Underfenders must be semi-gloss black or undercoated.
(1) Not as above -7

B. Gas tank must be of original type and finish (natural) or undercoated and be mounted in the original location.
(1) Not as above -1

C. Rigid fuel and brake lines must be steel and of the proper finish (natural) and routed in the original locations. Flexible brake lines must be black rubber. Brake line vent must be black rubber and mounted in the proper location.
(1) Rigid fuel and brake lines not as above -2
(2) Flexible lines not as above . . . -1

D. Suspension: Shock absorbers (Motorcraft), springs, sway bar,

steering linkage assemblies, front suspension assemblies, and brakes must all be of the original type, mounted in the original location and must be mounted in the original location and must be the appropriate color.
 (1) Not as above -5

E. Drivetrain: Drive shaft and universal joints must be of the original type and finish and mounted in the proper location. Transmission cross brace support must be a natural color.
 (1) Drive shaft and u-joints not as above -1
 (2) Cross brace support not as above -1

F. Wheels, tires, and hubcaps: Wheels must be of the proper size and style peculiar to that year of car and must be painted black. Styled steel wheels must be correct for year of car and have proper color inserts. Hubcaps must be of proper style for year of car. Tires must be of proper size for year of car, or equivalent replacement size.
 (1) Not proper size tires -6
 (2) Wheels not painted black -5
 (3) Not proper style steel wheel and/or hubcap -5

G. Exhaust pipes, mufflers, tailpipes, exhaust deflectors (if applicable), and attaching parts must be of original design and finish and routed in the original location. Exhaust must be Ford.
 (1) Exhaust system not as above . -8

H. All bushings, grommets, brake adjusting access hole plugs, attaching nuts, bolts, washers, etc. must be of the original style and finish.
 (1) Not as above -3

Point deductions for items not proper or original
 (Other than above items) -5

10. Trunk Compartment

A. Mat (if applicable) and cardboard must be of original style and type of material proper for that year of car and mounted in the original location.
 (1) Not as above -5

B. Spare Tire: Spare tire and wheel must be of proper type for that year and car. Must be of correct finish and mounted in the original location with clamping parts of the original style and finish. Space saver optional on 1966 up.
 (1) Not as above -2

C. Jack assembly and lug wrench: Must be of original style and finish and mounted in the original location.
 (1) Not as above -2

D. Trunk compartment and under deck lid painted surfaces, weatherstrip, and jacking instruction sheet.
 (1) Paint does not match exterior of car -3
 (2) Weatherstrip and jacking instructions not of original style -2

E. Taillight body, gas filler neck, trunk latch, flex hose must be of the original design and finish. Clamp (not worm type).
 (1) Not as above -4

Point deductions for items not proper or original
 (Other than above items) -5

QUALITY OF WORKMANSHIP, CONDITION, AND CLEANLINESS

These points are awarded according to the judges' discretion

1. Engine Compartment	Points Awarded
A. Engine block with attached cast iron parts (including all motor mounts and attaching parts): paint, condition, and cleanliness	10
B. Engine electrical system (including distributor, coil, spark plug wire loom assembly, generator/alternator, starter, and attaching parts): paint, condition, and cleanliness	6
C. Fuel system (including fuel pump, carburetor, all fuel lines, accelerator linkage): condition and cleanliness	6
D. Other items attached to engine (includes air cleaner, valve covers, oil breather cap, including hoses, etc.). Dress-up kits must be complete	6
E. Engine compartment walls (including underside of hood, hood	

hinges, and latch dowels): runs on walls no points deducted, perfect wall can have points deducted: paint, finish, and cleanliness 10

F. All non-electrical parts attached to engine compartment walls (including hood latch assembly, brake master cylinder, battery carrier, steering column and steering gear housing, and windshield washer assembly): finish, condition, and cleanliness 6

G. Electrical wiring (including starter solenoid, voltage regulator, battery and starter cables, wiring looms, and junction blocks): condition and cleanliness 10

H. Cooling system (includes radiator and cap, fan and belts, radiator and heater hoses and clamps): paint, finish, and cleanliness 8

2. Exterior

A. Body workmanship and fit: smoothness of sheet metal, alignment of hood, trunk, doors to body, attachment and alignment of chrome parts to body 10

B. Paint and finish on body: quality and cleanliness 20

C. Major chrome (bumpers, frills, and guards): quality and cleanliness 10

D. Other chrome: quality and cleanliness 10

E. Glass and/or plastic: quality and cleanliness 5

3. Interior

A. Interior door and kick panel assembly (includes covering material, metal trim pieces, controls, and all other attaching parts): condition, cleanliness, and fit 10

B. Door opening area (including door fambos and hinges, underside of door, door weatherstripping, step plates, door latching components, and windlace): condition, quality, and cleanliness 10

C. Seat (includes seat cushion and backrest, back of seat, and seat tracks): condition and cleanliness 10

D. Carpet and firewall cover (including gearshifting mechanism, console, and all parts attached to interior firewall): condition and cleanliness 10

E. Dash assembly (including steering column and wheel assembly, all pedals, underside of dash, windshield trim, sun visors, inside rear view mirror, and radio): condition, quality, and cleanliness . . . 10

F. Underside of top (includes paint, clamps, and headliner or top bow structure and underside of soft

top, whichever is applicable): condition, quality, and cleanliness 10

4. Undercarriage

A. Front and rear suspension (including steering linkage and parking brake cable): paint and cleanliness 8

B. Drivetrain (including transmission, drive shaft, and differential assembly): finish and cleanliness . . 5

C. Wheels, tires, and wheel covers: condition and cleanliness 7

D. Underside of fenders: finish and cleanliness 7

E. Underside of floorpan (minimal runs permitted): paint and cleanliness 10

F. Gas tank: finish and cleanliness . . 5

G. Tailpipes and mufflers: finish and condition 8

5. Trunk Compartment

A. Spare tire and jack assemblies (including lug wrench): condition, quality, and cleanliness 5

B. Paint and weatherstripping (including trunk latching mechanism): condition, quality, and cleanliness . . 10

C. Mats and cardboard (including jacking instruction sheet): condition, quality, cleanliness, and fit . . . 8

MODIFIED CLASS

All cars must be titled as Mustangs and have Ford drivetrains. All entries will be classified as in (1) below at the time of Technical Inspection and placed in one of the following categories: Street, Conservative, or Radical.

1. CLASSIFICATION POINTS AWARDED

(These points are for classification purposes only and will not be added to any judging sheet).

a. Wheels (other than stock)	5
b. Paint (color change)	5
c. Custom Paint	11
d. Fender Flairs	10
e. Bolt-on Hood Scoops	6
f. Molded Hood Scoops	11
g. Bolt-on Spoilers	6
h. Molded Spoilers	11
i. Structure Change	36
j. Interior Change (color change) . .	4
k. Custom Interior	19
l. Minor Engine (Ford engine — chrome, etc.) . .	8
m. Major Engine (large block Ford in 1965-66) .	19

Street	10-34 Points
Conservative	35-69 Points
Radical	70 Points or above

2. MODIFICATIONS

a. Engine Compartment	
1. Engine	5
2. Fire Wall	5
3. Electrical System	5
4. Each additional modification .	1
(braces, chrome, radiator, paint, hoses, etc.)	
Quality of work and condition .	15
Degree of difficulty	15
b. Exterior Body	
1. Fenders	5
2. Doors	5
3. Quarter Panels	5
4. Glass	5
Degree of Difficulty	15
Quality of work and condition .	15
c. Back of Car	
1. Trunk Lid	5
2. Body Panel	5
3. Tail Lights	5
4. Bumper	5
5. Lower Valance	5
Degree of Difficulty	15
Quality of work and condition	15
d. Front of Car	
1. Valance	5
2. Bumper	5
3. Grill	5
4. Head Lights	5
5. Hood	5
Degree of Difficulty	15
Quality of work and condition	15
e. Top of Car	5
Degree of Difficulty	15
Quality of work and condition	15

f. Exterior Paint	5
Degree of Difficulty	15
Quality of work and condition	15
g. Undercarriage	
1. Front Suspension	5
2. Transmission	5
3. Drive Shaft	5
4. Rear End	5
5. Exhaust System	5
6. Gas Tank	5
7. Floor Pan	5
8. Wheels and Tires	5
Degree of Difficulty	15
Quality of work and condition	15
h. Interior	
1. Seats	5
2. Carpet	5
3. Head Liner	5
4. Dash Pad	5
5. Lower Dash	5
6. Rear Window Shelf	5
7. Each additional modification .	1
(Console, clock, radio, mirror, etc.)	
Degree of Difficulty	15
Quality of work and condition	15
i. Trunk Compartment	
1. Floor	5
2. Sides	5
3. Front	5
4. Rear	5
5. Tire	5
6. Each additional modification .	1
Degree of Difficulty	15
Quality of work and condition	15

Degree of Difficulty is based on judge's opinion of skill and time taken to make modification.

UNRESTORED CLASS

1. Cars entered in this class will be judged by the Stock Rules except for the following mandatory deductions:

	Points Deducted
a. New Paint	
0-33% of car	0
up to 66% of car	50
up to 100% of car	100
b. Convertible or vinyl top replaced	10
c. Engine repainted	25
d. Interior	
carpet replaced	25
seat covers replaced	25
door panels replaced	25
dash pad replaced	25

e. Trunk	
new mat or cover	25
new jack or handle	25
f. Undercarriage	
any replacement parts other than exhaust or shocks	25
g. Handicap (by model year)	
1964½	0
1965	5
1966	10
1967	15
1968	20
1969	25
1970	30
1971	35
1972	40
1973	45

STREET DRIVEN (Driven Daily)

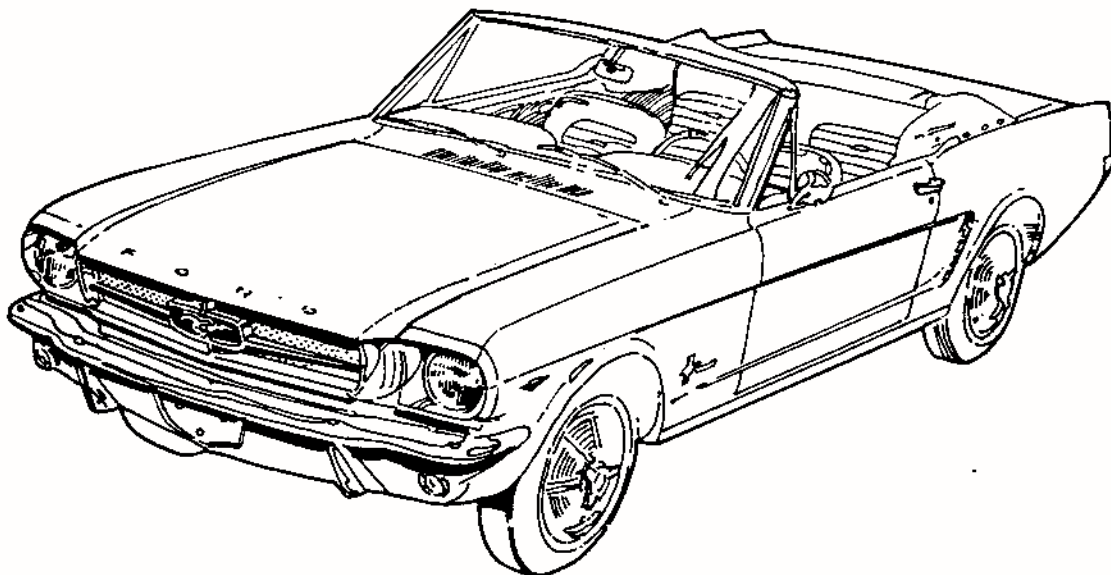
1. Determination will be made at the time of Technical Inspection at each show if a car will be allowed to enter this class. Cars entered in this class are not eligible for Best of Show.

2. Open Class-A, Closed Class-B

3. Cars in this class will be judged for cleanliness and condition only. Undercarriages will not be judged.

4. The Minimum Point system does not apply to this class.

5. Cars will be disqualified from this class if they have won any two Street Driven awards or any one award from any other class.



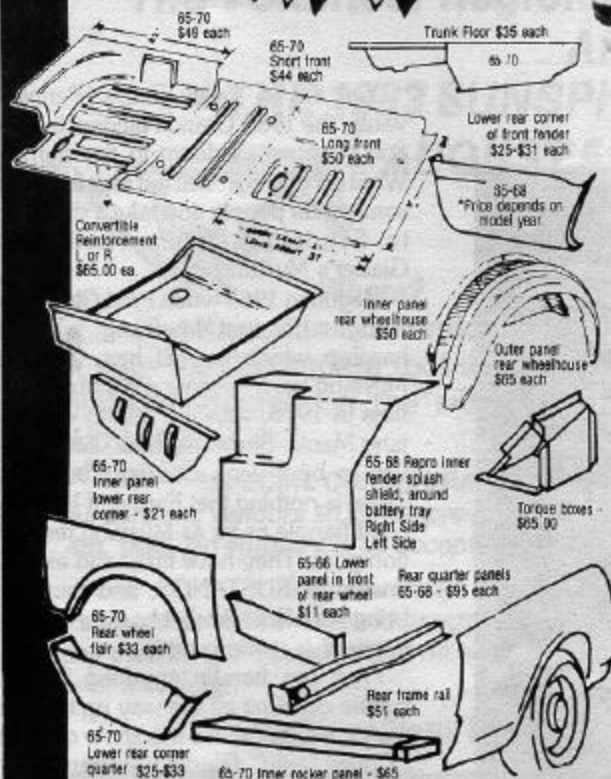
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- 65-70 Front or Rear Bumper Rechrome \$90.00
- 65/66 Right Hand non-remote mirror ea. \$75.00
- 65/66/67 GT Light Bars \$100-\$125
- 65-68 Luggage Rack \$135-\$160
- 65-67 Pony Door Panels - All Colors - State Year & Color (plus old panels) pr. \$165.00
- 65-68 Upholstery - Complete set \$179-\$199
- Pony - Complete set \$239
- 65-70 Molded Carpet (specify year & color) set \$100
- 65/66 Door edge guards pr. \$24.95
- 65/68 Kick Panels pr. \$35.00
- Convertible Top Chrome Trim - Right & Left exchg \$75.00
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Glazier's Mustang Barn is nestled in the heart of Pennsylvania Dutch Country and the beauty of its surroundings is second only to the beauty of the Mustangs restored there!

by Jim Smart



Glazier's Mustang Barn, nestled in the heart of Pennsylvania Dutch Country.



The Crew at Glazier's.

You are in Valley Forge, Pennsylvania, the 1982 Grand National is over, and you feel all down in the dumps. What do you do? You get together with some great people and take a drive out to Souderton, Pennsylvania and Glazier's Mustang Barn.

Begun in 1964 when Fred Glazier, Jr. bought his first Mustang, a '64½ hardtop which he still has, Glazier's Mustang Barn became a full time business in 1976, with the rebirth of Mustang Mania. Since that time, it has proven to be a very successful business. There is nothing that Fred and his crew can't handle as far as Mustang restoration goes. They have first hand experience with RUSTANGS, and they can bring your Rust Bucket back to life with impressive workmanship.

Fred can handle anything from a simple detailing all the way up to a full scale restoration. Be it a show car or a "Driven Daily", Glazier's Mustang Barn can handle it. Not only do you get expert workmanship, but you meet the

nicest people, very typical of the beautiful Pennsylvania Dutch Country. Fred, his wife Sue, and Fred's team of professionals are not only there to help you, but they share your enthusiasm for Mustangs, as well.

The shop area is impressive, as Fred had two Mustangs in house at the time of this interview. A 1964½ convertible for street use was undergoing a ground-up restoration, including conversion to disc brakes. This Mustang had had a lot of floor pan rust out, and Glazier's did such a super job that you could not even see where the new panels joined the old . . . typical of the "Hand Crafted" restoration you get at Glazier's. Putting it simply, they don't fool around.

Also in house was a 1966 convertible undergoing total restoration by its owner. It is Glazier's job to do all of the body work and paint, and the owner will complete the restoration of this '66 convertible.

A trip downstairs revealed still more of Glazier's Mustang Barn and the massive parts department. Several new items were apparent and are Glazier's exclusives! Heater plenums that Fred has locally fabricated are a Glazier exclusive; the quality far exceeds original, and these plenums are approved for use by the MCA! Rear Interior Panels for the 1965-68 Fastbacks are available through Glazier, and they too are locally fabricated. These interior fiberglass panels are identical in every respect to original, and they take care of those speaker holes in many fastbacks. Glazier stocks a surplus of items for 1964½ through '66 Mustangs and Shelys and a variety of parts for '67 and '68 Mustangs, as well.

My wife Diane and I were not the only ones to view Glazier's Mustang Barn. We enjoyed the company of Lynn Brown, Alec Karacsonyi and his wife. Lynn left her Shelby with Glazier for some detailing and minor work. The

ride out to Glazier's from the Valley Forge Show site not only blessed us with beautiful Pennsylvania countryside, but also with the opportunity to photograph Lynn's completely original 1968 Shelby GT 500 going through its paces on the Pennsylvania Turnpike. Just watching this Shelby change lanes gave us an idea of what Shelby handling is all about, kind of like watching a spider jump on its prey!

We all rallied around the parts counter for some "shucking' and jivin'" and exchanged a surplus of Mustang War Stories. Many assembly line stories got lots of laughs.

It you live close enough, pay Glazier's a visit. Whether you need parts or a full scale restoration for your Pony Car, Fred Glazier is the man to see. He is not a "Johnny Come Lately", no sir! Fred has been involved in Mustangs since 1964, and you can't get much earlier than that!

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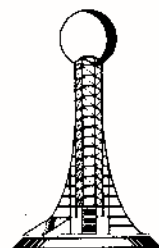
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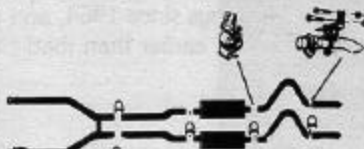
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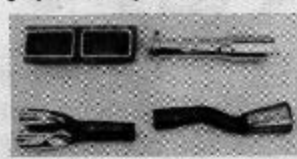
License Plate Frame—65/73 ea. 4.00



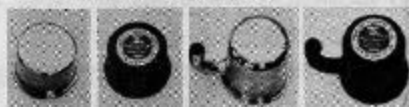
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MAGAZINE

IN SEARCH OF MUSTANGS

In Search of Mustangs, now into its fourth year, is over 5000 strong and nearly 6000 expected by publishing date, planned for Fall, 1983. In Search of Mustangs is now well known outside of the MCA, as 1982 was indeed a busy year of press releases plus information being sent to over 100 Mustang and Shelby clubs around the globe. Many thanks goes to the various clubs and individuals that helped In Search achieve the 5000 Mustang goal for 1982.

We have some up to date information on 5F08F100006. Thanks to J. R. Gillespie of Michigan and Donald Farr of *Mustang Monthly*, we have finally determined 100006's original use by Ford Motor Company. As you know, 5F08F100006 had a DSO Code 840027. DSO 84 means "Home Office Reserve", meaning that Ford would retain the automobile for any number of reasons. The "0027" means special order and this was indeed a special order, as this Mustang was another one of "12" used at the NEW YORK WORLD'S FAIR in 1964! Its history is much the same as Gary Schweitzer's 5F08T383386 (a prototype Mustang) assembled just two weeks earlier on 15 February 1964, before the start up of production on 05 March 1964. As you may know, Gary's 5F08T383386 was also one of 12 Mustangs used at the New York World's Fair. To date, we have found two of the twelve Mustangs used at the Fair, with the outside chance of finding the remaining ten. Once 5F08F100006 left the Ford resale lot, we really don't know where it went

from there, but stay tuned! 5F08F100006 was assembled March 5, 1964, the first day of production.

Donald Farr was kind enough to provide information from the order papers for 5F08F100006:

Date: 01-16-64
 Customer: New York World's Fair
 Number of Units: 12
 Assembly Plant: Dearborn
 Engine: 260 2V V-8
 Body Style: Convertible
 Transmission: Cruise-O-Matic
 Paint Color: Wimbledon White
 Trim: Red Vinyl
 Tires: (5) 6.50 x 14 White Side Wall Butyl Tubeless
 Rocker Panel Molding
 AM Radio (Note: Do not drill or install antenna)
 2 speed electric wipers
 Windshield Washer
 Padded Dash and Visors
 Heavy Duty Battery
 Knock Off Wheel Covers
 3 Gallons of Gas Only
 Install Heavy Duty Seat Springs, Front and Rear (Cancelled)
 Single Key Lock Set
 Furnish Anchor Bolts for installation of two sets of seat belts, front and rear.
 All vehicles to have SHOW CAR treatment.

Progress on 5F08F100006 is not much different than it was just over a year ago when we first reported it. Ed White of Georgia is still the proud owner of this "Diamond in the Rough", and Ed has much the same problem as most of us trying to restore our Mustangs, limited time and money. This Mustang

is still in storage until it is possible to restore it. During a recent conversation with Ed, I learned that he intends to sell this rather rare pony. It does require extensive restoration and, putting it simply, major reconstruction. If you think that you might be interested and have the resources, you may contact me and I will gladly contact Ed.

An interesting Mustang was submitted to In Search by the Edison Institute in Dearborn. This Mustang is 5F08F100001. No need to check your eyes, PRODUCTION MUSTANG "NUMBER ONE". This Mustang was assembled March 5, 1964 (Not March 3rd, as we reported last year) and was delivered new to Ford of Canada (DSO 81) and a Captain Stanley Tucker, an airline pilot, of Newfoundland, Canada! It is a convertible (76A), color is Wimbledon White (M) with black vinyl interior (86). It has an Axle Code of "5" meaning 3.50:1 non-locking and a Trans Code of "F" which we have never seen before. It sports a 260 2V V-8 and was assembled at Dearborn. This Mustang is in non-viewable storage at the Henry Ford Museum at the present time. Look for an article on this one in the future.

I must ask the quite affordable fee of \$1.00 per SASE requiring a VID plate breakdown, effective as of January 1, 1983. Any SASE received after that date is being returned to sender. I invite your thoughts and feelings. 'Til next month!

Jim Smart

"IN SEARCH OF MUSTANGS"

Participate today in "IN SEARCH OF MUSTANGS," an international register of Ford Mustangs and Shelby Mustangs from 1964½ through 1973. What we need is as simple as fill in the blanks! The information can be found on a metal plate (1964½-69) or vinyl sticker (1970-73), found on your driver's door near the latch. If there is no plate or sticker, just the serial number is adequate. Total information is very important. Feel free to enclose history on your Mustang, every Pony has it's own story. Don't forget those junkyard Mustangs; they need to be counted, too.

Name _____ City _____ State _____

1. Year _____ Is it a GT, MACH I, GRANDE', California Special, T-5 etc? _____

Options _____

Original Driveline? _____ Do you wish your name printed? _____

Warranty/Serial Number _____

Body _____ Color _____ Trim _____ Date _____ DSO _____ Axle _____ Trans _____

REGIONAL GROUP NEWS

First Piedmont Regional Group

We held a business session at the Coffee Break following the Christmas parade Dec. 4. The following officers were elected: president, Marion J. Hall; vice president, Denny Alley; secretary and treasurer, Dennis S. Alley, Sr.; Board of Directors, Eddie Harbour, William Tatum, James F. Phillips, Jr., Gray Tucker; national director, Harold D. Goad. All officers are the same as 1982 except James Phillips. Our present membership is 34.

Dennis S. Alley, Sr.
Secretary

The North Jersey Mustang Club, Inc.

The meeting of December 9 meant a lot to the members of this fine organization, because two years ago today we received our Charter from the Mustang Club of America. It gives us great pleasure to be affiliated with such a fine organization. Fifty-two members were in attendance. Many subjects were covered, such as the second annual Installation Dinner which was held on Friday, Jan. 14, at the Nutley Elks Lodge in Nutley, NJ. Six or seven door prizes were raffled off, including a basket of cheer. Music was again provided by Jimmy Vivinetto and his orchestra.

New officers of the club were also installed: George Mansey, president; Tom Swartz, vice president; Terry Hopping, secretary; Mike Humecky, treasurer.

John Griffith Jr. and Vito Caruso submitted prices on tools the club plans to purchase for use by the membership body. A motion was made to purchase such tools. Ten new members were signed up and approved of, bringing the total membership to 150.

Our third annual Car Show has been tentatively scheduled for Sunday, June 5, with a rain date of June 12. Same location, ITT Avionics, Nutley, NH. A second show has also been planned, but the date is not yet set. It will be sponsored by the Nutley Elks Lodge where all proceeds will go to the Crippled Children's Fund.

Phil Ziegler, who is an Electrical Engineer, gave an excellent talk and discussion on Alarm Systems for our Mustangs or any car as far as that goes. We hope that in the coming year to continue our growth as in the past and continue to become more successful in our endeavors.

We wish all national directors, the staff, and all regional groups a healthy and prosperous New Year.

Terry Hopping
Corresponding Secretary



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**First Pennsylvania Mustang Club
A Year in Review '82**

The members of First Pennsylvania Mustang Club would like to share with fellow MCA Members our activities in 1982. We have had fun on our tours, and we have gotten to know each other just a little bit better. The friendships that have been formed will last a long, long time. We hope the Mustang craze lasts forever!

Linda Bowes, Secretary



Three Rivers Regional

The members of the newly formed Three Rivers Regional Group would like to thank National Headquarters for the back issues of *Mustang Times* and the membership applications. We distributed these materials at our club's display at the Pittsburgh Rod and Custom Show in the Pittsburgh Convention Center, during our recent membership drive. They were extremely helpful in making our drive a great success. Thanks again for your continuing support.

Donna Penkova
Secretary

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

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Project MUSTANGS, 66 hi-po "K" fastback, body & title, no drive train, some rust, \$995. '66 GT convt. auto, Pony, needs restoring, \$3,495. '67 GT fastback body, EC, deluxe int. Deliv. Poss. Mike Hufnagle. (717) 843-3964.

1966 MUSTANG GT fastback, red with black Pony int. Very good body, engine rebuilt, auto., console, missing fog lights and trumpets. Perfect for restoring. \$2,900. (615) 865-2220. Nashville, TN.

1966 MUSTANG conv., Pony int. AM/8 track, PT, trunk rack, wires, 6 cyl., auto. EC. Orig. w/repaint and new top. \$5,500. C. Ziegler, 5920 Lancelot Dr., Matthews, NC 28105. (704) 847-4222.

1966 MUSTANG conv. 6 cyl., black w/red int., runs, new tires, needs total restoration. Trunk floor, frame rails are solid. \$1,350. Jack Cornely, 2749 Poplar Lane, Annapolis, MD 21401. (301) 841-5511.

1966 MUSTANGS, both no rust. 2+2 fastback, new ground up restoration, 3,000 mi. \$5,500 OBO. GT coupe, orig., 36,000 mi., showroom cond. appraised at \$7,000. (313) 666-2904.

1967 MUSTANG GTA conv., red, 76B deluxe black int. 289 hi-po "K" model, auto, loaded w/options. Orig., easy restoration. Less than 250 made. Deliv. poss. PA. Mike Hufnagle. (717) 843-3964.

'67 MUSTANG fastback, no rust, 76K, 390 auto, PS, PB, fact. AC, five SS wheels, new Dunlop radials, disc brakes, both consoles, deluxe int. in EC, \$4,950. Consider trade for nice '65 or '66 conv. (will pay extra cash for a good conv.). Tim Jones, 5961 Dry Ridge Rd., Cincinnati, OH 45247. (513) 385-5534.

1968 MUSTANG Conv. 2nd owner of totally orig. low mi. (34,000 mi.) show car; diamond blue with white PT... \$7,950. Tommy Durham; P.O. Box 548; Union City, TN. 38261. (901) 885-9422, (901) 885-3961.

1970 BOSS 302. Orig. paint, no rust, Calypso Coral, front and rear spoilers, slats, black int., fold down rear seat, comes complete with an extra BOSS 302 motor, new stripe kit, many extra parts, \$7,000. OH (419) 547-0780.

1970 MUSTANG coupe. Red, 260 Three spd., orig. owner, runs well, orig. paint and int. Part of the family. OH (513) 523-5315. GA (404) 262-3013. Robert Miller.

1973 MUSTANG conv., 7581 mi., 351 HO, 4 spd. Hurst, traction loc, PS, PB, AC, comp susp., stereo, all orig. Never any rain, rust, salt. Photo in *Mustang/Witzenburg*. \$14,500 firm. Herb (313) 634-4259.

1982 MUSTANG GT. AC, tilt, cruise, slats. Blood red, less than 5,000 mi. \$9,000 or 69-70 Mach, BOSS, SHELBY, as partial trade. IL. (815) 454-2206.



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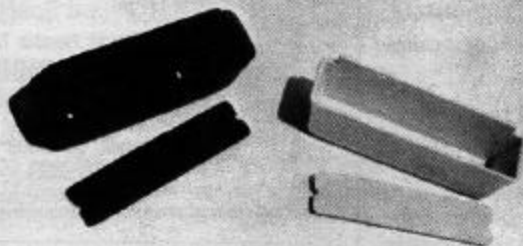
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CARS WANTED

WANTED: 65-66 MUSTANG GT fastback, \$2,500-\$3,500, must be authentic and have solid body. Rob Way, 4412 Scott Ct., Crystal Lake, IL 60014. (815) 455-6084.

WANTED: 65-66 MUSTANG K conv. Beast, beauty or tags and title only. Will pay fair price. Have springtime yellow K/GT conv. to sell if another color car is found. Ed Jasinski, 1128 W. Evelyn Ave., Sunnyvale, CA 94086. (415) 349-7244.

PARTS FOR SALE

65-66 MUSTANG bench seat, \$85. 65-66 fastback fold down rear seat w/fiberglass quarter trim panels, \$85. 1968 NOS conv. strip kit \$25. (white). Terry Tacker, 1961 River Oaks, Abilene, TX 79605. (915) 692-4962.

67 MUSTANG woodgrain steering wheel, mint cond., no cracks \$300. 67 red console, EC, \$175. 1 ea. 66 black long console, EC, \$175. 1 ea. 65 and 1 ea. 66 short AC consoles, \$150 ea. 1 ea. 67 AM/FM, \$200. (206) 847-2623.

1 set 68/69 MUSTANG GT wheels, argent, w/caps, rings, \$185. 65 bench seat, red, GC, orig. \$135. 65-66 arm rest, parchment color, \$25 per pair. Sets of 66 SS wheels, \$300 and up. Many other hard to find parts. Ed Hunter, GA (404) 943-6898.

1965-72 MUSTANG parts, 67-69 Cougar parts. Send list w/SASE. 65-72 MUSTANG bodies, photos \$2. Jim Fears, 3205 W. Clarendon, Dallas, TX 75211.

1968-69 MUSTANG steel styled wheels, EC. Five wheels w/trim rings, hub caps, \$225 plus shipping. Gary Stegman, 69 Robert Stevens, Schertz, TX 78154. (512) 658-1770.

NOS 1971 MUSTANG grill, 1967 GT grill (complete) w/switch consoles, 1966/1971 automatics, 428 CJ valve covers w/snake. Will trade for literature or F-60-15 Goodyear Polyglas GT. John (518) 885-9013.

Parting out 72 MUSTANG conv. 302, 3 spd. AC, black deluxe int. scooped hood, PT, glass rear window, etc. Also have 50 other MUSTANG parts cars. Clay Holland, P.O. Box 1008, Alabaster, AL 35007. (205) 663-4273, 663-3831.

MUSTANG conv. tack strip, 1/2" x 3/8", 5/8" x 1/8" 95¢ per ft. window bow Ford, \$2.85 per ft. Charles Murray, P.O. Box 126, Forsyth, GA 31029.

MUSTANG parts, reasonable — VGC, cleaned, painted, ready for installation. 1966 GT equipment. Complete light bar assembly, rear valance with rings, exh. trumpets, fender badges, MUSTANG letter sets, gas cap. \$300. 4 SS wheels, VGC, correctly reconditioned, \$250. 1967-70 red center wire wheel covers, nice \$130. All prices plus shipping. R Freas, 1721 Idlewild, Rockland, MI 49083.

65-73 MUSTANG consoles, \$95 up, 64 1/2-65 13" wire spinner caps, \$150 set, 70 front door, NOS \$65, 69/70 grills & emblems plus more. Joe Russell, MacGregor Dr. Mahopoe, NY 10541. (914) 628-4866.

MUSTANG 302 pistons, rings. Brand new in boxes. Size standard code red. Pistons #C9OZ-6108-N, rings #C3AZ-6148-F. Complete set of 8 pistons and all rings \$160. Joe Bossert, Box 47 Cape Leonard, Saint Leonard, MD 20685. (301) 586-1195.

New magnum 500 chrome wheels 14 x 7 or 15 x 7 - \$75. ea. Free shipping on 4 or more. Rare fiberglass hardtop for 65/66 conv. Best offer over \$500. 4-speed toploader, rebuilt by Ford - \$495. Steel styled wheels — 65-66-67-68 NOS Ford or used. New 14" stainless trim rings - \$10 ea. Hi-po C4, rebuilt by Ford, correct for Hertz Shelby or Auto. Shelby \$750. Fastback 1/4 panels, NOS Ford \$225. ea. Woodgrain steering wheel, restored, like new, complete \$225. Jack Cornely, 2749 Poplar Lane, Annapolis, MD 21401. (301) 841-5511.

PARTS WANTED

WANTED: For 1972 MUSTANG. Console w/ clock, radio frame, right/left rear quarter panel int. trim. All must be black and in EC. Darrell Lee, 1335 E. Rockwood, Springfield, MO 65804.

WANTED: For 1970 Boss 302 "Instrument Panel Name Plate" #C9ZZ 6304460-B. The word "MUSTANG" followed by the running horse. Pierre Page, 5840 Ch. St. Rock Tracy P.Q. J3P5N4 Canada.

WANTED: Top dollar paid! Oil cooler or complete oil cooler system for 351 Cleveland or 429. Unit must have brackets and you must furnish picture upon your reply. Lester Boutwell, 293294, Wynne, Unit B-1-4-6, Huntsville, TX 77340.



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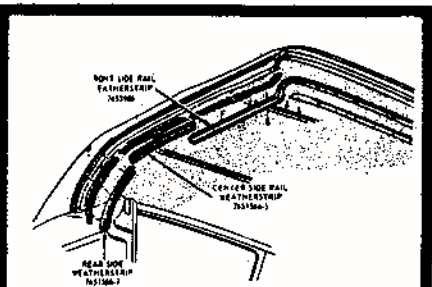
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MISCELLANEOUS

Orig. Unused MUSTANG brochures: 1965 \$15; 1966 \$13; 1967 \$10; 1968 \$9; 1970 \$8; 1967/1968 2 sided spec. sheets for SHELBY, \$6. T. Adams, 14216 N. 39th Dr., Phoenix, AZ 85023. (602) 978-2955.



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Big Wheel Deal

Of great interest is the announcement that Mustang Magic now offers a 10% discount to MCA members who want a first rate restoration job on their Mustangs' steering wheels.

Tom Sullivan of Mustang Magic emphasizes the importance of giving the steering wheel the attention it is due. He says, "I have seen, and I'm sure you have, so many nearly complete, probably high ninety point Mustangs in shows that have the original plain wheel, now cracked and faded."

Mustang Magic, who has been restoring all types of steering wheels for more than six years, has a new machine that allows restoration of four wheels at the same time, cutting the time involved by about 75% and making delivery possible approximately one week after they receive the wheel.

The company claims to have the only early Mustang woodgrain finish that restores the wheel completely. Their process includes not only filling the cracks but also a very detailed rebuilding of each individual wheel. After all the cracks have been eliminated (and this includes a baking process), the wheel is gradually dyed several times until the original factory color fully returns. Next, the woodgrain is renewed by a hand process, and the final step is the sealing of the wheel. Mustang Magic's steering wheel restorations should not be confused with a very common restoration process, such as just filling in the cracks, says Sullivan, who adds that your satisfaction is 100% guaranteed.

To take advantage of your 10% discount, get in touch with Tom Sullivan at Mustang Magic, Box 1034, White River Junction, Vermont 05001.

In Memoriam

Sympathy is extended to Don Cox and the family and friends of Betty Cox of Kingsport, Tennessee, who passed away January 8, 1983. She will be missed by her many friends in MCA.

Two New Products

A "non-slimy chamois" is what Yale Rachlin called it. He was given "The Absorber", a new kind of synthetic chamois, to test for Beaconwood Motors. He reports that it's a good sized (27" x 17") yellow, thick soft cloth that absorbs water like crazy. Pass it over the wet hood of your Mustang, and the hood is dry and unscratched. It can dry an entire car in less than five minutes. Put it away damp in its heavy-duty storage tube, and it's ready for next time. "What it is, is great," he says, "What it isn't, is cheap." \$12.95, from Beaconwood Motors, Inc., 71 Rosedale Road, Watertown, Maine 02172.

Also new from Beaconwood — motor-driven interior louvers that are driver-controlled, stop day and night glare and protect your rear deck and valuable speakers from heat and light. Imported from Germany, the louvers require no drilling or tools, install easily

using existing window moulding, and adjust to fit the rear window. Louvre angle is adjustable through a wide range, controlled by a convenient push-button. Beaconwood offers them at an introductory price of \$99.00, though they will cost \$129.00 later.

In the News

MCA made the national press at least twice in the last few months. In the February, 1983 issue of *Car Exchange*, there is a really nice, rather nostalgic article about MCA's 1982 Grand National held in September in Valley Forge, Pennsylvania. And the November, 1982 issue of *Cars & Parts* features *Mustang Times'* article about Reg Prescott of Covington, Georgia, and his restoration of the 1971 Mustang convertible once owned by Martha Ford, daughter of William Clay Ford. The article originally appeared in the May, 1982 issue of *Mustang Times*.

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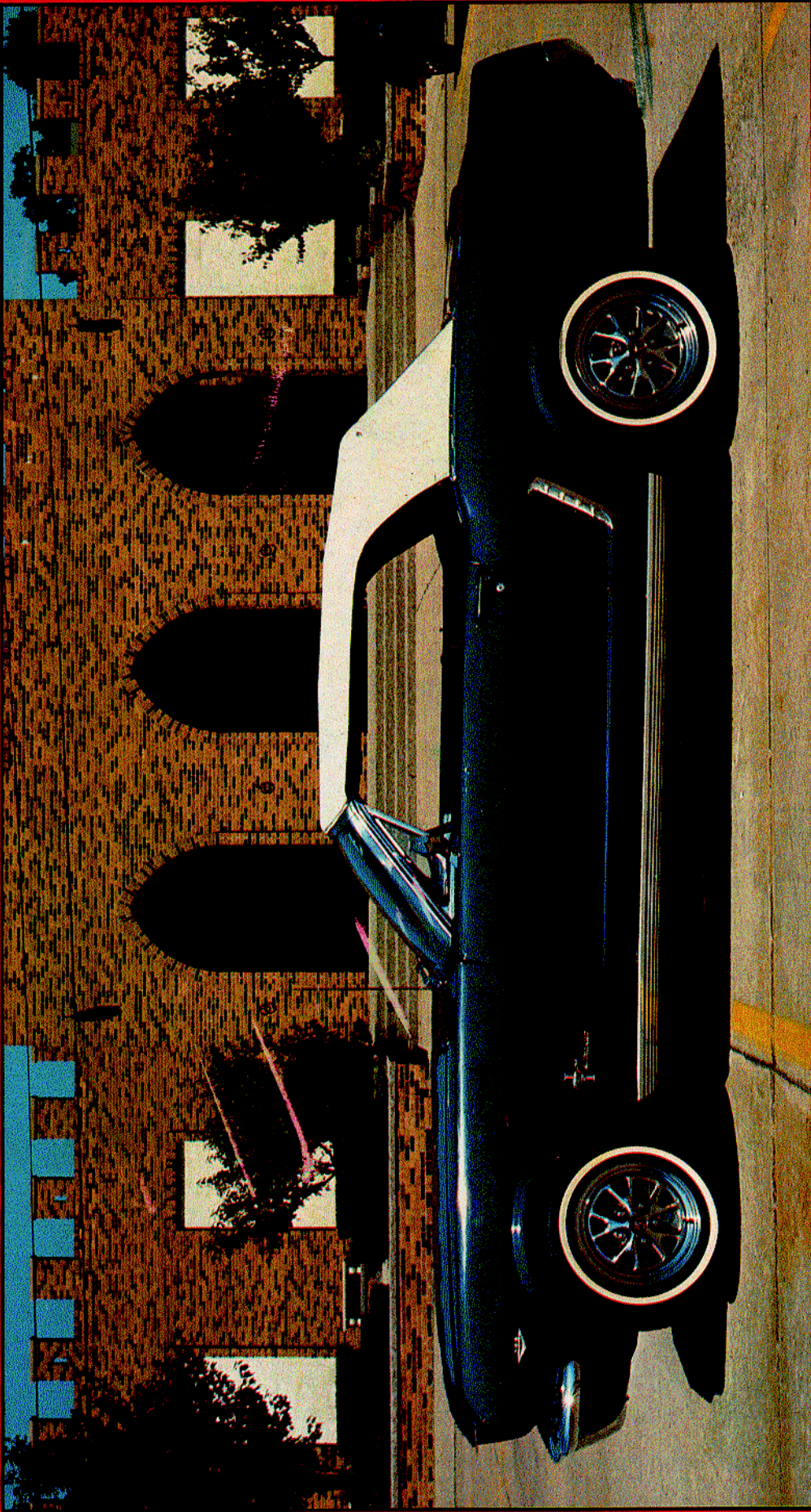


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