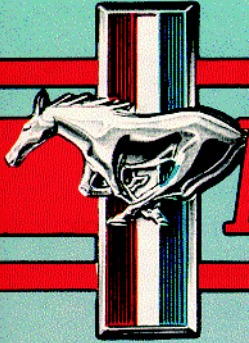


Vol. 8 No. 4/\$2.00



MUSTANG TIMES

April 1984



The Official Publication of

THE MUSTANG CLUB OF AMERICA

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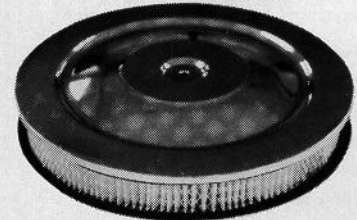
67-72 Front,
67-73 Rear



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Air Cleaner

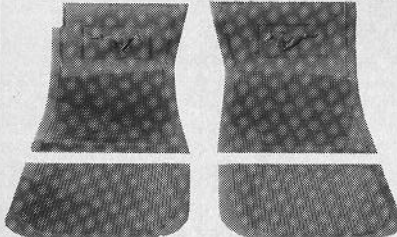
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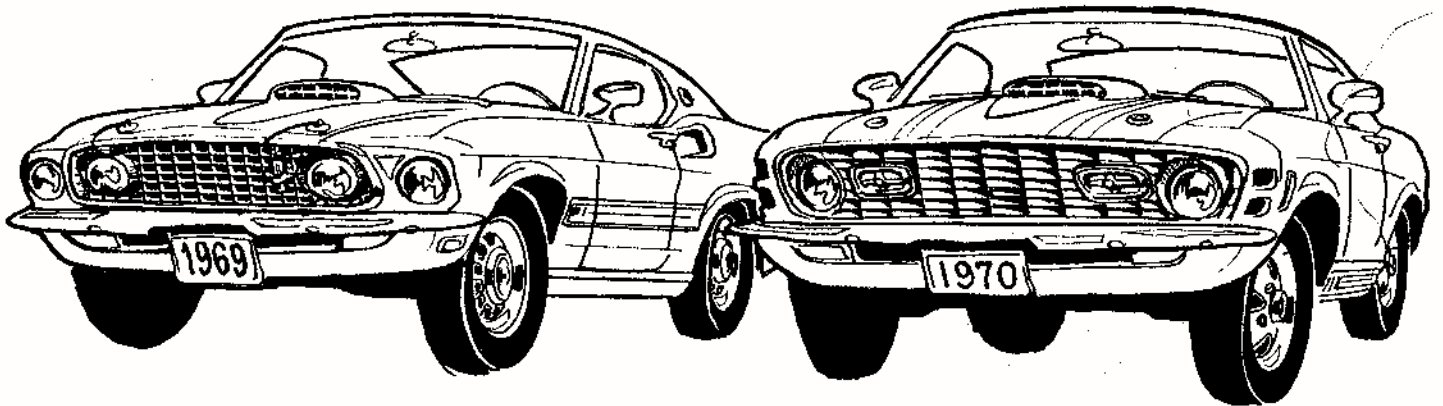
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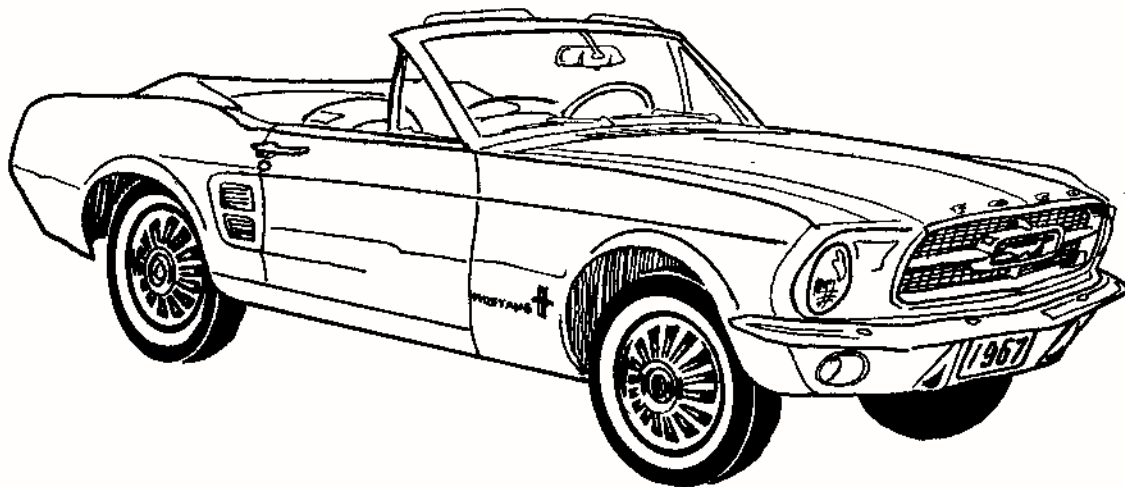
april



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NATIONAL HEADQUARTERS
THE MUSTANG CLUB OF AMERICA, INC.
P.O. BOX 447
LITHONIA, GEORGIA 30058

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It's called the Mustang Club of America, and you'll find representative members through the United States and Canada ... even in some foreign lands.

Why a Mustang Club?

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

Prized Possession

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

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

What Membership Means

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

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

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

Who Belongs?

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

Premium Packet

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

MCA Hotline 404-482-4822
Monday - Friday 8 a.m. - 12 noon (E.S.T.)

**OUR OBJECTIVE: EVERY MUSTANG AND SHELBY
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Founded 1976

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YES!!! I want to join the most responsive and fastest growing organization in the world dedicated to the preservation, care, history and enjoyment of the 1964½-1973 Mustangs — 1965-70 Shelbys. Enclosed is \$20.00 U.S. & Canada, (U.S. funds only) \$40.00 foreign (U.S. funds only).

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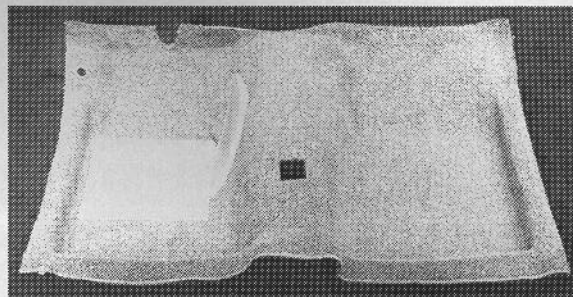
Fold-down package for Fastbacks EACH **\$15**

NEW! 1971-1973 Mustang Convertible Carpets . . .

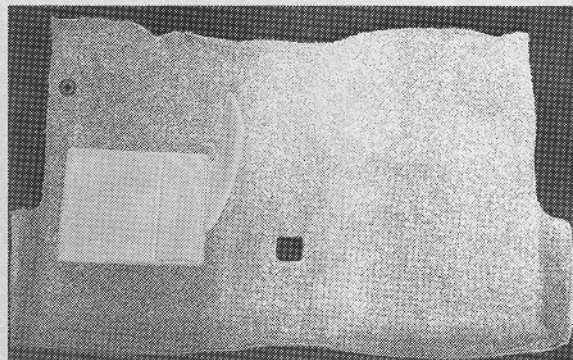
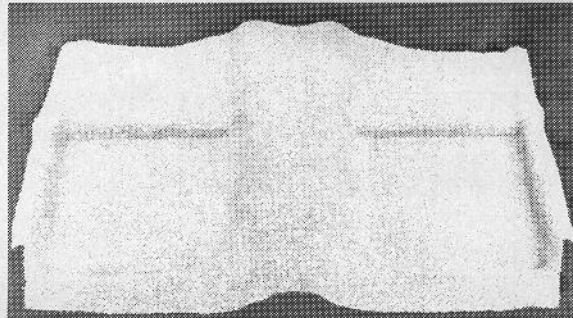
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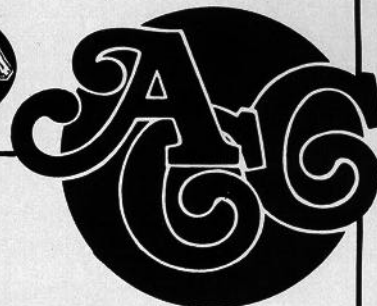
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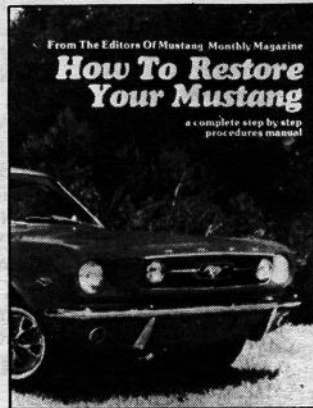
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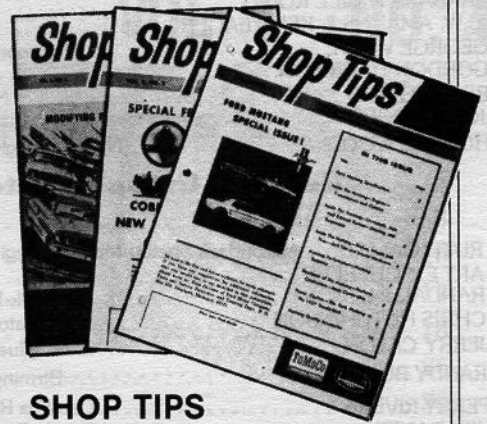
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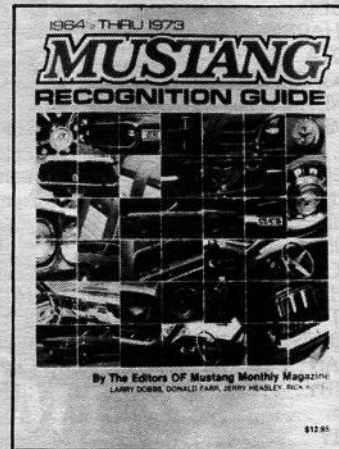
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All material for the *Mustang Times* must be submitted by the 5th of the month for the next month's issue.

Classified Advertising **FREE** to club members.

MUSTANG TIMES

MUSTANG TIMES

The Official Publication of the Mustang Club of America

APRIL 1984

VOL. 8 NO. 4

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Teresa Vickery
Brenda Wilson

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

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

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

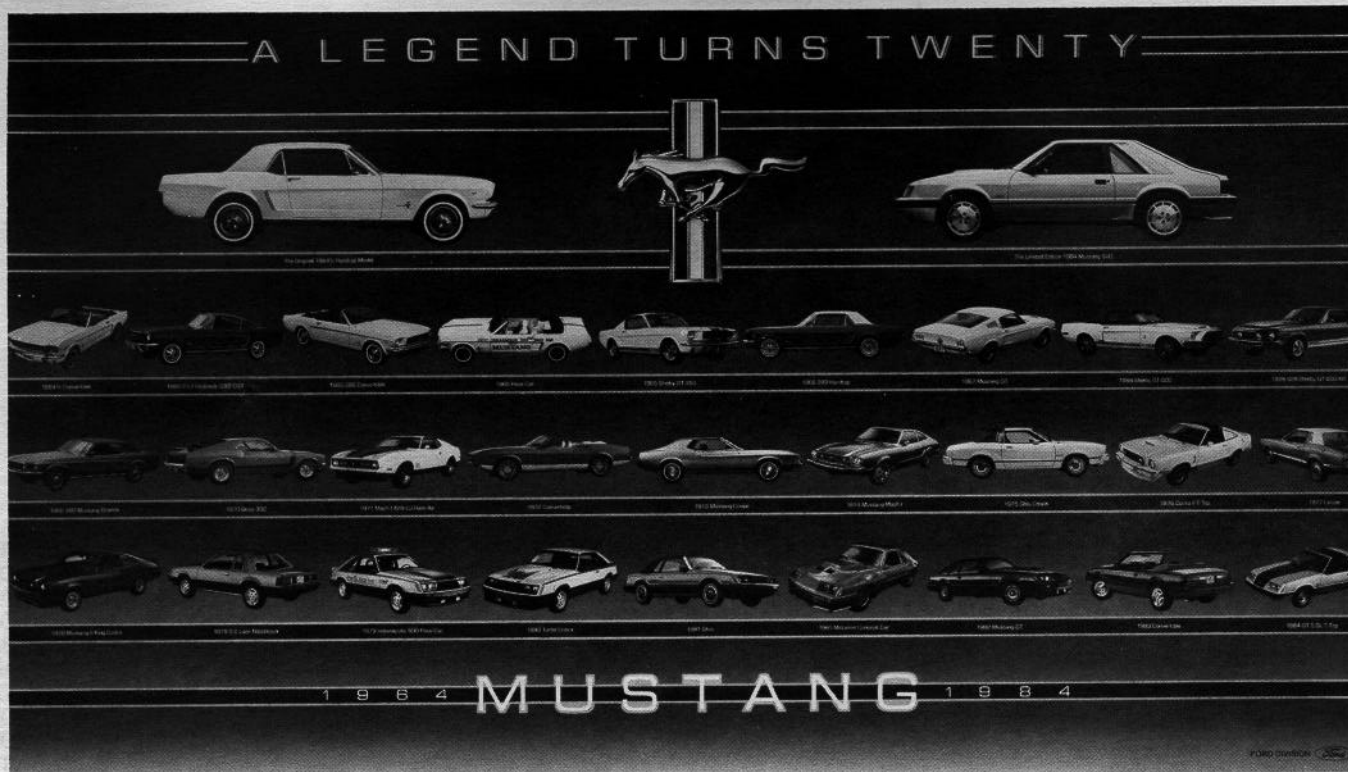
It is requested that any transaction with the club, including dues payment, be made by check or money order made payable to the Mustang Club of

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.

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

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The MUSTANG, America’s sports classic, is the subject of this investment — quality, full color “anniversary” poster featuring 29 MUSTANGS . . . from the original 1964½ model to the 1984 SVO.

This 26½" × 47" 4-color and foil poster is printed on heavyweight coated stock and is suitable for framing. Pictured are standard models and such well-known models as the GT-350, BOSS 302, and Indy Pace cars. The poster is shipped postpaid in a sturdy mailing tube.

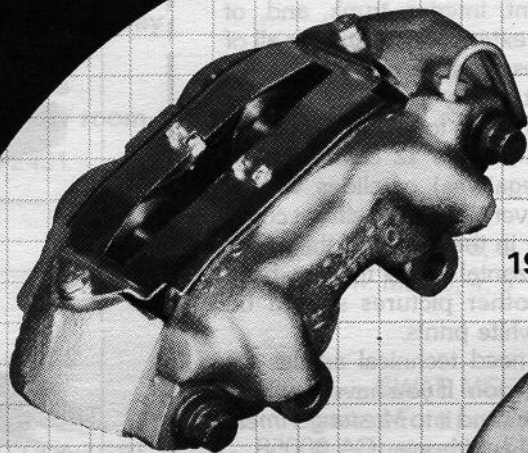
Supplies are limited! This poster will definitely become a collector’s item. Don’t be sorry — order yours today. \$6.95 or two for \$10.95. Allow 3-4 weeks for delivery. Send check or money order to:

Mustang Classic Collections, Inc.

P.O. Box 539, Dept. P.

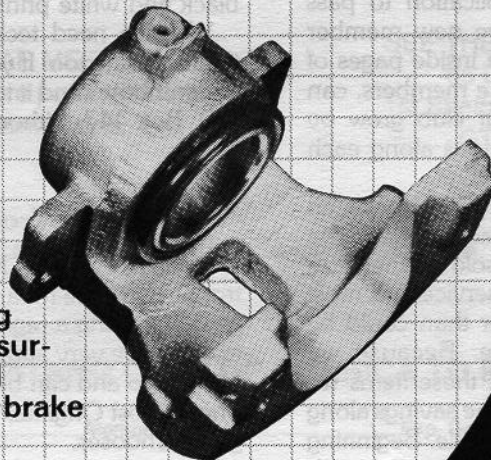
Pine Lake, Georgia 30072-0539

one good brake deserves another



1968 — '73 Mustang

1964½ — '67 Mustang*



Introducing our Stainless Steel Single Piston Floating Caliper. Hardened sliding surfaces and a stainless steel piston will assure equal brake pad wear forever.

* Reservations now being accepted for 1965-1967 drum to disc brake conversion kits. Available for spring 1984 delivery.



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**Call Toll Free 800-448-7722
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STAINLESS STEEL BRAKES CORP.
11470 Main Road / Clarence, N.Y. 14031

Please send me more information about your stainless steel brake system products for Mustang, Shelby and T-Bird.

1964½ - '67 1968 - '73

Name _____

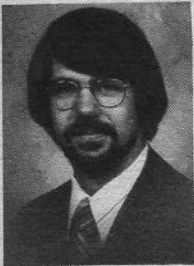
Address _____

City _____

State _____ Zip Code _____

MT-3

PRESIDENT'S COLUMN



For some time now we have received an increasing number of complaints about the condition of members' magazines upon delivery. Because of the increasing number of complaints, we are going to put a throw away wrapper over the cover to help keep the magazine in A-1 condition as it travels through the mail. We are trying to get the most out of this wrapper by printing the membership application on the inside of the wrapper so that each month members will have a new application to pass along to a prospective new member without cutting up the inside pages of the magazine. You, the members, can do more to help your club grow by passing these applications along each and every month.

Inside the wrapper will also be an order form for MCA accessories. The MCA accessories are sold by the Club to the members as a service and most items are priced lower than could be purchased elsewhere. Because we purchase quantities of these items we try to pass as much of the savings along to our members as possible. Beginning this month we will run a special each month on a different item.

We welcome any comments you might have on our magazine wrapper as it is on a trial basis.

This month we would like to welcome the Coal Country Mustang Club in Eldorado, Illinois as our newest regional group.

Also again I want to urge all of you to support our National shows this year and show your support by registering for the shows as early as possible.

Bob Vickery

Mustang Times

The *Mustang Times* needs cars for the cover car articles, the Horseshow, and inside feature articles. We need black and white photos of the engine compartment, interior, trunk, and, of course, the exterior of the car for all of these articles. The pictures are an important part of any article.

Any submission for the cover car article should include 12 color pictures (include negatives) or slides with 6 shots taken vertically for the front cover with the car in the center of the frame and 6 horizontal shots for the back cover. All other pictures should be black and white prints.

We also need technical articles for the magazine too. If you have anything to contribute send it to *Mustang Times*, P.O. Box 447, Lithonia, GA 30058.

MCA Trophies

Again this year the MCA has a special trophy available for any of our regional groups hosting a regional show. These trophies are very attractive carrying the MCA logo and can be used for Best of Show, Most Original, or any award the group chooses.

To request a trophy for your group, send your name and address (no post office box numbers, please) along with the name and date of the show to National Headquarters. Please allow a minimum of 4 weeks for shipping and handling. All trophies will be delivered by UPS.

Senior Citizens Discount

The Mustang Club of America is now offering our current and prospective members who are 62 years of age or older a \$5.00 discount on membership dues.

To qualify for the discount a copy of the applicant's drivers license (or birth certificate) as proof of age should accompany the membership application or renewal notice and payment of \$15.00.

The Mustang Art of F. J. Benvenuti

Limited Edition of 500 sets signed and numbered by Canadian Artist



1965



1968



1970



1973

sure to please all Mustangers — pen and ink prints are 8" x 10"

Series 1
(set of four)

ONLY

\$19.95

Send Check or
Money Order

Satisfaction Guaranteed

MUSTANG PARTS

317 Salerno St.

Oshawa, Ontario L1J 6W1 Canada

MUSTANG CLUB OF AMERICA
SOUTHWEST NATIONAL
Hosted by the North Texas Mustang Group
 May 4, 5 and 6, 1984



Gold 'n' More in '84

Southwest National
 May 4 - 6,



Show site
North Park Inn
 9300 N. Central Expressway
 (U.S. Hwy. 75)
 Dallas, Texas
Rates: \$37 for 4 persons per room, per nite
 (214) 363-2431

CONCOURSE
 Judging: May 4, 5, 6
 Registration: May 3, 4, 5

BANQUET
MISS MUSTANG CONTEST
LITTLE MISS MUSTANG CONTEST

SWAP MEET
 Open to Ford parts vendors
 Registration: May 3, 4, 5

SEE THESE GREAT CARS!
 '65 Daytona coupe
 1st Shelby production model
 GT 40 Mach 2A
 427 SC Cobra

All car entries and vendors must remain stationary until 3 p.m. Sunday, May 6th.

Entry Form

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

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

<input type="checkbox"/> S	<input type="checkbox"/> M	<input type="checkbox"/> U	<input type="checkbox"/> S	<input type="checkbox"/> S	<input type="checkbox"/> R	\$15.00 per \$ _____
T	O	N	T	R.	E	
<input type="checkbox"/> C	<input type="checkbox"/> I	<input type="checkbox"/> E	<input type="checkbox"/> E	<input type="checkbox"/> D	<input type="checkbox"/> T	\$15.00 per \$ _____
K	F	S	E	I	R	
			T	V	E	
					D	

Swap Meet Spaces 10 x 20 \$15.00 each space — Number needed _____

- Only Mustang, Shelby, Boss & Ford Related Parts -

Mail payment and registration to:

Southwest National Information and Registration
 4912 Reynolds Rd. 722 Echo Drive
 Ft. Worth, TX 76118 or Grand Prairie, TX 75051
 (817) 281-4875 (214) 262-8077

I agree to abide by all rules and regulations of the Mustang Club of America and understand that I am responsible for my automobile and merchandise. I agree to release all liability from Mustang Club of America, North Texas Mustang Club, North Park Inn, and associated personnel for any damage, injury, lost or stolen merchandise from this event. I also agree to leave my car or vendor space stationary until 3 p.m. Sunday, May 6th.

Signature: _____

EVENT CALENDAR

- April 12-13 "A Legend Turns 20," Koons Ford, Inc., Hollywood, FL. Hosted by the Ft. Lauderdale Mustang Club. For information contact Larry Hurst (305) 581-9594.
- April 14 5th Annual Gulf Coast Round Up, Pensacola, FL. Hosted by the Gulf Coast Regional MCA. For information call Vivian McClain (904) 477-0761.
- April 15 Swap Meet, Saunders County Fairgrounds, Wahoo, NE. Hosted by the Saunders County Auto Association. Indoor space \$7 and outdoor stall \$5. Gate opens at 7 a.m. For information call (402) 433-3155 or 472-8487 or 625-2321 weekends.
- April 27-29 2nd Annual Lower Carolina Spring Fling, Charles Towne Landing State Park, Charleston, SC. Hosted by the Carolina Lowcountry Region of the Shelby American Automobile Club. For information call Doug or Sandra Elliott (803) 556-9447.
- April 28-29 Mustang's 20th Anniversary Celebration, California Exposition Grounds, North Sacramento, CA. Hosted by the Ford Motor Company. For more information write Mustang Anniversary Celebration, P.O. Box 1793, Fair Oaks, CA 95628.
- April 28 4th Annual Mustang Corral, Young Ford, Charlotte, NC. Hosted by the Carolina Regional Mustang Club. For more information call Jim Sachak (704) 588-2299.
- May 4-6 Southwest National, Dallas/Ft. Worth, TX. Hosted by the North Texas Mustang Club. Show Headquarters will be at the North Park Inn, 9300 N. Central Expressway, Dallas. For information call or write: Chris Warren, 4912 Reynolds Rd., Ft. Worth, TX 76118 (817) 281-4875. Corky Reynolds, 722 Echo Drive, Grand Prairie, TX 75051 (214) 262-8077.
- May 4-6 Atlanta Roundup '84, Atlanta Marriott Hotel, Perimeter Center. Co-hosted by Shelby-Cobra Owners Association of the Southeast and Georgia Regional Group, Mustang Club of America. Parade, Car Show (complete Shelby and Mustang classes, Model Car contest, sock hop, vendors, flea market, shopping mall and antique festival). For more information contact Sarah South (404) 458-4012 or Lee Mathias (404) 429-0770/427-0382 for Shelbys. Jim Osborn (404) 498-0655 or A. W. Ammans (404) 964-5796 for Mustangs.
- May 5 4th Annual Spring Mustang, Ford Car Show and Flea Market, John Foster Ford, 712 Greenville Rd., Easley, SC. Hosted by the Foothills Regional Group, MCA. For information contact George Byrd, 30 Fieldstone Place, Greenville, SC 29615 (803) 288-8916.
- May 5 5th Annual Mustang Rally and Swap Meet, J.E.B. Stuart Ford, Stuart, VA. Hosted by the First Piedmont Regional Mustang Club. Rain date May 12.
- May 11-12 4th Annual Mustang, Shelby, Boss Car Show, Huntsville, AL, Old Airport. Hosted by the Rocket City Mustang Club, MCA. For more information contact Buddy Blackwell (205) 881-2797.
- May 12 4th Annual Swap Meet and Car Show. Hosted by the Texas Panhandle Mustang Club. For more information contact Mike Lewis, Route 5, Box 744, Amarillo, TX 79118 (806) 622-2641 or Michele Bero, Box 1048, Panhandle, TX 79068 (806) 537-3296.
- May 19 1st Annual Mustang Car Show, Nassau Conover Motor Co., Route 206 & Cherry Valley Rd., Princeton, NJ. Hosted by the Central Jersey Mustang Club. For more information write P.O. Box 354, Pennington, NJ 08534.
- May 19 3rd Annual Mustang Show and Swap Meet, Grand Village Mall, Grand Rapids, MI. Located 8 miles from downtown Grand Rapids on the I-96 Expressway, Exit 69. Hosted by the West Michigan Mustang Club. For more information contact Pete VanderVeen (616) 245-1074, 3026 Giddings SE, Grand Rapids, MI 49508 or John Baumann (616) 399-9723, O-4211 North 120th Ave., Holland, MI 49423.
- May 19 & 20 13th Annual AACA Car Show, Cantey Building at the State Fairgrounds, Columbia, SC. Hosted by the Sandlapper Region, Antique Automobile Club of America. For more information contact Bruce Shealy (803) 754-7255 Office or (803) 782-6712 Home.

- May 20 3rd Annual All Ford Car Show and Swap Meet, Portage County Fairgrounds, Randolph, OH. Hosted by the Northeastern Ohio Regional Group. For more information call (216) 274-2095, 793-9208, 459-1996. Or write Barb Bowsher, 96 Barnes Dr., Tallmadge, OH 44278.
- May 20 2nd Annual Mosinee Auto Show. Hosted by the Midstate Mustangs, MCA. For more information contact Dan Singkofer, 1005 Pine Street, Mosinee, WI 54455 (715) 693-2874.
- May 20 2nd Annual All-Ford Show and Swap Meet, Schwister Ford, Milwaukee, WI. Hosted by the Wisconsin Early Mustangers, MCA and Schwister Ford. For more information contact Wisconsin Early Mustangers, 2511 West Carrington Ave., Oak Creek, WI 53154 (414) 761-2267.
- May 26 4th Annual Show, National Guard Armory, Calhoun, GA. Hosted by the Cherokee Mustang Club. For more information contact Michael Worley (404) 625-4809.
- May 26-28 Motor City Show & Go IX, Dearborn, MI. Hosted by the Shelby American Automobile Club (Motor City Region) and the Mustang Owners Club of Southeastern MI. For more information send SASE to SAAC-MCR, P.O. Box 4008, Dearborn, MI 48126.
- June 1-3 7th Annual Indiana Spring Fling, Nashville, IN. Hosted by the Indiana Region of the Shelby American Automobile Club. For information call Steve and Joyce Yates, (812) 988-7146.
- June 3 4th Annual Antique Car Show & Swap Meet, ITT Avionics Grounds, 390 Washington Ave. Hosted by the North Jersey Mustang Club. For more information Gene Price (201) 272-4248 (eves.) or write NJMC, P.O. Box 212, Northvale, NJ 07647.
- June 1-3 Mid-South Nationals, Memphis, TN. Hosted by the Mustangs of Memphis. For information contact Clark Welborn, 3612 King George Cove, Memphis, TN 38118 (901) 365-7903.
- June 3 Central Illinois Ford Day, Show and Swap Meet, Bob Dennison Ford. Hosted by the Central Illinois Mustang Association. For more information contact Charles Knudson, 1220 Sandburg Dr., Bloomington, IL 61701 (309) 663-4295.
- June 9 Yutan Day's "Warpath Run II," Yutan, NE. For information contact Alan Tast, Route 1, Box 102, Yutan, NE 68073 (402) 625-2321 weekends or (402) 472-8487 weekdays.
- June 10 6th Annual Mustang Car Show and Swap Meet, Northtown Ford, Inc., 455 E. Pershing Rd., Decatur, IL. Hosted by the Central Illinois Mustangers and Northtown Ford. For more information call (217) 877-0604 or (217) 668-2468. Day of show (217) 875-3860.
- June 16 3rd Annual Mustang Car Show, Sloan Motors, 415 W. Lincoln Hwy., Exton, PA. Hosted by the Valley Forge Mustang Club. For information contact club at 322 Colonial Dr., Exton, PA 19341.
- June 16 3rd Annual Rick Warner Ford Mustang Show and Meet. Hosted by the Ford Automobile Club of Utah. For information write P.O. Box 17263, Salt Lake City, UT 84117.
- June 22-24 1984 World's Fair Roundup, Baton Rouge, LA. Hosted by the Baton Rouge Mustangers. Bus tours available to the World's Fair in New Orleans. For more information contact LaNita Braud, Route 2, Box 232F, Geismar, LA 70734 (504) 673-4405.
- June 22-24 Mid-America Rod and Custom Car Expo Nationals, Expo Building on fairgrounds, Tulsa, OK. Hosted by Mike Huges Racing & Promotions. For more information contact Mike Huges (405) 787-1972.
- June 23 4th Annual Mustang Roundup and Swap Meet, Eastridge Mall, Gastonia, NC (I-85 & New Hope Rd.). Hosted by the Carolina Regional Mustang Club. For more information call Jim Sachak (704) 588-2299.
- June 23 1st Annual Car Show, Medford Ford, Route 70, Medford, NJ 08055. Hosted by Medford Ford and the Cougar Club of America. For more information contact Steve Salesky (609) 596-2453 or Malcolm Johnson (609) 654-5166.

- June 30 9th Annual Straits Area Antique Show, St. Ignace, MI. Meet 1984 Guest of Honor, Carroll Shelby. For more information contact Ed & Mary Ellen Reavie, 268 Hillcrest Blvd., St. Ignace, MI 49781 (906) 643-8087 (after 5:30 p.m.).
- June 30-July 1 5th Annual Mustang-Shelby-Boss Roundup, Blair, NB. Hosted by the Mustang Car Club of Omaha. For more information call (402) 734-7557 or 339-2982.
- July 6-8 Dixie National, Birmingham, AL. Hosted by the Birmingham Mustang Club. For information contact Bob Wood (205) 956-0192 or Bill Rodgers (205) 744-9922.
- July 8 4th Annual Mustang — Ford Car Show. Huston Ford. Hosted by the Centre Region Mustang Club. 2 miles East of Huntingdon, PA. Indoor/outdoor Flea Market spaces available. \$3 per car pre-registration; \$5 day of show. For more information contact Mike Beaver (814) 643-1243 or David Runkle (814) 355-2270.
- July 15 2nd Annual Eastern Pennsylvania SAAC Mustang-Shelby Ford Show. McCafferty Ford, Route 1 and Woodbourne Rd., Langhorne, PA. Judged MCA classes. Hosted by the Pennsylvania Shelby American Auto Club. For information contact Joe Manduke (215) 345-7342.
- July 22 1st Annual All Ford Car Show. Jim McKain Ford, Route 19, Wexford, PA. Hosted by the Three Rivers Regional Group. For more information contact Donna Penkova, 4803 Bert Dr., Monroeville, PA 15146 (412) 856-8923.
- August 10-12 1984 Grand National, Kingsport, TN. Hosted by the First Tennessee Regional Group. For information contact Gary Childress (615) 288-4498 or Don Wolfe (615) 247-4292.
- August 12 4th Annual Car Show, Wahoo, NE. Hosted by the Saunders County Auto Association. For information contact Tim Bern, 525 N. Walnut, Wahoo, NE 68066 (402) 433-3155, or Alan Tast, Route 1, Box 102, Yutan, NE 68073 (402) 625-2321.
- Aug. 31-Sept. 2 Rio Grande Regional '84, Albuquerque, NM. Hosted by the Rio Grande Regional Group. For more information write Rio Grande Mustang Club, 9716 Trumbull, SE, Albuquerque, NM 87123.
- September 14-16 Fall National, Columbia, SC. Hosted by the Central South Carolina Regional Group. For information contact Craiq Zoin, P.O. Box 2614, Columbia, SC 29209 (803) 533-1410 dav or 791-3149 night.

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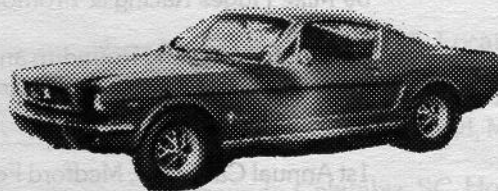
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SPECIALIZING IN: 64½-73 MUSTANGS

Coupes • Convertibles • Fastbacks

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- Floors Completely Rebuilt

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Buy one off our lot, and we'll tailor it to your taste!
3576 Northwest Boulevard, Vineland, N. J. 08360

MUSTANG CLUB OF AMERICA

MID-SOUTH NATIONAL

Hosted by the Mustangs of Memphis, Inc.

June 1, 2, 3, 1984

SHOW SITE
Dobbs Ford
2515 Mt. Moriah at I-240

TOURS

Graceland

Mud Island

HEADQUARTERS
Ramada Hotel I-240
2490 Mt. Moriah
Memphis, TN 38113

Beale Street - Home of the Blues
Liberty Land

Rates: \$40 plus tax (specify Mustang Show)
(901) 362-8010

BANQUET

All you can eat Bar-B-Que & Spaghetti Dinner
Catered by Leonards
(most famous bar-b-que restaurant in the country)

Entry Form

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

Name _____ Membership No. _____ Exp. Date _____

Address _____ City _____ State _____ Zip _____

Year _____ Body Style _____ Serial No. _____ S M U S S R \$15.00 per \$ _____

Year _____ Body Style _____ Serial No. _____ T O N T R E

O D R R E D T \$15.00 per \$ _____

C I E E D T

K F S E T V T I R E D

Swap Meet Spaces 10 x 20 — \$50 each space. Number needed _____

Awards Banquet

Saturday, June 2 at 7:30 p.m. (Casual dress)

Adults — \$11.50 _____

Children under 12 — \$ 6.50 _____

What classes are you certified to judge? _____

Will you judge? Yes No

Mail payments and registration to:

Frank James
3351 Jewell Rd.
Memphis, TN 38128

DEADLINE TO REGISTER CARS IS MAY 15, 1984.

I agree to abide by all rules and regulations of the Mustang Club of America and understand that I am responsible for my automobile and merchandise. I agree to release all liability from Mustang Club of America, Mustangs of Memphis, Inc., Ramada Hotel (and associated personnel) for any damage, injury, loss or stolen merchandise from this event.

Signature _____

Mustang Magic

Tom Sullivan

BOX 1034

WHITE RIVER JUNCTION, VT 05001

802-295-7231

NEW FROM MUSTANG MAGIC

Mustang Magic is offering a choice in Mustang Steering Wheel restoration processes.

Sulco Woodgrain Wheels — 65-67. For those who want a restored 65-67 Woodgrain Mustang Wheel that is stronger and more durable than the original, we offer our new Sulco Process.

The Sulco Process involves custom fitting your original wheel with a new upper and lower casting, resulting in a beautiful duplicate woodgrain wheel, guaranteed never to crack or separate again, under the normal use.

Processing time involved in restoring the wheel is drastically cut. Sulco Wheels are available for immediate shipment.

Complete Sulco Woodgrain Wheel (includes plating process)	\$250.00
	210.00 EXCHANGE
Sulco Process of Wheel only	125.00
Plating of the Wheel	45.00

STEERING WHEEL PRICE LIST

64½-67	All Colors	\$ 65.00
	All cracks filled, wheel colored and sealed to original trim code.	
65-67	Stock wheels available in all colors	85.00
67	Center Pad	24.00
65-67	Deluxe Woodgrain	75.00
	Wheels filled, dyed, woodgrain effect restored, wheel sealed, chrome dots N/C.	
65-67	COMPLETE WOODGRAIN WHEEL THAT LOOKS LIKE NEW!	195.00
		150.00 EXCHANGE
	Wheels filled, dyed, plated, woodgrain restored and wheel sealed	125.00
		95.00 EXCHANGE

	PLATED EXCHANGE	NEW
HORN RING	\$20.00	\$25.00
CAP	\$20.00	\$55.00
RING SPACER	\$10.00	\$20.00

Cap and Ring Spacer are beautiful plastic duplicates.

68-70	Complete woodgrain wheels restored	135.00 EXCHANGE
69-73	Regular wheel restoration, wheel only	85.00
70-73	Woodgrain Wheel N.O.S.	210.00
		185.00 EXCHANGE
70	Standard N.O.S.	85.00

We also stock many wheels and parts for 65-73 Mustang Wheels.
SERVICE AVAILABLE FOR 65-67 ORIGINAL SHELBY WOOD WHEELS.

For additional free information on parts and wheels not listed, please feel free to write or call.

PRICES ARE SUBJECT TO CHANGE.

MUSTANG CLUB OF AMERICA

2nd DIXIE NATIONAL MUSTANG SHOW

Hosted by the Birmingham Mustang Club
July 6, 7, 8, 1984

SHOW SITE

Century Plaza Mall
Hwy. 78 East at Oporto Rd.
Parking for trailers with security

HEADQUARTERS

Holiday Inn East
7941 Crestwood Blvd.
Rates: \$43 Double (specify Mustang Show)

BANQUET

Downtown at the Hilton Hotel
Transportation to Banquet in
Air Conditioned Metro Area
Transit Buses Free.

Entry Form

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

Entry Fee \$10 per car.

Name _____ Membership No. _____ Exp. Date _____

Address _____ City _____ State _____ Zip _____

Year _____ Body Style _____ Serial No. _____ S M U S S R \$ _____

Year _____ Body Style _____ Serial No. _____ T O N T R. E O D R R C I E E D T \$ _____

K F S E T V I R E D

Swap Meet Spaces 10/20 — \$30 each space.
(Only Mustang, Shelby, Boss and Ford Related Parts)

Number needed _____ \$ _____

Raffle Tickets for 1966 Coupe \$1 each.

Number needed _____ \$ _____

Free T-Shirt. Size _____

Awards Banquet: Adults \$15 _____

Children \$13 _____

Check in Friday, July 6 Noon until 6:00 p.m. Saturday, July 7, until 10:00 a.m. Judging starts promptly at 10:00 a.m.

For additional information contact:

Bob Wood
5735 Annadale Lane
Birmingham, AL 35210
(205) 956-0912

Bill Rodgers
415 5th Court
Pleasant Grove, AL 35127
(215) 744-9922

Mail payments and registration to:

Bill Rodgers
415 5th Court
Pleasant Grove, AL 35127

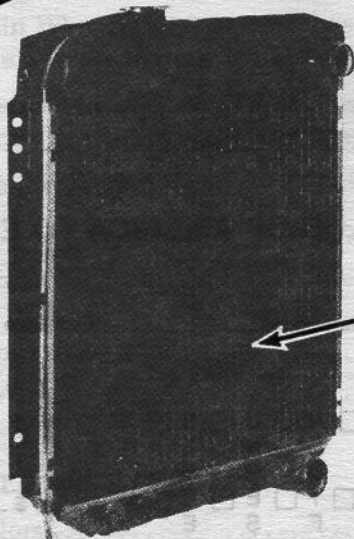
I agree to abide by all rules and regulations of the Mustang Club of America and understand that I am responsible for my automobile and merchandise. I agree to release all liability from the Mustang Club of America, Birmingham Mustang Club, Century Plaza Mall and the Holiday Inn for any damage, injury,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

Signature _____

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SUPER STRESSED
 DESIGN
 3 YEAR WARRANTY

NEW PRODUCT

Mustang Hi-Efficiency Radiators 1965-67 V-8's



- HEAVY DUTY REPLACEMENT
- RADIATOR BRACKETS ACCEPT FAN SHROUD
- OIL COOLER FOR AUTOMATICS
- ES FIN DESIGN

Model ES602-1/1965-66

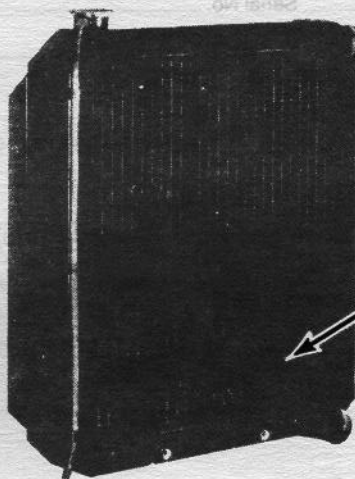
Model ES603-1/1967

For the Ultimate in Cooling
 Ultra Heavy Duty
 S-Line Design Radiators
 for

Mustangs

Designed for Ultra
 Hi-Performance Engines.

Four Models to Choose From



HE

Fin Design

A Walker
 Exclusive

Model HE604-1 1965-66 3" Core

Model S605-1 1965-66 3 3/4" Core

Model HE606-1 1967 3" Core

Model S607-7 1967 3 3/4" Core

Walker
**RADIATOR
 WORKS**

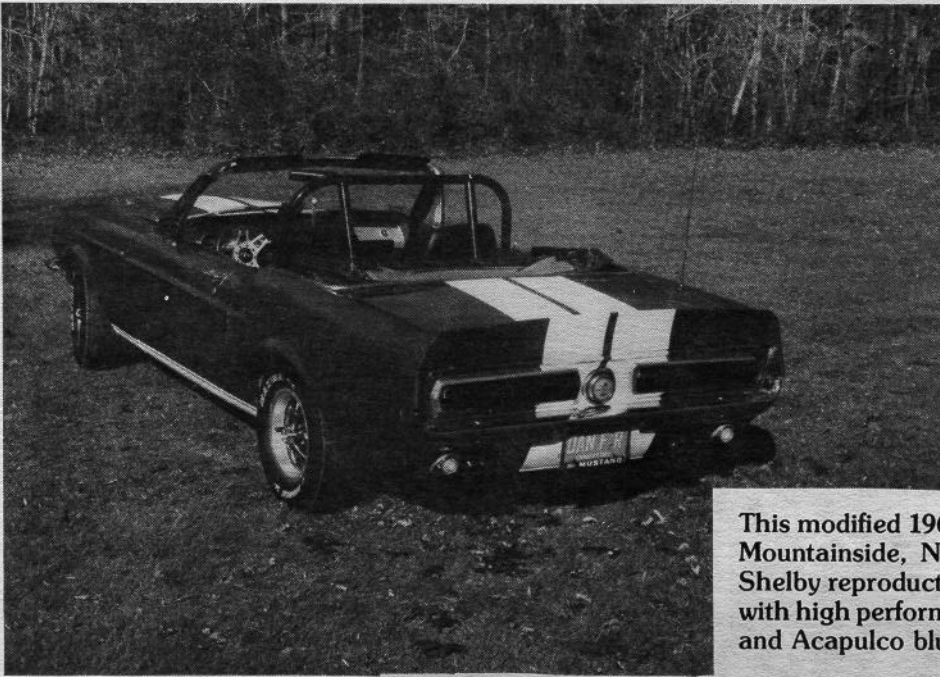


SEE YOUR LOCAL MUSTANG SUPPLIER, OR SEND \$2.50 FOR ILLUSTRATED CATALOG

901-527-4605

694 Marshall Avenue • Memphis, TN 38103

HORSE SHOW



This modified 1968 convertible is owned by Dan Reiter of Mountainside, New Jersey. Modifications include 1967 Shelby reproduction hood and rear, a 302 engine packed with high performance goodies, NHRA approved roll bar, and Acapulco blue paint.

Notice anything unusual about this black 1965 convertible? Yes, those are fender skirts. In fact they are rare NOS Foxcraft skirts. This out-of-the-ordinary beauty is owned by Sal Abruscato of Brentwood, New York.



Richard Pittman of Raleigh, North Carolina will be showing off his freshly restored Shelby this year. Since Richard has already received the Best of Show award at National shows for his 1966 fastback, his name will surely appear on the winners list once again.

Phil Snyder's Black Beauty

My love affair with the Mustang started in 1965 when a friend of the family visited in a new convertible. Being only 10 years old at the time the reality of that car was nothing more than a dream. Instead I settled for two 1966 orange GT coupe models which were available thru Ford as a promotion. Yes, I still have the models, one of which has the optional gas engine. Still, hardly a match for the real thing.

In 1967 my parents bought me a 1967 blue fastback model (which I still have), available through Ford as a promotion. A good way to pacify a 12-year-old kid.

By the time 1969 rolled around, I was really primed for the newly unharnessed Mach I which I immediately fell in love with. My father, who at the time was a parts manager for a prominent Ford dealer in Philadelphia, brought home a brochure of the new Mustang (I still have that, too). It seems as though the closer I got to actually being able to own my dream Mustang, the less exuberant my parents became. I remember down to the last option, the Mustang that I would have chosen from that brochure.

The next few years my desires gave way to dirt track motorcycle racing and girls. It was worth the trade.

During 1974 a friend of mine purchased a Mustang, and you guessed it, it was my dream car! I have never in my life been more jealous of anything. It just did not seem right for someone else to own "my car."

After a year of lusting, the car went up for sale, and needless to say was purchased that very same day by me. After waiting 10 years I had finally gotten my dream car.

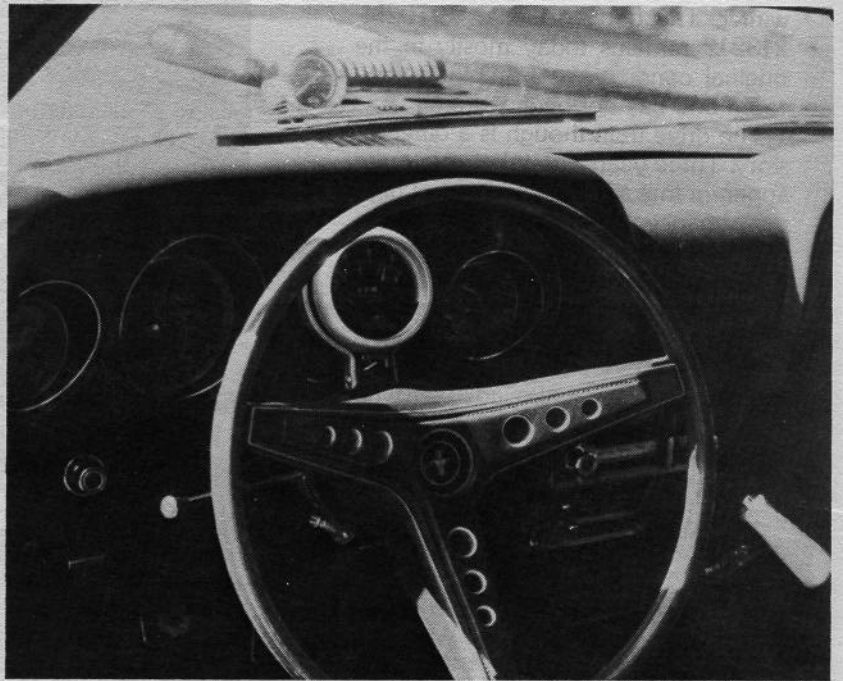
Since acquiring the Mach I, it has been exclusively garage-kept and



never rolls out in rainy weather or winter. The body of serial #9T02M-213212 remains today mostly in the original condition as from the showroom and has not been restored.

The drive train though is a different story. Three years ago it became quite apparent that a certain amount of high performance had taken a toll and a complete rebuild was in order. The car sat for over two years while acquiring sufficient funds for the costly high performance goodies. It was the longest two years of my life. Thanks to my good friend Clive Whyte of Philadelphia who persuaded me to "do it right the first time" and who helped greatly with the building of the drive train, the wait was well worth it. The car still has the 351W 4V, but the guts of the engine are slightly more potent than the factory version. The 2.32 4-speed transmission was replaced by a 2.78 box, the rearend ratio changed to a 4.57 (still not enough) and 31 spline axles were installed. The battery was relocated to the trunk and a very unique fuel pickup in the tank added along with an electric fuel pump and 1/2 fuel line completed the rebuild. The leaf springs were customized and in the front Stam-Bar support rod assemblies hold down the sway bar.





My wife is scared to death to drive the car (never has), but my 2½-year-old son loves it (he hasn't driven it yet either!). I am presently in the middle of restoring a 1970 Mach I. It will be 100% pure stock.

I have made no real alterations to the appearance of the car because I believe it is really difficult to improve on this particular year-styling. The car is no longer stock original, body or drive train, which might disappoint some purists, but it is just the way I want my dream car to be. Hey, after all, it is still a FORD MUSTANG.

Here is some additional information on Phil's Mach I:

Engine Modifications:

Bored .030

Crankshaft — balanced

Camshaft — Ford C7FE model solid lifter type originally for 289 HiPo

Pistons — Arias 12½ to 1 compression with sealed power rings

Rods — completely reconditioned with Pioneer bolts installed

Push Rods — special ⅜ dia. hardened

Crankshaft Gear — Pro Stock Engineering (ProDex)

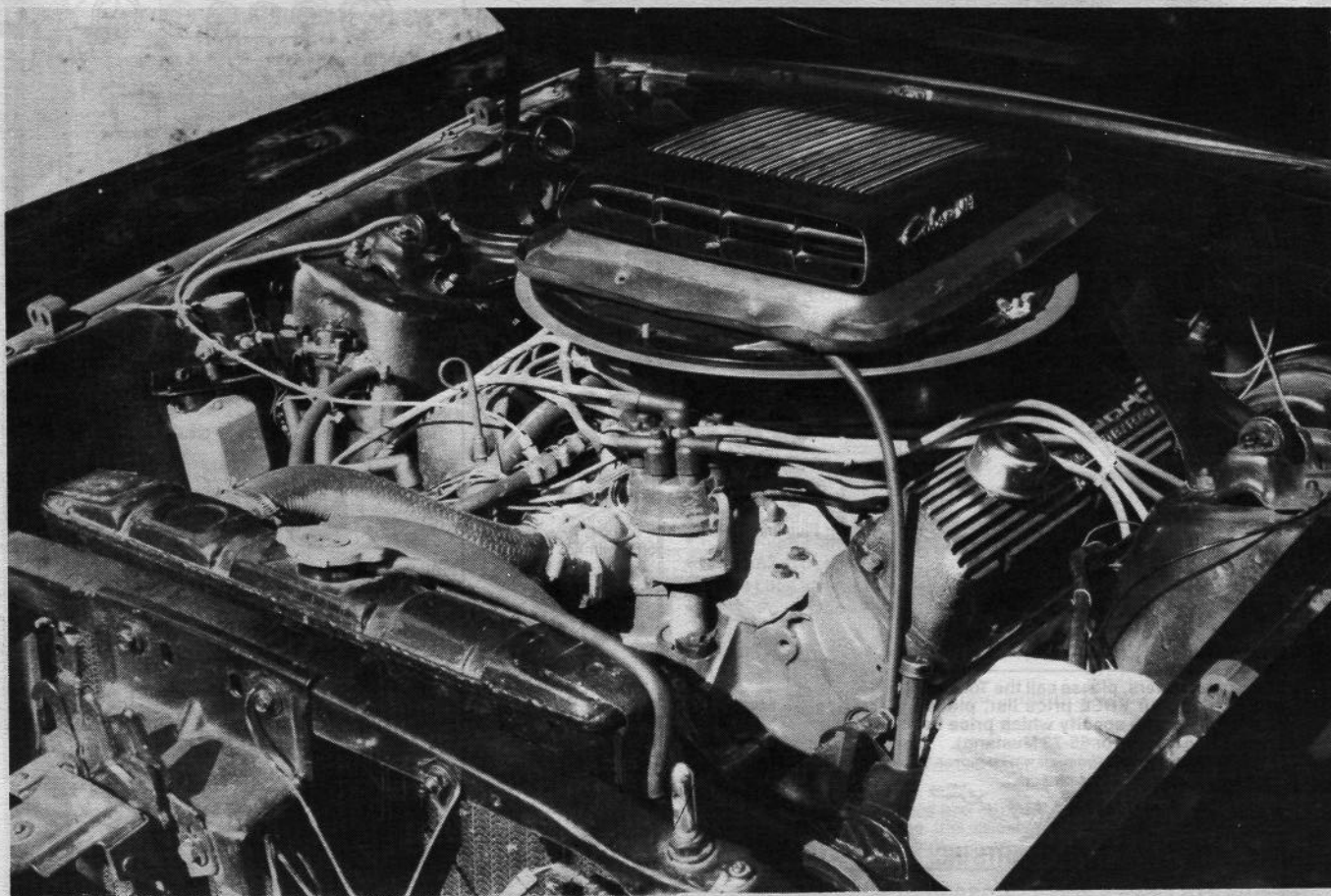
Shelby type valve covers



Oil Pump Drive — Pro Stock Engineering
 Distributor — Accel Unilite (no points)
 Heads — stainless steel valves, bronze guides, 3/8 screw-in rocker arm studs, completely ported and polished, roller rockers, stud girdles
 Exhaust — Hooker headers
 Intake Manifold — Offenhauser with 750 cfm double pump Holley Carb.
 Oil Pan — Milodon 8 quart capacity
 Holley electric fuel pump (mounted near fuel tank) with dual pickups fed through 1/2 inch fuel line. Also has cowl mounted fuel pressure gauge.
 Battery — trunk mounted (non-factory)
 Transmission — Ford toloader 4 speed. Stock — 2.32 ratio; now has optional 2.78 ratio

Drive shaft loop installed and rear U joint girdle
 Bellhousing — Lakewood
 Shifter — Hurst competition plus 4 speed with roll control in "T" handle
 Rear — 5.43 ratio with 4 pinion traction loc rear assembly, 31 spline axles
 Wheels — Front 14 x 6 Cragar SS mags with F70 x 14 ProTrac tires; Rear 15 x 7 Cragar SS mags with L60 x 15 ProTrac tires
 Miscellaneous — Tachomer - Auto meter with automatic shutoff (shuts engine down momentarily at pre-programmed RPM for missed shifts, etc.).
 Ram Air (installed myself)
 Front Spoiler (installed myself)
 Rear Spoiler (installed myself)
 Cobra emblems on both fenders and

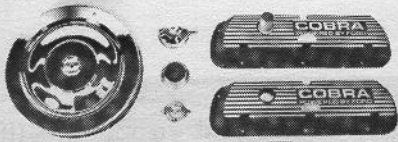
decklid and on ram air. (If you owned a Chevy would you, in your right mind, race a car with a Cobra emblem on it?)
 Tow Tabs on front below front bumper
 AM/FM stereo 8-track installed with four-way rear speakers
 Interior — stock and original
 Front Suspension — Stam-Bar front sway bar link kits installed
 Rear Suspension — extra leaf added to leaf springs
 Dash mounted mechanical oil pressure gauge in right-hand pod where stock Ford gauge originally located (electrical oil pressure)
 Exterior Color — Raven Black
 Interior Color — Red, Mach I knitted vinyl



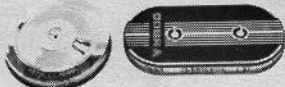
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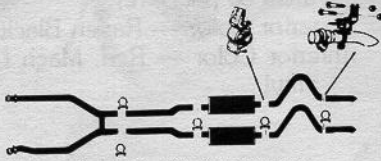
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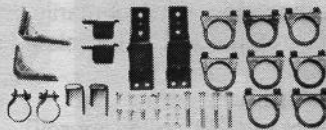
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—67 199.95



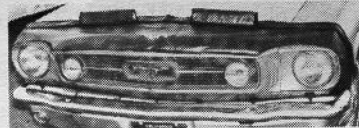
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—66 GT 36.95
—66 Standard 34.95



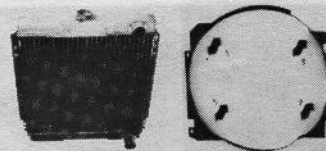
Wood Grain Dash Kit—65/66 32.95



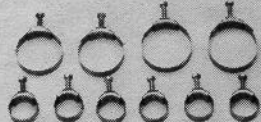
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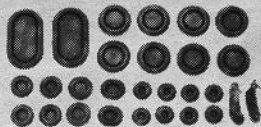
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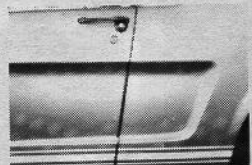
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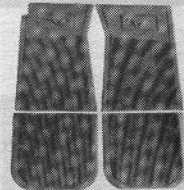
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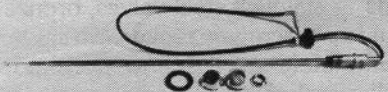
Export Brace—65/70 43.50



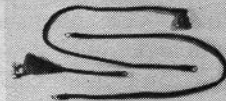
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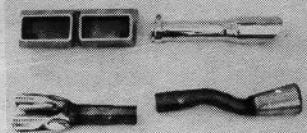
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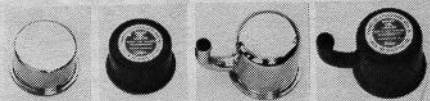
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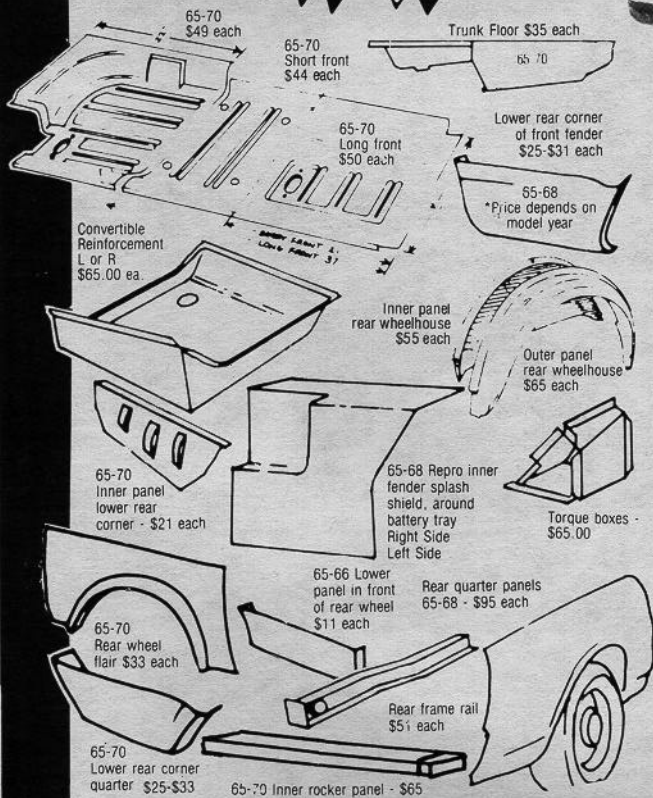
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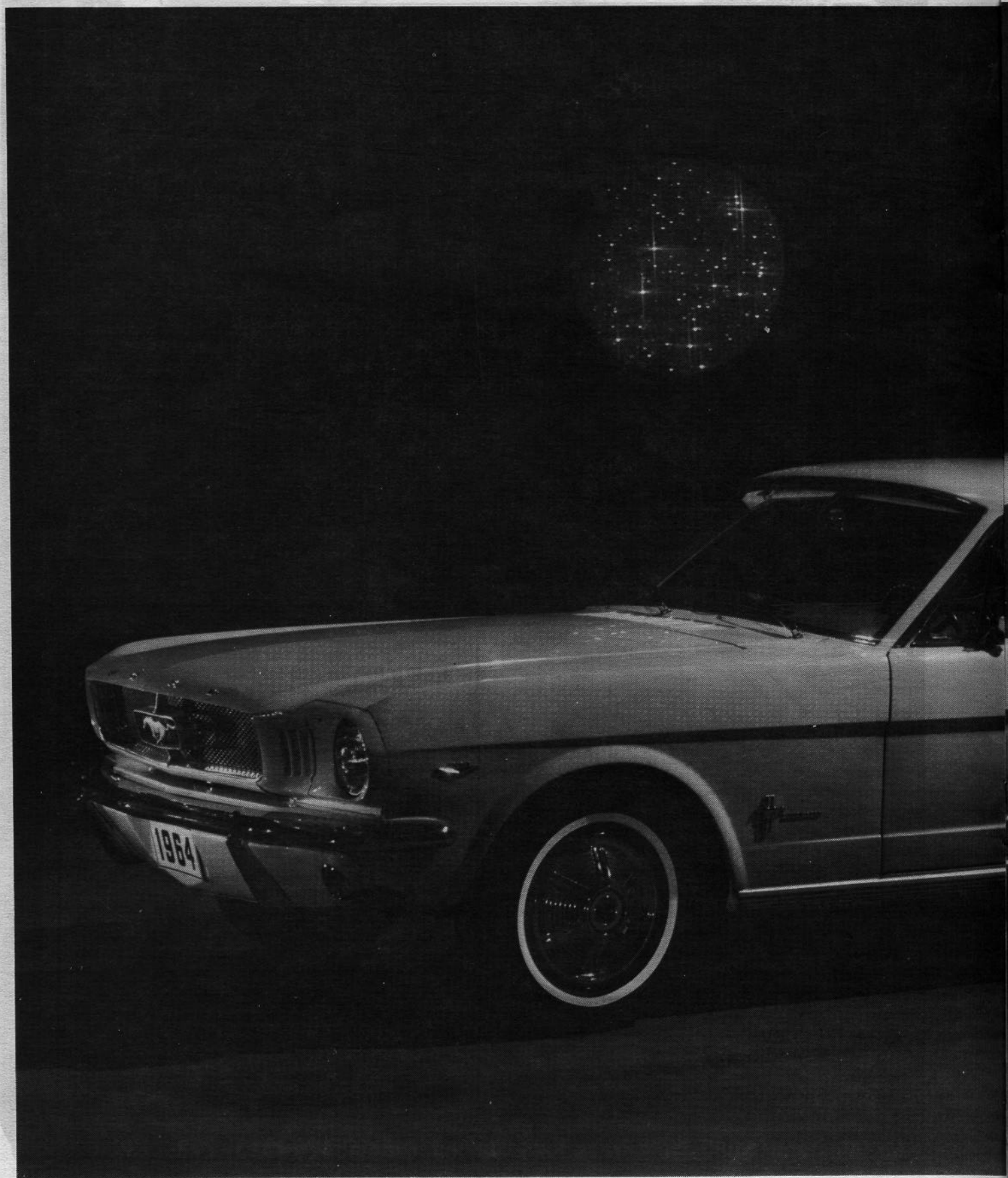
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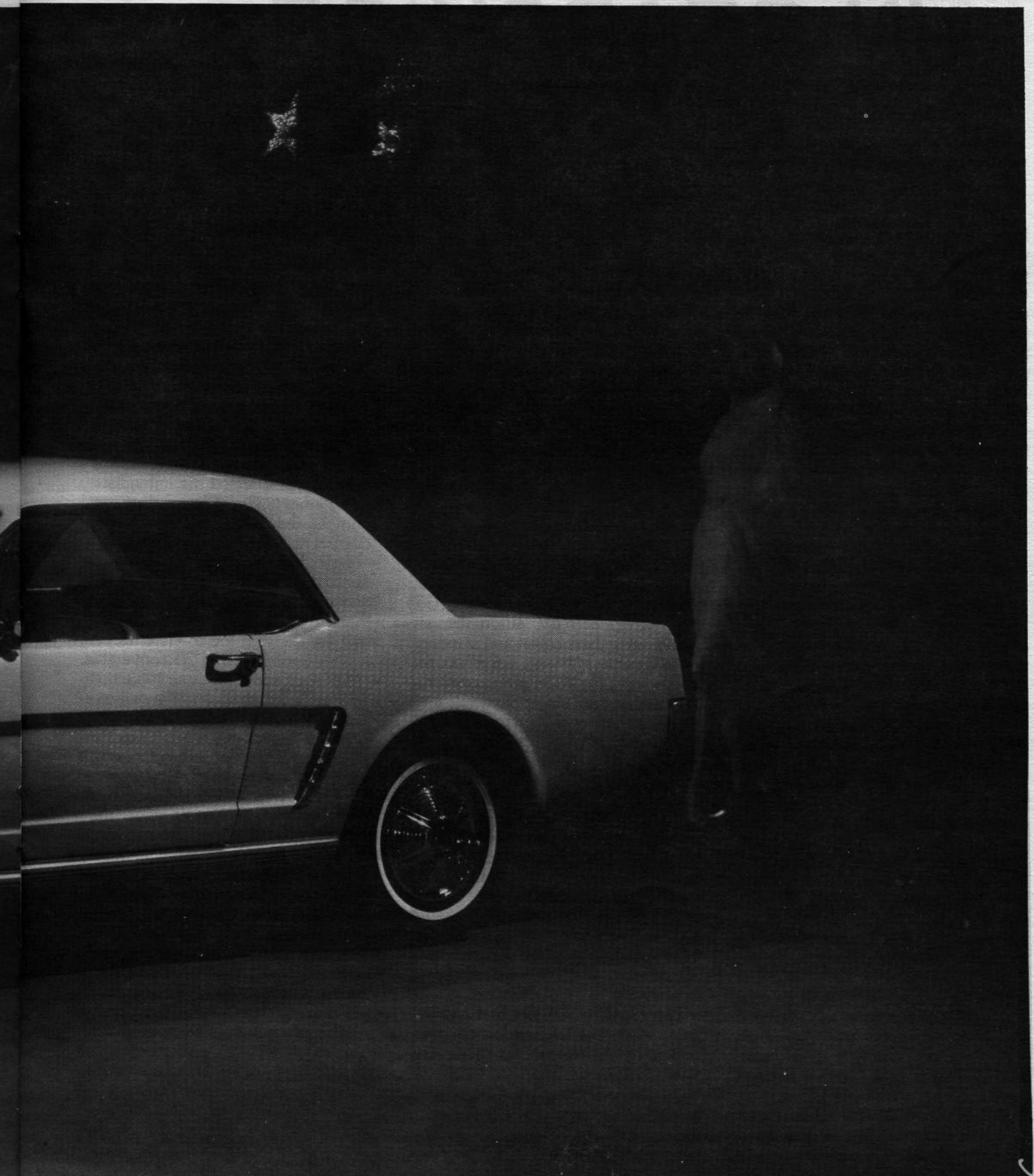
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and his son, Dennis, Jim and Dennis
both played with the car.



with the car, Mr. Jim Ford

was looking in detail

IN SEARCH OF MUSTANGS

by Jim Smart

Welcome to 1984! The year of the Pony and you all are a big part of it! Our very own Mustang is officially twenty years young April 17th. What will you do to celebrate? Those with early production Stangs will do it big (barring smashing the champagne bottle on the front fender). We will all feel a special pride this spring that goes with Mustang buffs everywhere. Remember what they said in '64? "America's new Fun Car!" All those cute little ads on TV and in the magazines. It was a magical period indeed. Mustang started it all and . . . the Pony Car era lives on today! A love affair, twenty years strong.

One thing about this Mustang research business, you never know what will turn up next. The past five years has blessed me with exciting Mustangs and most important, beautiful people (Oh yes, it hasn't all been beer and skid-dles!). Fred Glazier was sitting around the barn one day last June when he spotted a Mustang ad in Hemming's. "America's Number 1 Mustang," said the ad. As most of you well know, every Mustang ad has the ol' hard sell, with few exceptions. There are always the ones that are billed, "Oldest known" or "Owned by Ford family gardener," you name it. We get excited, only to discover the seller had "less than honest" intentions. Well, this ad was for real and turned out to be yet another "World's Fair Mustang!" Naturally, Fred made me aware of this unique sounding Mustang. I then contacted its owner, Bob Maxwell of Pennsylvania. Bob was very eager to tell me about his unusual Mustang. A get together was arranged and in two weeks, my wife, Diane, and I made our way north. In talking with Bob over the phone, I had the feeling I had heard his voice before.

We met Mr. Maxwell at a local restaurant near his home. Bob, slightly graying, was seated in the green metallic convertible. We followed Bob to his

home nearby. We introduced ourselves and began to chat about our mutual interest . . . automobiles! Bob has quite a collection of automobiles, ranging from a 1968 Pontiac Bonneville convertible (packed full of 428 4V and 4 speed) to a Bentley once owned by Richard Nixon!

With such an impressive collection, and such a unique voice, I had to ask Bob what he did to put food on the table. "Oh . . . Jim . . . I do TV commercials . . . you know . . . TAKE AIM AGAINST CAVITIES!" You can well imagine my reaction. I began to wonder if AIM would stop those cavities in the floor pan of my Mustang.

Bob so graciously allowed me to photograph and study his Mustang closely. I'll share my findings with you. 5F08A684768, a 1965 Mustang GT convertible, 289 4V, automatic, air conditioning, bench seat and standard interior. This Mustang bares no relationship to the 24 Mustang convertibles used at the "Magic Skyway." It is, however, historically more important and here's why. Bob's Mustang, as Ford Motor Company documentation shows, was a background unit on static display at the Ford exhibit. This means that his Mustang was on a pedestal or similar for display purposes. At some point during the fair, this Mustang was pulled and used in the World's Fair Parade where Henry Ford II, Donald Frey and Lee Iacocca were seated within. They could have easily named this Mustang, "The City of Dearborn," considering the raft of Ford brass within!

This Mustang was not as I had expected. Years of use, accident damage, and a recent restoration made this Mustang somewhat different than we had imagined. Gone were the original wire wheel covers and in their place . . . the ever popular Style Steel units. The restoration, performed by the previous owner, a real estate agent in New Jersey, was lacking in detail.

The GT badge on both front fenders was accompanied by the classic galloping pony insignia, obviously not authentic. In viewing the engine compartment, I quickly discovered accident damage. The previous owner had indeed been in an accident and lost interest in the Mustang thereafter. Bob picked up this Mustang at an auto auction in Fleming, New Jersey in 1979. The previous owner had been the only owner since Ford Motor Company.

The most notable item is the lack of the warranty data plate on the driver's door, which directed me immediately to the inner fender. The warranty serial number did indeed match the Ford documentation.

Bob's Mustang, though very historic, needs detailing to bring it to the condition that it once was. I would like to thank Bob for his gracious hospitality and for allowing me to view his very historic 1965 Mustang GT convertible.

Let's talk about my June 1983 trip to Dearborn, Michigan and the one-of-a-kind experiences that took place. Not only did this trip net a wealth of Mustang information (yet to be released), it enabled me to meet some very special people as well. Come along and let's share the memories!

Bill Bailey of Crofton, Maryland and I set out for Detroit the morning of May 29th, a rainy nasty day! Bill's 1983 Mustang GT was definitely the way to fly in style. Life in Detroit is much different from what most of us are used too. Car carriers are a common sight, as are assembly plants for all the auto makers. Ah yeah, Detroit, Michigan, home of 70 MPH driving and . . . no one cares!

The most memorable occasion in Detroit was an interview with Mr. Edsel Ford II for *Mustang Monthly*. Meeting Edsel Ford II was truly a pleasure. I found Mr. Ford to be one of the nicest people I've ever met and if there ever was an automotive buff . . .

There were others too, that made the visit quite memorable. Mr. Jim Hager

and his son, Dennis. Jim and Dennis are both Mustang buffs as they drive the popular Pony Car everyday. Jim, who is employed by Ford, drives a 1983 Mustang convertible, while Dennis drives his 1966 Mustang hardtop. Jim equipped his 1983 drop top with the 5.0 Liter V-8 and the new 5 speed. Dennis was a bit young to equip his 66 Mustang back then, so he is satisfied today with 200 CID power in the 66 hardtop. Jim and Dennis, I thank you both from the bottom of my heart for your gracious hospitality and friendship.

After visiting with Jim and Dennis, I contacted Ron Wahl there on Grosse Isle and we got together. Ron owns one of "fifty" 1972 Mustang "Sprint" convertibles and he allowed me to view it, along with his 1964 Ford Fairlane. Both cars are a sight to behold! Ron and I spent an afternoon chatting over our lives and the World of Ford.

The Mustang Owners Club of Southeastern Michigan and Dearborn Assembly are so involved, they are topics of yet other columns for you to see in the future.

5F08F100001 was the topic of another day. Production Mustang Number One was viewed in storage, courtesy Henry Ford Museum and my good friend Les Newcomer. Les, Bill and I spent a day talking Mustang and digging deep into Mustang #1. Our findings were many and not all of a positive nature. Mustang #1 is very original, yet lacks many of its original items. I'll share our findings with you.

Opening the door of 100001 is like witnessing a birth for the first time. I have never opened a Mustang door and been hit with "New Car Smell," have you? Close the door, once inside, "thump," WHAT WAS THAT?!!! That solid, new sound of a car door slam. Something else I've never heard in our ol' Mustangs. Ah yeah . . . isn't this neat!? Seated in Mustang #1. Was Jim Smart excited? You bet! Not even 11,000 miles on this nineteen-year-old Pony. Why is it, she is not as I expected? A virgin Mustang, yet she has seen harsh treatment.

Neither headlight is the original FOMOCO type. The 64½ hood has been replaced with a 65 type. The original 2100 Autolite carburetor replaced with a rebuilt unit. The blue color 260 V-8 with oil filler tube on the valve cover? Even the original spare tire



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has been used! All disturbing items and open to question. What happened to the original hood? Accident or collector's item? The spare tire had an obvious answer. In viewing the trunk area, we found a wheel and tire assembly with seriously damaged lug holes, obviously a case of loose lug nuts at 60 MPH!

Mustang Number One has been repainted and "poorly" I might add. After years in storage and abusive relocations, Father Time has not been kind to 5F08F100001. With under 11,000 miles on the clock, she has a Jekyll and Hyde personality. Some areas are flawless, while others show serious signs of abuse. A non-climate controlled environment has caused 100001 to rust on the exterior floor pan and frame rails. These items, given time, will be the ultimate death of "America's Original Pony Car."

Captain Stanley Tucker, original owner of 100001, has been contacted as you well know. Captain Tucker today is a corporate jet pilot who spends his time flying business executives around the country. Stan Tucker is quite a fellow with fond memories of 100001, plus his 66 Mustang known as "One Millionth." The 66 Mustang is gone, but the memories are many for Stan Tucker. We will share Stanley Tucker with you in a future issue. I did take the liberty to tell Captain Tucker about his first Mustang. He was surprised to learn of its condition today, so were a lot of Mustangers!

Stay tuned to IN SEARCH OF MUSTANGS as we keep the surprising information coming your way!

Jim Smart

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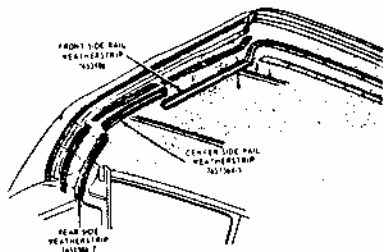
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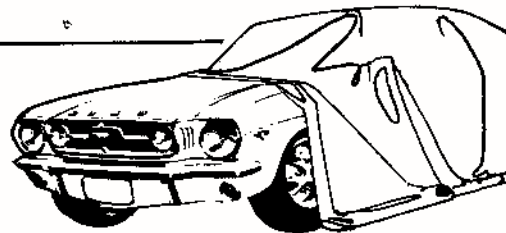
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Adjusting Valves In A High Performance Engine

by
Dale Bowes

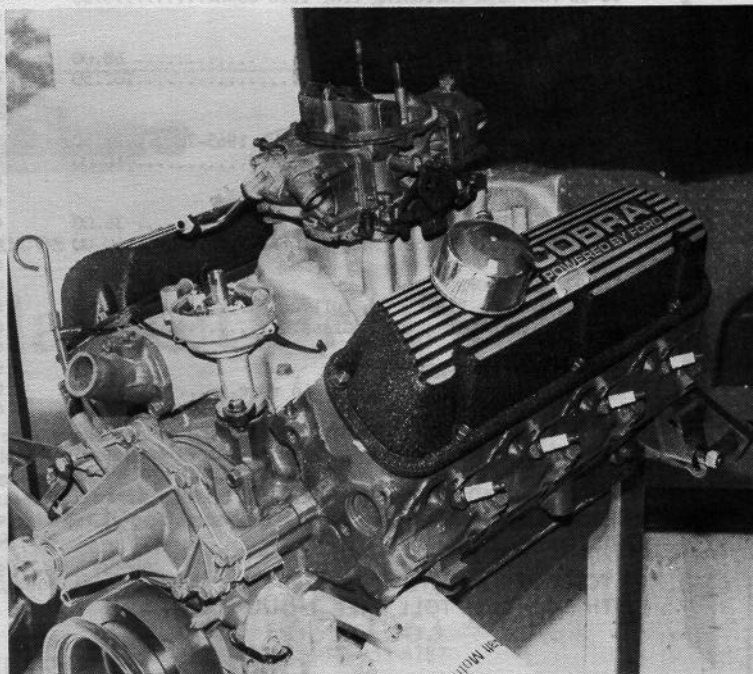


1. Typical high performance 289 engine.

Owning a high-performance Mustang is a treat. Memories of a time when fuel was cheap and cars were fast, are recalled every time I hear the tick of solid lifters. But too often, the familiar tick becomes a noisy clatter.

Adjusting the valves is a chore most owners with patience and some mechanical knowledge can perform themselves. I am presently the owner of two Mustangs, one of which is a 1965 high performance 289 GT Coupe. I would like to relate the procedure that I use when my valves need adjusting.

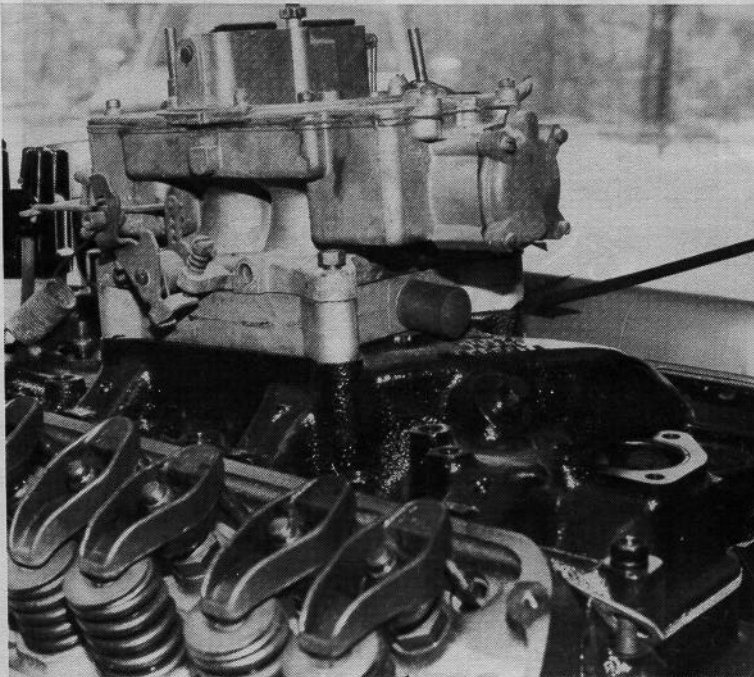
The first thing you should do is warm up the engine. Most service manuals give two valve settings, one for cold and one for hot. The cold setting is used when initially setting up an engine after reassembly. We are interested in the hot setting. This setting is more important since the car is operated hot. If the valve setting is too close, the valve will



High Performance 289 Engine



2. Tools necessary for the job: from left — feeler gauges to measure clearance, sockets and ratchet, new valve cover gaskets, and a fender cover (Mustang type of course) to protect the finish.



3. A piece of plugged hose is used to block off PCV valve hose inlet.

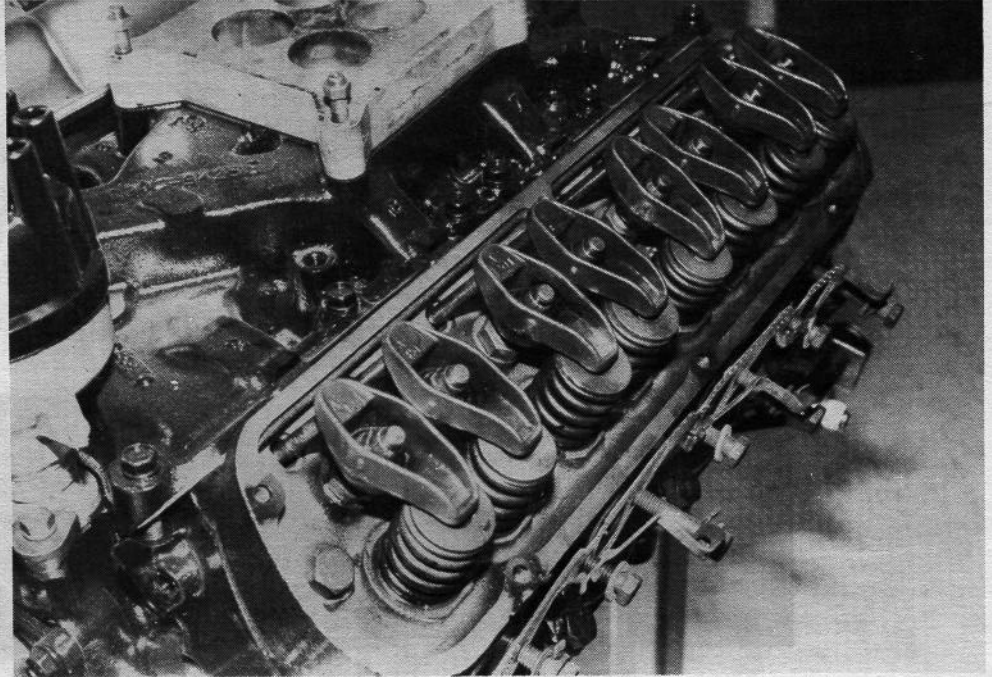


4. Folded newspaper prevents oil from splashing on fender wells.

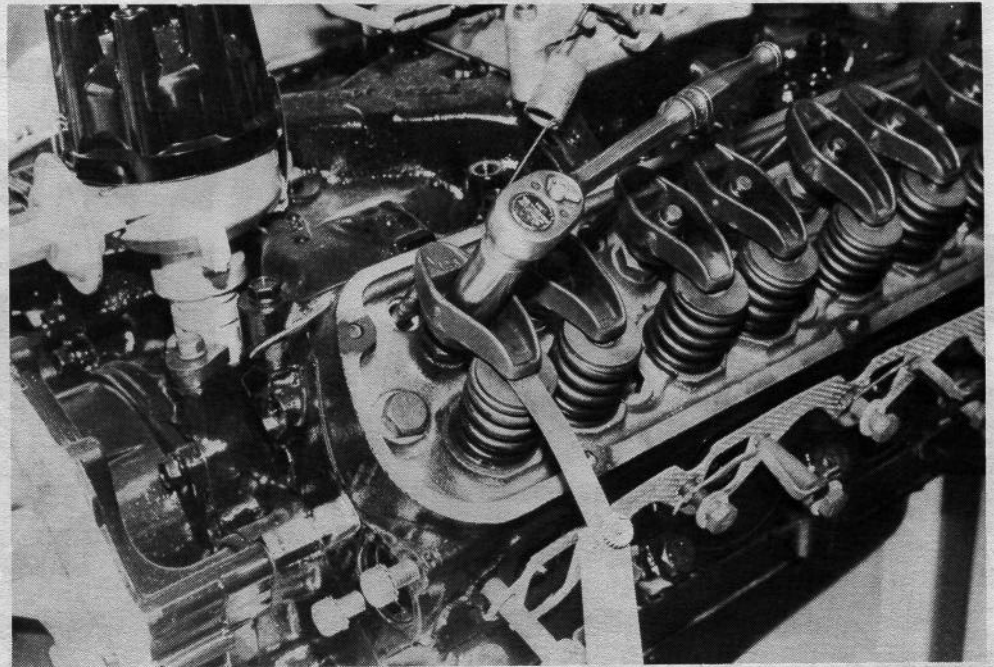
open too early and close too late causing rough engine idle. Heat from the valves will cause burning and warping because the valve will not make firm contact with the valve seats long enough to dissipate the heat. If the lash is excessive, it will cause the valve to open too late and close too early causing valve shock. This can also cause cam damage from the shock.

After removing the valve covers, you will see the valves, 8 on each side (4 exhaust which are in line with the manifold and 4 intake). The setting is .018 for both.

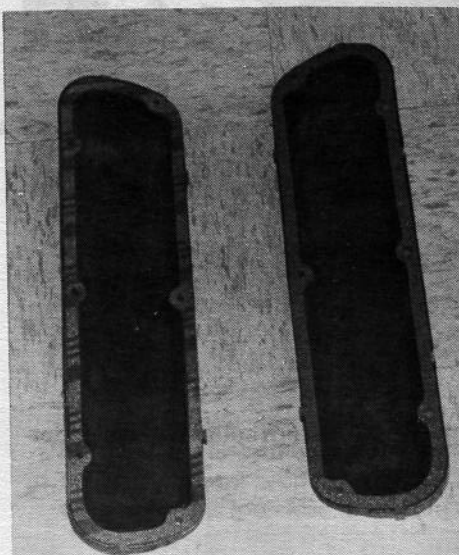
- Be sure the engine is at normal operating temperature
- Remove the valve covers making sure you block the PVC hole at the base of the carburetor (picture 3)
- Before starting engine, fold a piece of newspaper and insert it below the valve springs to prevent oil from splashing on the exhaust manifold and you (picture 4)
- Run the engine at the slowest RPM you can to maintain a smooth idle. Starting at the front valve, insert the feeler gauge between the top of the valve and rocker arm. If you use a "go, no go" gauge (.018-.019) turn the stud nut so the small end slips in but the big end doesn't. I use a straight .018 gauge and adjust the rocker arm to a slight drag.
- After all the valves are adjusted, replace the valve covers, PCV valve and air cleaner and enjoy a correctly adjusted engine.



5. Clearance is set between top of valve spring and rocker arm using nut in center of rocker arm.



6. Feeler gauge is used to gauge clearance under rocker arm. Tighten nut to reduce clearance, loosen nut to increase clearance. A go-no-go gauge can be used but a slight drag on feeler gauge is procedure I use.



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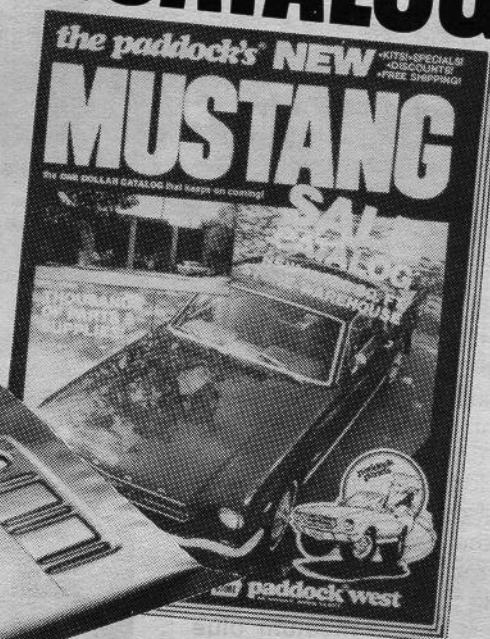
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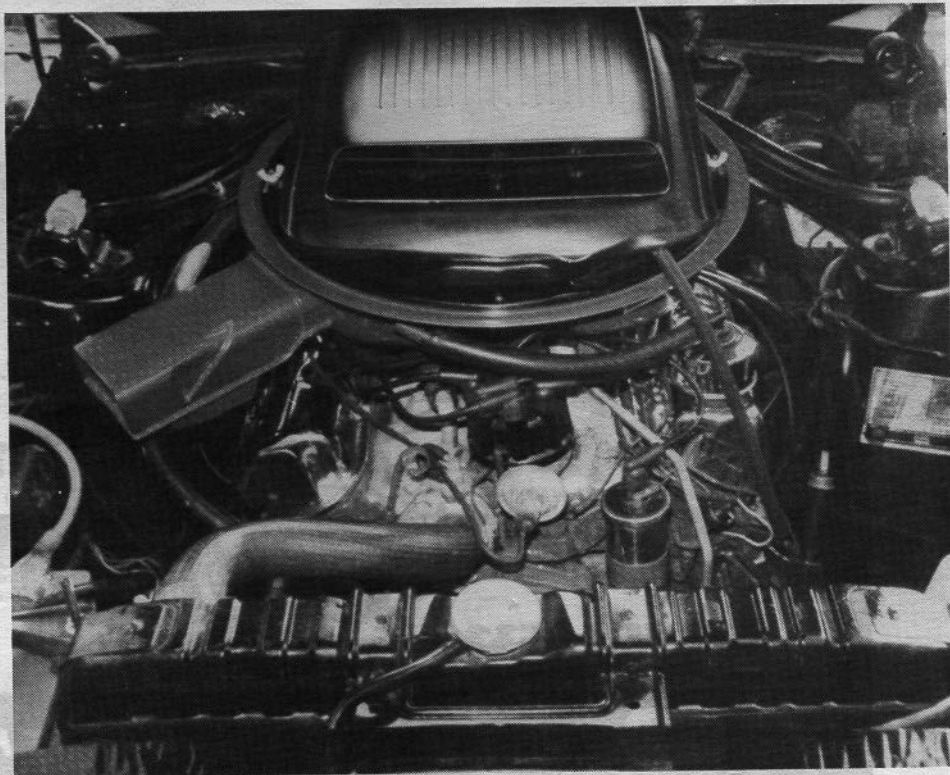
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Dave Oakes 1969 Boss 302



After developing a love for Mustangs from my first car being a '65 hardtop and my second car a '65 convertible, I purchased my '69 Boss 302 in October, 1973 in Toronto, Canada for \$1,700.00. It was a medium blue metallic color and fairly well equipped. The data plate information is as follows: Body 63B, Color 6, Trim DA, Date 15E, DSO B1, Axle S, Trans. 6.

I drove the car for just over three years before deciding to restore it, so I started by totally disassembling it. I then installed new Gabriel shocks, upper control arm bushings, ball joints, strut rod bushings, sway bar bushings and completely rebuilt the brakes. Next came the power train. The engine was totally rebuilt including a new Boss block, pistons, rings, bearings, lifters, timing chain, fuel pump and carburetor. The rods were shot peened and the engine balanced. I rebuilt the transmission and installed a Schiefer heavy duty street clutch.



My attention was now turned to the body. I purchased new from Ford, front fenders, bumpers, all chrome trim and weatherstripping. On various trips to the Southern states I purchased two doors, two full quarters and a trunk lid. These were all sent to Redi-Strip in Toronto to have the paint and any hidden rust removed. I installed the doors, fender, engine hood and then had them fit properly before cutting off the old quarters. This was my first attempt at any bodywork, so installing two quarters was a bit scary.

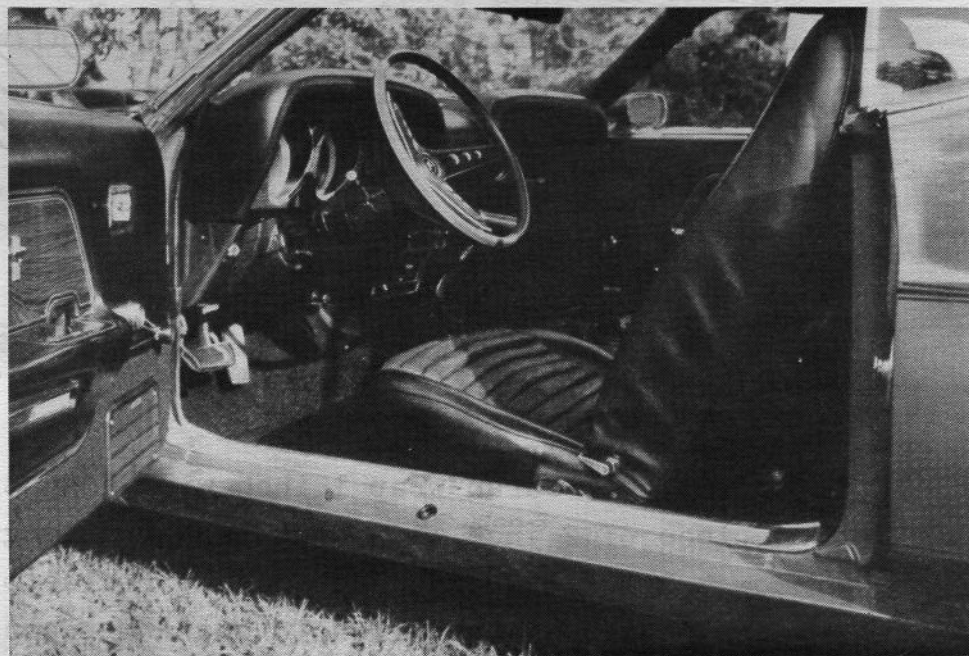
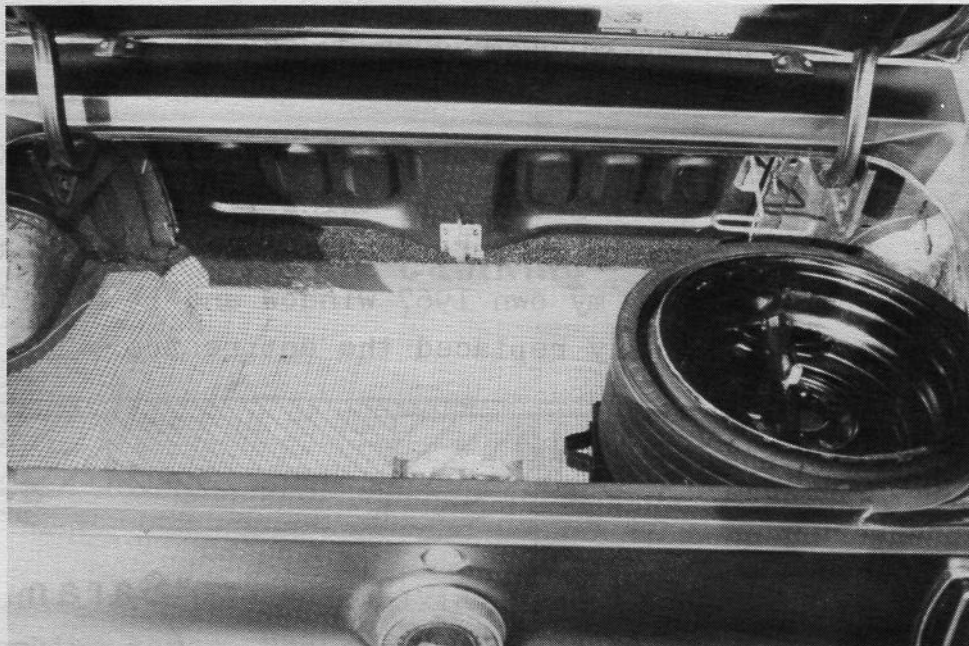
Two features I added to the car that I feel should have been standard equipment, are a ram air hood and 4 speed HURST COMPETITION Plus shifter.

I block sanded the entire car and had my friend Gary Hillier do the final preparation and apply the original color, medium blue metallic, in acrylic enamel. One week later we applied the flat black to the hood, around the headlights, trunk lid and tail light panel. After the car was back home I installed all the chrome, new carpet, interior and the Boss 302 stripe kit. Options on the car are tilt wheel, front and rear spoilers, sport slats, dual rear view mirrors, tach, console, deluxe interior, rim blow steering wheel, AM-FM, fold down rear seat, 3.50:1 traction lok, power steering and brakes.

The first car show I entered my Boss in was in London, Ontario in March, 1983. The car was put in the "Current Restored" class and I was ecstatic when it took 1st place in that class. This past summer I attended two shows in Michigan, SAAC8 and the Super Ford Street Machine Nationals . . . had a great time, and received a lot of good comments about the car.

Being an auto mechanic by trade, I did most of the work on the car myself, with a little help from two friends, Gary Hillier and Dale Drew.

In the fall of 1979, I purchased a yellow '69 Boss 302 for daily transportation and in October, 1983, I removed the car from the road for restoration. Need I say more??!

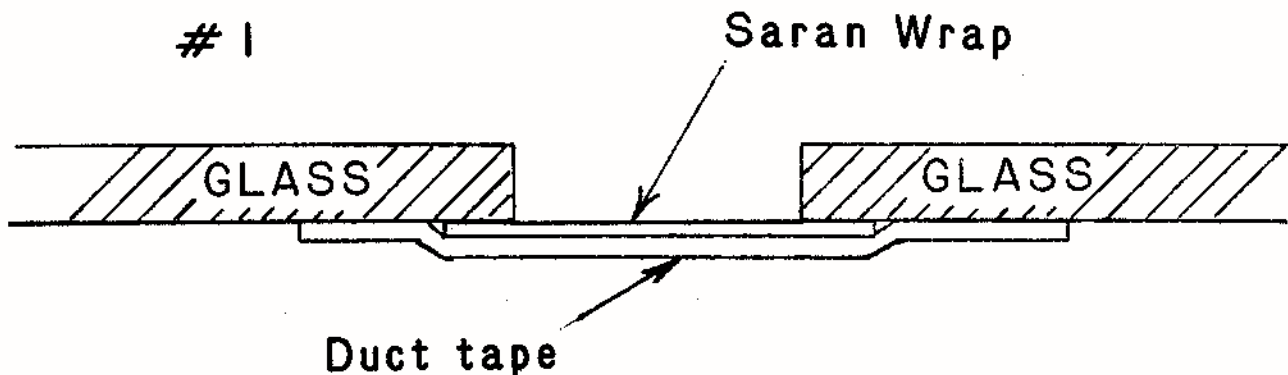


REPAIRING MUSTANG FOLDING CONVERTIBLE REAR WINDOWS

In regard to the letter from Janet K. McKie in the December issue of Mustang Times, I think I might be of help.

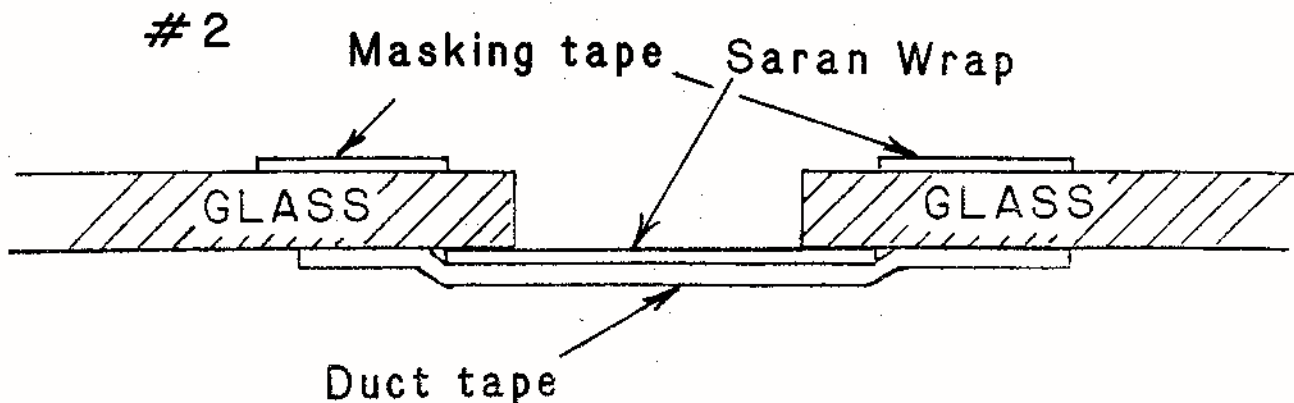
Enclosed please find a step by step solution to the problem. I did this on my own 1967 window and it held fast for three years until I finally replaced the entire top.

Roy Mikkelsen
Winnipeg, Manitoba
Canada



Cut existing rubber from between the pieces of glass and clean thoroughly with lacquer thinner.

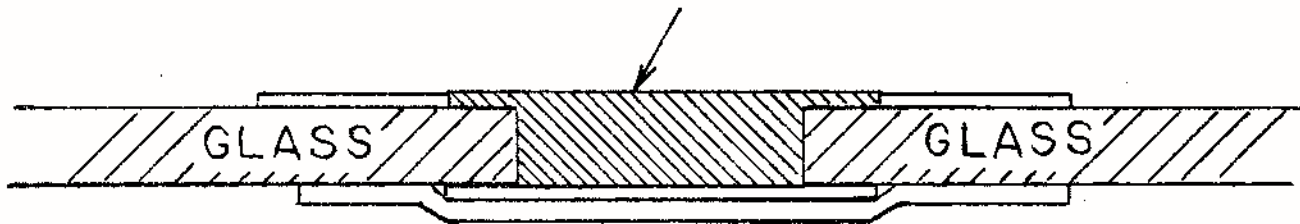
Cut a strip of Saran wrap 1 inch wide and stick it on the center of a piece of 2 inch wide duct tape the length of the width of the window. Stick the duct tape to the inside of the window as shown in drawing #1. This will hold the two pieces of glass together and the Saran wrap will make it easier to remove when complete.



Put a strip of 3/4 inch masking tape on each side of the opening approximately 1/4 inch from each edge as shown in drawing #2.

3

Silicone caulking



Using a good grade of clear silicone caulking fill the opening to the top of the masking tape. Use a putty knife to smooth the caulking flush with the top of the masking tape and allow to cure for 24 hours.

See drawing #3

Using a razor blade, cut along the edge of the masking tape next to the silicone, then peel off the masking tape. Peel the duct tape and Saran wrap from the inside and the job is complete.

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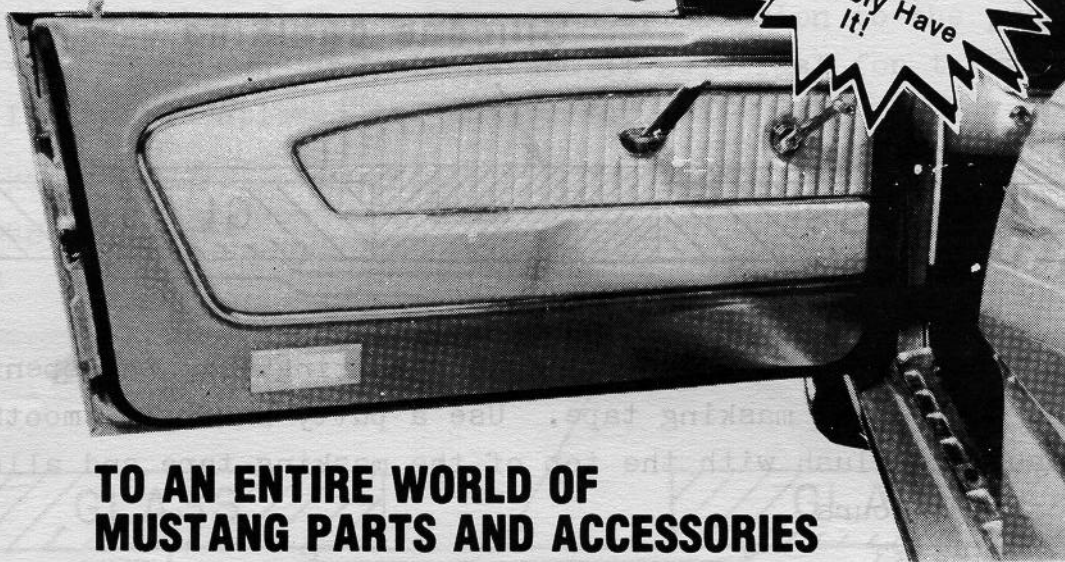
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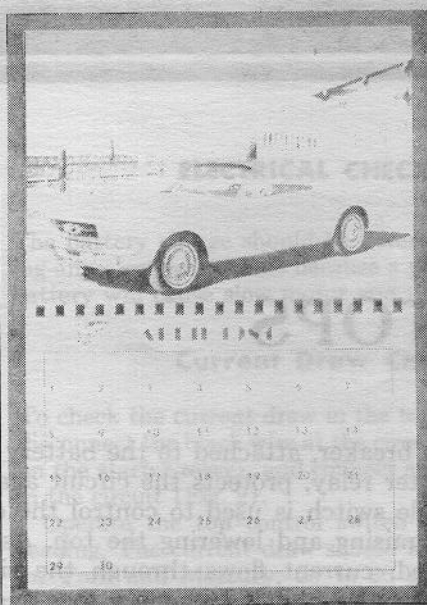
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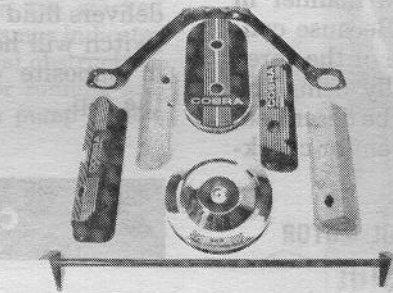
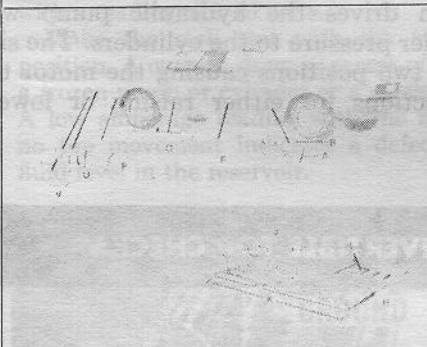
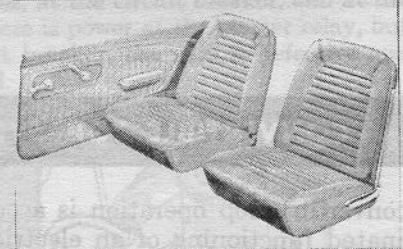
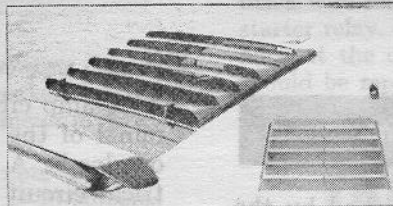
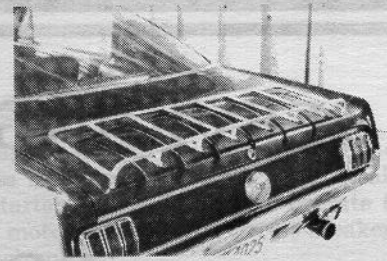
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A 30-amp circuit breaker, attached to the battery terminal of the starter relay, protects the circuit against overloads. A single switch is used to control the electrical circuit for raising and lowering the top. As the switch is operated, current flows through the single wires that connect the switch terminals to a motor. The motor then drives the hydraulic pump which delivers fluid under pressure to the cylinders. The single switch will have two positions causing the motor to go in opposite directions for either raising or lowering the top.

CONVERTIBLE TOP CHECKS

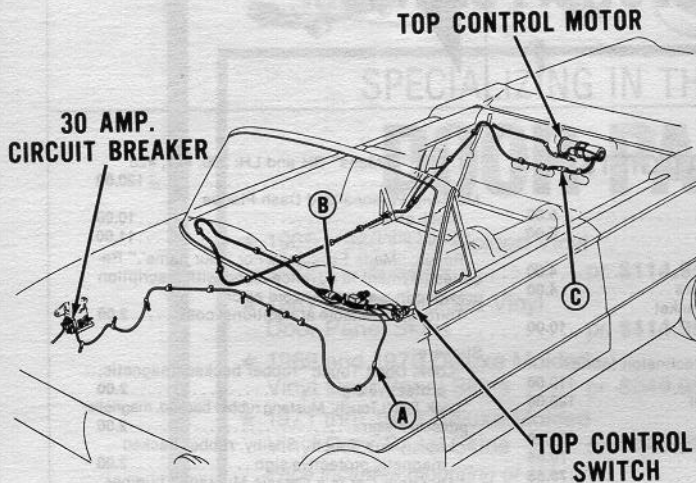


Figure 1—Convertible Top Electrical System

THE CONVERTIBLE TOP ELECTRICAL SYSTEM

The conventional convertible top electrical system uses an electric motor, a control switch, a circuit breaker and the necessary wiring to complete the circuit as shown in the illustration (Fig. 1).

A 12-volt motor is used to drive a hydraulic pump. The motor is reversible so that the pump can be driven in either a clockwise or a counterclockwise direction. The motor and pump assembly is mounted behind the rear seat back. The top switch is mounted in the instrument panel.

If the convertible top fails to operate or operates unsatisfactorily and the trouble is not readily apparent, it may be necessary to make several checks to find the causes of the trouble. Each system should be examined separately. The electrical system is arbitrarily selected for the first analysis.

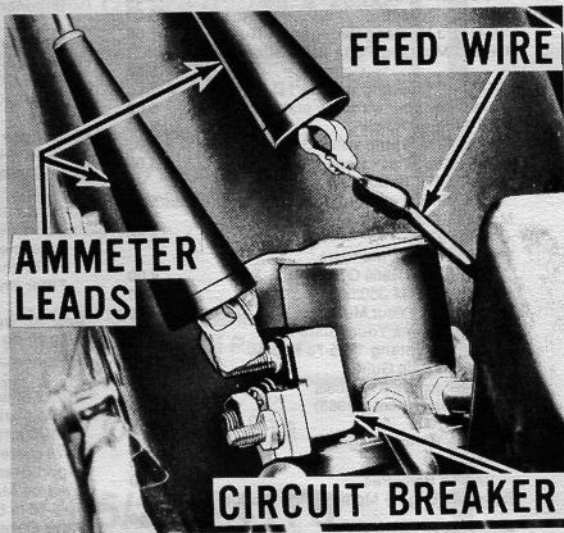


Figure 2—Current Draw Check

ELECTRICAL CHECKS

The battery charge should be determined before making any electrical checks because a partially discharged battery will cause slow motor and pump operation.

Current Draw Check

To check the current draw in the top operating circuit, disconnect the black wire at the circuit breaker (located on the starter relay), and connect an ammeter in series in the circuit (Fig. 2).

Operate the top control switch and note ammeter reading. The current draw should be 20 to 40 amperes for Ford and Mercury; 25 to 30 amperes for Falcon, Mustang and Comet; and 40 to 50 amperes stalled, with a reading of 9-10 volts.

Make the stall test with the top in the stacked position. A current draw in excess of 75 amps indicates a frozen pump or cylinder or a mechanical obstruction. A low amperage reading with the motor running and no top movement indicates a defective pump or low fluid level in the reservoir.

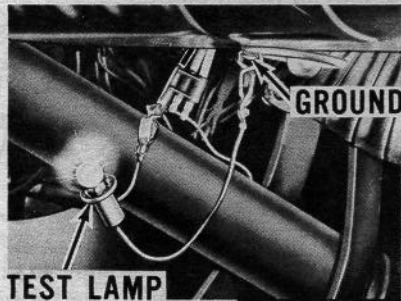


Figure 3—Test Lamp For Switch Wiring

Figure 4—Jumper Wire For Switch Wiring



Top Control Switch Test

1. Connect one test lamp lead to the black (feed) wire of the top control switch, connect the other lead to a good ground (Fig. 3). The illustration, Fig. 1, shows the approximate location of the top control switch. If the test lamp lights there is power at the switch. If the test lamp fails to light, there is an open or short circuit between the battery and the switch.

2. If there is power to the switch, connect a jumper wire between the black (feed) wire and the red wire, and then between the black and the yellow wire (Fig. 4). If the top motor operates, the switch is faulty and must be replaced.

Circuit Breaker Check

If there is no voltage at the top control switch, connect a jump wire across the terminal of the circuit breaker (located on the starter relay, Fig. 5) and operate the switch. If the top motor operates the circuit breaker is faulty and must be replaced.

If the motor does not operate check for power at the black wire terminals, at the circuit breaker, and at the starter relay. If there is power at the starter relay, but none at the circuit breaker, the wire is defective and should be replaced.

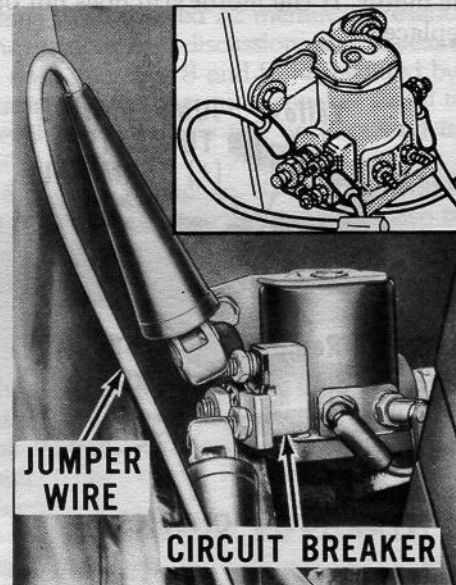


Figure 5—Circuit Breaker Test

Switch-To-Motor Wires

Disconnect the yellow and red switch-to-motor leads at the junction block near the motor. Connect a test lamp between the yellow wire and a good ground (Fig. 6). Operate the top control switch. If the lamp lights there is current to the junction block.

Connect the test lamp between the red wire and a ground, and check by operating a switch. If the test lamp does not light, the wire from the junction block to the switch is defective.

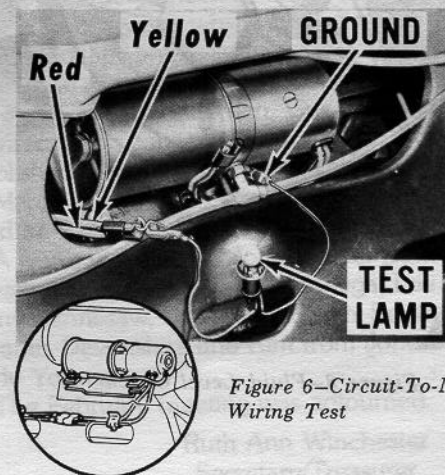


Figure 6—Circuit-To-Motor Wiring Test

Motor Check

Check the operation of the motor by connecting first one motor lead and then the other directly to battery positive terminal (Fig. 7). If the motor operates in either case, but will not operate when hooked to the wiring harness, check the wiring harness again for short or open circuits. If the motor will not work when hooked directly to the battery, check the black (ground) wire from the motor. If the motor still does not operate, it must be replaced.

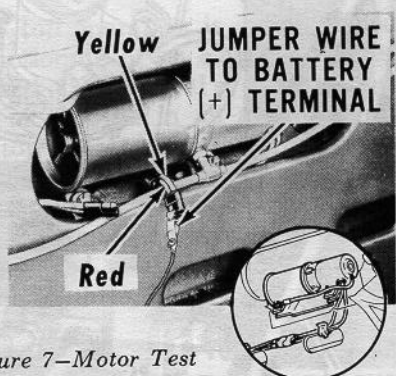


Figure 7—Motor Test

HYDRAULIC CHECKS

Faulty hydraulic system operation can be caused by lack of fluid, leaks, air in the system, obstructions or kinks in the lines or faulty operation of a cylinder or the pump.

A pump repair kit and cylinder repair kit are available at your Ford dealer.

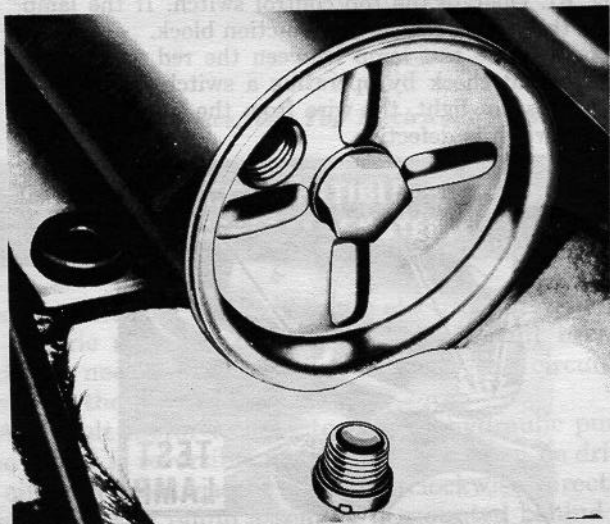


Figure 8—Fluid Level Check

Fluid Level Check

To check the fluid level, raise the top and remove the rear seat cushion and seat back. Place absorbent cloths below the filler plug to absorb any spillage of hydraulic fluid. Remove the filler plug and check the fluid level (Fig. 8). It should be level with the bottom edge of the hole. Do not attempt to operate the top with the filler plug removed. If the level is low check the system for leaks, then add the required amount of fluid and replace the filler plug.

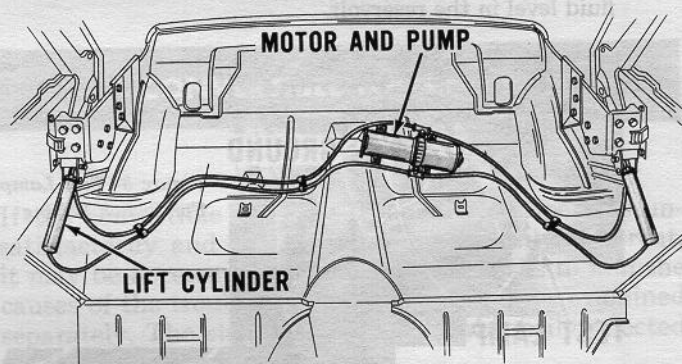


Figure 9—Lift Cylinder Check

Lift Cylinder Check

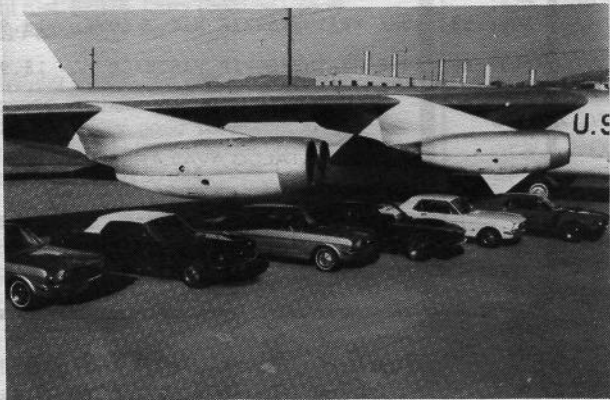
Remove the rear seat cushion, seat back and quarter trim panels. Operate the top control switch, and observe the operation of the lift cylinders. If the movement of the piston rods is sluggish or uneven, check the lines from the pump to the cylinders for kinks or obstructions (Fig. 9). If one piston rod moves more slowly than the other, the cylinder with the slower rod is defective and should be replaced. If both rods move slowly, or do not move at all, and the motor and pump are operating, the pump is defective and should be disassembled and repaired.

REGIONAL GROUP NEWS

Rio Grande Mustang Club

Saturday, February 4th, was the date for a rather different monthly activity of the Rio Grande Mustang Club. At Kirtland Air Force Base in Albuquerque, New Mexico, is the National Atomic Museum operated by the U.S. Department of Energy. Being so near, few Albuquerque residents pay a visit to this unique museum. Anyway, the Rio Grande Mustang Club included a club outing to the museum in the club's annual Activity Calendar. The club's Activities Committee is chaired by Jim Leffingwell and includes Susie Hanna and Mac McMullan.

On arrival at the museum, permission was granted to park some of our Mustangs under the right wing of a U.S. Air Force B-52 bomber on display. For those who have never been close to a B-52, it is a huge aircraft — and the one in this photograph is an ancient "B" model in contrast to the lengthened "H" models now in use. Our Mustangs seem like model cars under the wing.



The National Atomic Museum is a recommended place to visit when in Albuquerque. It houses an outstanding display of memorabilia covering the history of the Atomic Age to include a documentary film, "Ten Seconds That Shook the World." The displays include inactive U.S. stockpile weapons and delivery vehicles from "Fat Man" in 1945 to the present, along with the 280mm atomic cannon. Also on display are some missile re-entry vehicles actually recovered from space flight. Every display is fully documented in a highly professional and interesting manner. The Rio Grande Mustang Club plans to offer a tour of the National Atomic Museum as an activity during the period of our Mustang show over Labor Day weekend. This show will be the Rio Grande Regional '84, August 31-September 2; watch for details!

Ron Miller
Past President

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South Jersey Regional Mustang Club

The February 2nd meeting of the South Jersey Regional Mustang Club showed 22 members present.

The major topic of discussion was this year's car show to be held on September 8 and 9. Highlighted by a banquet on Saturday night with a guest speaker slated to appear.

Details on the show will be discussed in the next few months.

A tour of the Metuchen, NJ Ford plant on April 17 and the 20th Anniversary of the Mustang was also talked about.

Charles VanLewen
Newsletter Editor

The Central Jersey Mustang Club

The Central Jersey Mustang Club began the new year at its January meeting with the election of club officers for 1984. Frank Walton was elected President; Ned Scudder, Vice-President; Gary Fitton, Treasurer; Bob Stuart, Secretary and in charge of club events, Jim Northup and Tom Palmieri. The club looks forward to a very active year. In addition to a membership drive and a number of club events planned for the summer, the club will host its 1st annual Mustang show to be held on Saturday, May 19, 1984, at Nassau-Conover Motor Company, Route 206 and Cherry Valley Road, Princeton, New Jersey. Mailing address for the club is P.O. Box 354, Pennington, New Jersey 08534.

Georgia Regional MCA

At our February meeting, our new officers for 1984 were introduced by our new president, Gail Amanns.

The new officers are as follows: Gail Amanns, President; Tracy Harrell, Vice-President; Ruth Ann Winchester, Secretary/Treasurer.

The February meeting was centered around our 1984 Calendar of Events which were discussed extensively.

A video tape presentation was shown which Cable DeKalb taped and recorded last fall of our 1983 Road Rally directed by our Activities Chairman, Gus Winchester.

Information concerning our activities for the month will be published in our monthly newsletter by Pierre McNeil.

March 4, 1984 our Georgia Regional MCA meeting will be held at Gail Amanns at 2:00 p.m., Sunday afternoon.

A warm welcome to John Harper from Conyers, George Weatherby and son from Dahlonga, Lee and Ann Amthias from Kennesaw, John and Sarah South from Chamblee, Charles Devenshire and Kim from Jonesboro, and Joe and Judy Young.

The February meeting was adjourned.

Ruth Ann Winchester
Secretary/Treasurer

Fort Lauderdale Mustang Club

The Fort Lauderdale Mustang Club was organized in October 1982 with fourteen members and now a year and a half later we have over 80 members that own 100 1964½ to 1973 Mustangs and Shelybys.

In our brief lifetime we have become a well-organized and active Mustang club. We are probably one of the very few Mustang clubs that conduct weekly meetings. Our club is fortunate in enjoying a very close working arrangement with the Koons Ford Dealership in Hollywood, Florida where our weekly meetings are held each Thursday evening. Other Mustang club members are most welcome to visit our club meetings. We are the newest Regional Group in the MCA.

In our very active life we conduct road rallies, mail shows, birthday parties and attend Mustang shows in places such as Tampa, Cypress Gardens, Orlando, Pensacola and Miami. Our Christmas and Birthday parties were well-attended, fun times. We conducted our own Mustang Show one year ago with 40 beautiful Ponies lined up in competition.

Now our club is really excited to be an active participant in the upcoming 20th Anniversary Mustang Celebration, "A LEGEND TURNS 20" at Koons Ford Inc. in Hollywood on April 12, 13, and 14, 1984. We expect a huge number of Mustangs to compete for our beautiful Ford Motor Co. trophies on Saturday, April 14th. Highlighting the show will be 15 of the special production 20th Anniversary Commemorative Mustangs. These very special Mustangs in both hatchback and convertible models will all have the new Ford 205 horsepower 302 V8 engine. Half will have stick shift, manual transmissions and the rest will have automatic transmissions, a FIRST with the HiPo engine. All of these special Mustangs will be painted white with 1965 style red "GT350" stripes on the lower side panels and "PONY" emblems on the front fenders. Each of these commemorative Mustangs will carry a special dash plaque and a limited production serial number between 1 and 5000 for that is to be the total production.

All Mustang owners of 1964½ through 1973 Mustangs are invited to attend our show. You may enter your Mustang in the judged show on Saturday, April 14th or just bring your PONY in and park it in the display area while you look over our cars and get your first look at the special 20th Anniversary Mustang.

Entry forms are available from The Fort Lauderdale Mustang Club, % Mustang Express, Inc., 5837 Rodman Street, Hollywood, Florida, telephone (305) 966-3425 or Mr. Larry Hurst, President, Fort Lauderdale Mustang Club, 725 Azalea Court, Plantation, Florida 33317, telephone (305) 581-9594.

Anyone wanting more information on our Mustang Show or about the special Commemorative Mustang, especially those considering purchase of the 20th Anniversary Mustang, contact Larry Hurst at the above telephone number or address.

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Mustelby Mustang Club

The Mustelby Mustang Club had its regular monthly meeting on Feb. 19, 1984 at 1:00 p.m. Richard Graham, President, opened the meeting. We had 100% attendance this month. We also had three guests. Two guests were from Waynesboro, Virginia and the other was a local man. We also had Doug Miller from the American Cancer Society with us again making plans for our car show. The show has been changed slightly since my last letter. Instead of having it at the Roanoke Civic Center, we will have it at Magic City Ford, 809 Williamson Rd., Roanoke, Virginia, which is just across the street from the Civic Center. Magic City Ford has agreed to be our main sponsor for the show along with The American Cancer Society. The A.C.S. will still receive all proceeds. Magic City Ford has contributed a great sum of money for the planning and arrangements of the show. The date will be July 14, 1984 with July 21 as a rain date. Our entry fee is \$5.00 until June 1, 1984 and \$10.00 after June 1. There will be a \$25.00 entry fee for all vendors who wish to attend.

Since this year will mark the 20th anniversary of the MUSTANG and Magic City Ford's 20th anniversary, we are really looking forward to a great and successful show. We will have door prizes, dash plaques, trophies, and wooden plaques for the first 100 early entries. So get those cars registered early.

Anyone wanting to attend, please contact either Howard L. Nichols, Route 3, Box 722, Moneta, Virginia 24121 (703) 721-3761 or Richard Graham, 4337 Pennsylvania Ave. N.E., Roanoke, Virginia 24019 (703) 362-0502. We hope to be hearing from many of you very soon.

Howard Lee Nichols
National Director

CLASSIFIEDS

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

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

CARS FOR SALE

1964½ Mustang Coupe, rare 289 4 bbl., 5F07D151905, auto, PS, PB, factory air, console, new top, spinners, 83,000 miles, straight body, slight rust, \$2975. Larry (305) 561-5646 (8:00 a.m.) FL.

1964½ Mustang Coupe, V8, 289, 4 bbl., auto, white/palomino interior, all original, mileage approx. 78,000. Very good condition. One owner car. Mary Gravis, 77500 South Sixth St., B4, Cottage Grove, OR 97424.

1964½ Mustang Convertible, 289, auto, PS, PT, console, blue caspian, white top, no rust, show car, good history 5F08D100392, mgf. March 12. \$12,500. Bill Kinney (304) 428-1920, evenings or weekends.

1964½ Mustang Convertible, "D" code, 289, 4V, 4 speed, power top, factory rally pac, spinner hubcaps, new radials and brakes. Baby blue with blue interior. Started stripping and priming, needs restoration, moving, \$700. Steve (704) 685-3562 Hendersonville, NC.

1965 Mustang Convertible, white/blue interior, everything A-1 condition, loaded with the right options including V8, AC, PS, PT, disc brakes, console, visibility group, luggage rack, etc. MCA National First Place 1982 & 83. \$13,500. Delivery available (217) 625-7183.

1965 Mustang Fastback, some rust, \$1500. Will negotiate. 1965 Mustang Coupe, vinyl top, V8, very nice, \$3000. (419) 523-4432 after 4:00 p.m.

1965 and 1966 Mustang Convertibles. 65; 6 cyl., 3 speed. 66; 289-2V, PS, pony interior. Power tops, wires, show condition. 1965-\$4995. 1966-\$6995. Both for \$11,500. (217) 423-6547.

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1966 Mustang Shelby GT-350, #770, restored to original specs., optional wood wheel, 10-spokes, rebuilt balanced 289, white/blue stripes, rebuilt alum. case T-10, all orig. alum on engine, detailed for concours showing, will discuss \$13,500. Rick Pittman (919) 848-1044 NC.

1966 Mustang Convertible, original high performance "K," factory GT, 4 spd. five dual red band tires, original styled wheels, Ford AM/FM, 8000 Rally-pac, metallic turquoise, black pony. \$14,500. P.J. Vassallo (215) 363-1512 days (215) 647-2379 nights.

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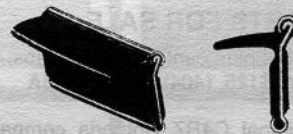
1966 Mustang Coupe, 6F07A281543, 289, 4 bbl., auto, factory air, PS, new paint inside/out, complete new parchment interior, parchment vinyl roof, new tires. Wimbledon white on parchment/palomino. All work 1 year old. No wrecks/rust. Sharp car used by daughter who wants new car. (404) 561-9927. A. Ramsey, 3912 Algonquin Dr., Columbus, GA 31907.

MUSTANG WINDOWFELTS

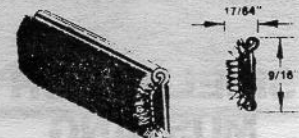
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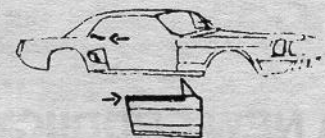
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1968 Mustang Convertible, white with black stripes, black power top and interior, 6 cyl., auto. 45,000 miles. \$5500, (412) 288-9439 PA.

1970 Mustang Boss 302, original motor and rev. limiter, 4 spd., magnums, rear louvers, yellow with black standard interior, unrestored, running, excellent for restoration, \$3850/offer. (919) 483-3854/483-1669.

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5 1966-67 Style Steel wheels, very nice and complete, \$550. (404) 943-6898 GA.

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1965-73 consoles, grills, pony equip. caps, conv. visor brackets, grill ponies, dash pads, \$65; visors, \$20 pr.; 67 NOS saddle steering wheel, 66 PS pump kit, NOS 6 cyl. Joe Russell (914) 628-4866 after 6:00 p.m.

1965-68 consoles, woodgrain wheels and glove box door, plus a truckload of misc. Mustang parts. Wholesale prices for quantity purchases. Selling Out. Paul Wasser (217) 427-2456.

1964½ parts: owner's manual, \$35; gas cap, \$30; generator cover, \$60; flat wire basket spinners — 14 inch, \$125 set. Prices include shipping. B. J. Coffman (918) 437-0617.

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1969 Mustang stock shifter, 4 spd. with backup light switch and lower boots. Not Hurst. For Boss 302, need 1 passenger seat, deluxe comfort weave, black. Code 5AA, low back. Set of NOS autolite plug wires for Boss 302 and autolite heater hose. Dan Schmidt (216) 252-3111/225-7568.

1965 Driver side convertible door glass — new, clear Carlite; small 1964½ automatic shifter handle; NOS generator horn ring. B. J. Coffman, 3205 S. 148E Place, Tulsa, OK 74134 (918) 437-0617.

MISCELLANEOUS FOR SALE

Classic Mustang prints. Beautiful full color 16" x 20" 1965-73 frameable prints. Also, metal models and plastic model kits. Send for lists: Bill Koivu, P.O. Box 539, Pine Lake, GA 30072.

Mustang Times back issues for sale, 53 issues, \$25 shipped freight collect for all or \$1 ea. plus shipping (specify month). Also for sale: *Super Ford, Drag Review, Mustang Monthly, Car & Driver, Cars & Parts*, etc. Write specific wants. Clay Holland, P.O. Box 1008, Alabaster, AL 35007 (205) 664-3470/663-4273.

MISCELLANEOUS

"64½ Owners Club" — A Club is being formed in Illinois. It is called "64½ Owners Club," dedicated to the early production Ford Mustang, 1964½ only. Memberships accepted from all over the globe, the fee is \$5 a year to cover postage and expenses. Those interested, please contact: Bruce MacAlister, 36W 715 Red Haw Lane, St. Charles, IL 60174.

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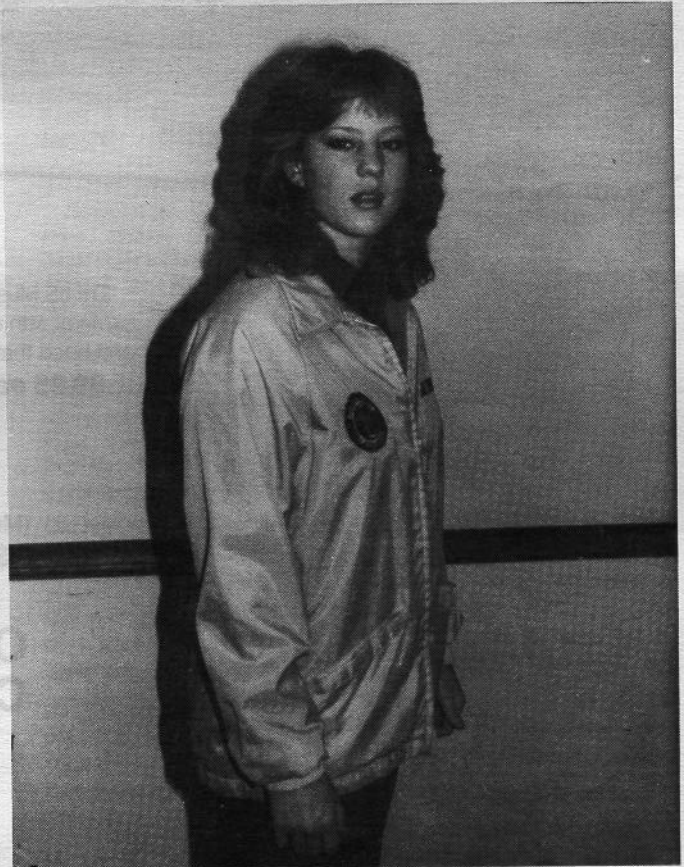
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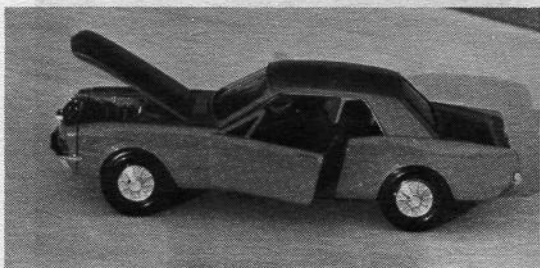


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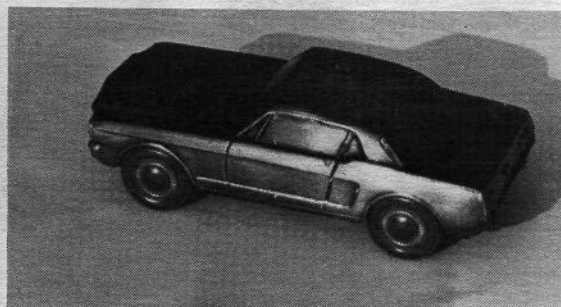


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ATTENTION ALL REGIONAL GROUPS

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

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Birmingham, AL 35226
Nat. Dir.: Randy Burdine
8953 Valley Hill Dr.
Birmingham, AL 35206

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

Model City Mustang Club
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5804 Medders St.
Anniston, AL 36201
Nat. Dir.: Bill Ingram
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Oxford, AL 36203

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

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

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

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2049 W. McRae Way
Phoenix, AZ 85027

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Highway Horsemen
Southern California
Pres.: Steve Bilderain
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Ontario, CA 91761

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

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

DELAWARE

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19 W. Bender Dr.
Newark, DE 19711
Nat. Dir.: Jill Smethers
16 Duquesne Ct.
New Castle, DE 19720

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The Gold Coast Mustang Club
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5290 SW 6th St.
Miami, FL 33134

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

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

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

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Orlando, FL 32802

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Columbus, GA 31904

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Snellville, GA 30278
Nat. Dir.: Gordon Harrison
2915 Greenrock Tr.
Doraville, GA 30340

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Hogansville, GA 30230

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Nat. Dir.: Joe Hengst
1010 West North Street
Decatur, IL 62522

Mid-America Regional Group
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Flora, IL 62839
Nat. Dir.: Same as above

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Alton, IL 62002
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