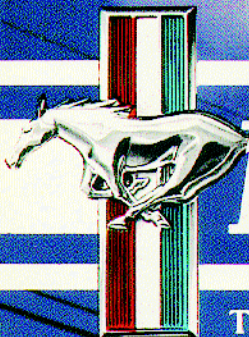


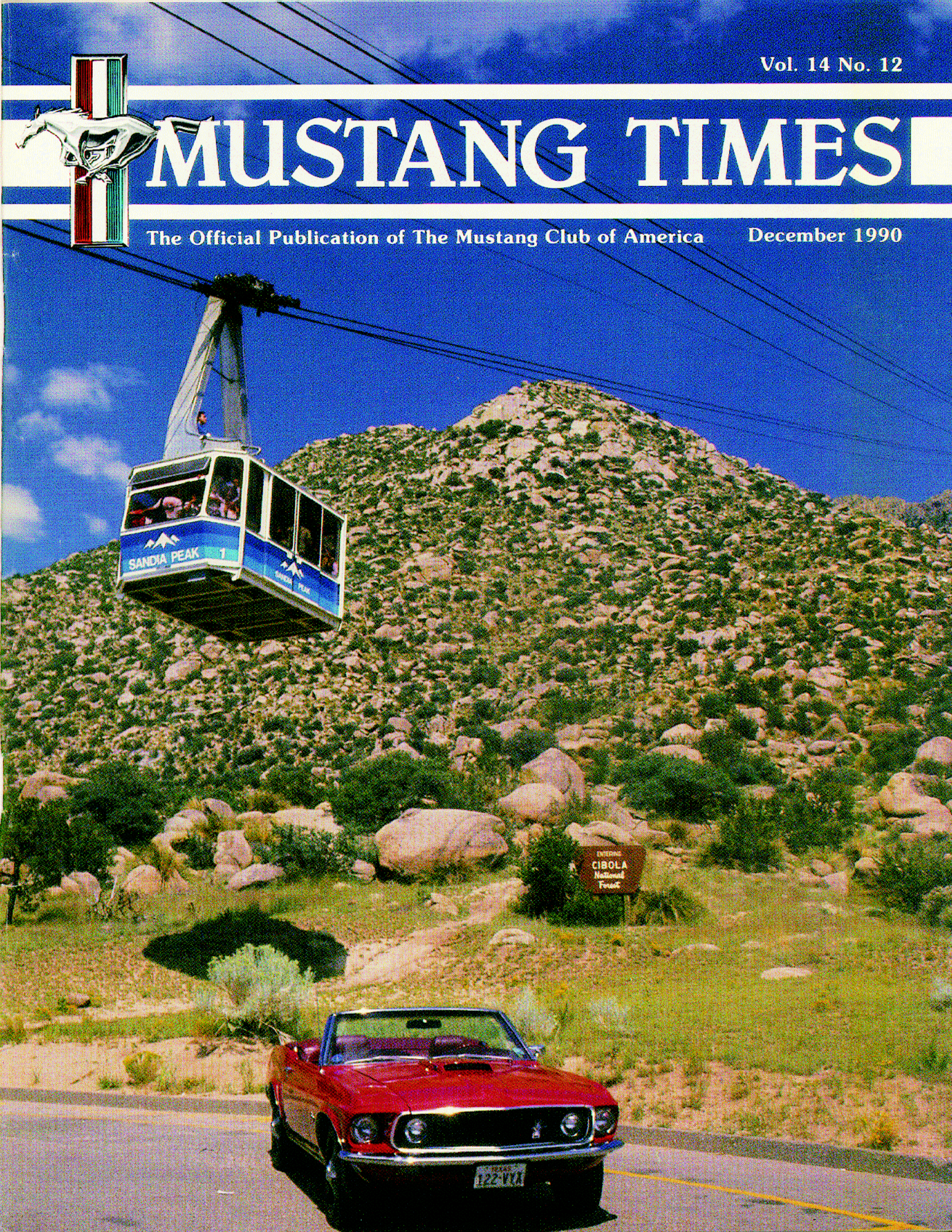
Vol. 14 No. 12



MUSTANG TIMES

The Official Publication of The Mustang Club of America

December 1990



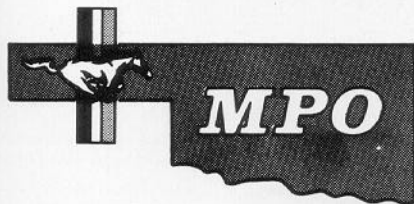
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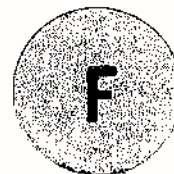
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For many such judicious and intelligent folks the savings in time and money in parts location alone have been reason enough for being members of our growing institution. Some dote on tech tips, while for others, the camaraderie that exists between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

What Membership Means

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

Enroll-A-New-Member — TODAY! —

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

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

Who Belongs?

MCA boasts people of all ages — from those born before the Turn of the Century to teen-agers still in school. Among the members are professional men and women — doctors, dentists, lawyers — individuals who could certainly afford newer, more costly vehicles if they chose. Widows, widowers, single persons and married all find something of value in their memberships, for the pride of owning the Classic Mustangs and Shelbys, the exclusive personal car of distinction, keeps them driving a vehicle of a past and present decade. For this company of people, there's a whale of a lot of fun in driving a 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 that way.

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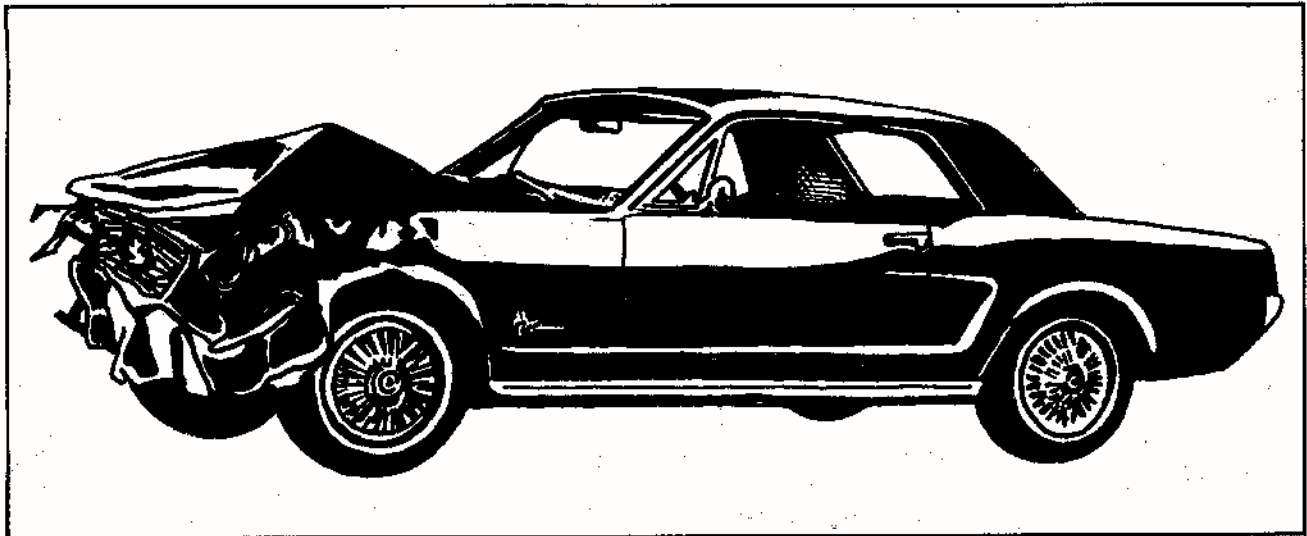
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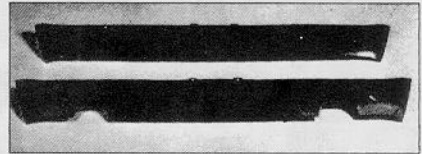
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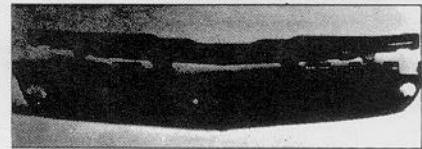


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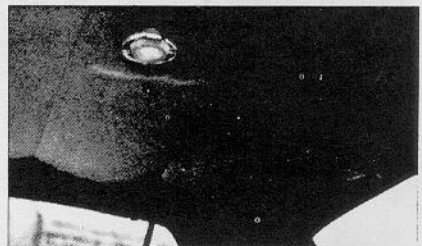
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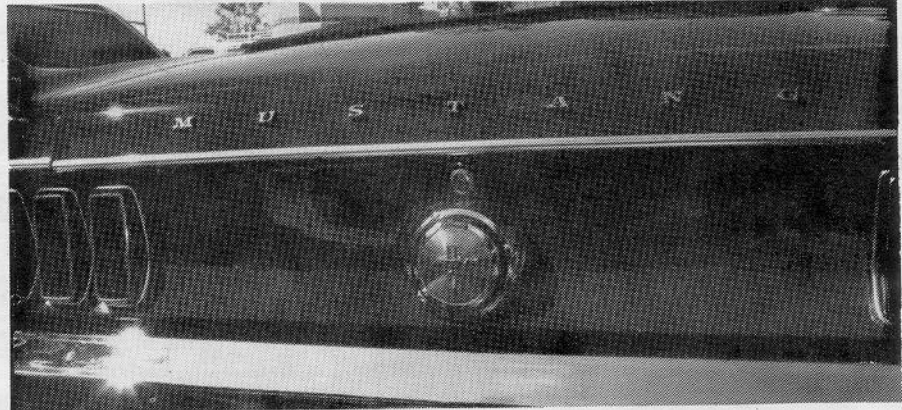
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December, 1990

Vol. 14, No. 12



Son's Pony Now Mom's Convertible

When Chris Warren's son decided to sell his prized Mustang, he phoned her from a dealership and asked if she would like to buy the Candyapple Red convertible. Chris didn't have to think twice. She wrote the check. Now Chris has transformed her son's daily driver into a trophy-winning show car with two Grand National first place trophies to her credit. See this month's cover story on Pages 22-23.

A Special Honor

Members of the Mustangs of Memphis have something special to look forward to at their annual Christmas Party — the presentation of the Carl Taber Award.

The award is named after one of the founders of the MCA regional group — a man who used his love for Mustangs to help him fight a long battle with diabetes.

For a compelling story of how one man's passion for the Mustang enabled him to find hope and optimism in life despite his crippling disease, see **Pony People** on Page 16 of this issue of **The Mustang Times**.

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October Board Meeting Minutes

By SANDI DILLARD
 MCA Secretary

The October meeting of the Board of Directors of The Mustang Club of America was called to order by the President, Charles Hampton, Tuesday, Oct. 9, 1990.

The roll was called with 22 directors responding.

The treasurers' report for September was submitted and approved.

The minutes of the September meeting were read and approved.

It was noted that an error was made in the printing of the by-laws of the Mustang Club of America. Article XVII, Section 6, under Regional Groups, should read 10 active members instead of five.

Visitors were recognized. Mike Holliman from Tennessee and Larry Maddox from Alabama were present at the October meeting.

OLD BUSINESS

Due to three absences in succession, Mike Worthy was removed from the Board of Directors.

February is the deadline for completing contact with all regional groups. Directors should write or call their assigned regional

groups by this time and encourage all of them to send in current addresses and lists of officers.

Florida Regional Mustang Club announced a change in the site for its MCA National Show from Sea World to Disney World in Orlando, FL. The dates for the show remained the same. This change was approved by the board.

NEW BUSINESS

A Nominating Committee for members of The Board of Directors was appointed with Kitty Wilmot chairing the group. Jim Osborn was nominated and elected to replace Mike Worthy on the Board of Directors.

Charles Hampton read several letters.

Bob Deale presented a 1965-66 and a 1967-68 compressor brace from T&N Pony Works. Both were inspected and approved as replacement parts.

With there being no further business, the meeting was adjourned.

The November meeting of the Board of Directors was to be held Nov. 13 at the Marriott Courtyard Hotel, Windy Hill Road at I-75 in Marietta, GA, beginning at 7:30 p.m. The MCA board meeting is open to all card-carrying MCA members.

1992 Show Deadlines Are Near

Only a few weeks remain for MCA regional groups interested in hosting Grand National or National Shows in 1992 to make their official requests to the board of directors.

Deadline for groups interested in hosting the 1992 Grand National is February 1. Groups interested in sponsoring National shows in 1992 must submit their completed applications by March 1.

The deadlines for National and Grand National Shows were changed earlier this year at the request of regional groups who are finding it necessary to book show sites as much as 12 months in advance.

All applications for Grand National and National Shows must be filed on forms provided by MCA. To obtain forms write MCA National Show Coordinator, P.O. Box 447, Lithonia, GA 30058.

The MCA Board of Directors will award the 1992 Grand National at its March meeting. MCA-sanctioned National Shows will be awarded at the board's April meeting.

Grand National events are awarded one month in advance of national shows to permit regional groups who are not approved

for Grand National events to resubmit their applications for National shows, if they so desire.

MCA President Charles Hampton urged groups who are interested in applying for MCA-sanctioned events in 1992 to write today for forms and to complete their applications by the February 1 and March 1 deadlines.

"We have seen a great deal of interest among our regional groups in hosting MCA events in 1992 and we urged those groups who would like to be considered as hosts for these events to mail their applications at the earliest possible date."

MCA To Elect Officers

The Board of Directors of The Mustang Club of America will elect national officers for 1991 at its meeting in December.

A nominating committee was appointed at the November board meeting to select a slate of officers for the coming year.

The board will meet Tuesday, Dec. 11, at the Marriott Courtyard at Windy Hill Road and I-75 in Marietta, GA. The meeting begins at 7:30 p.m.

The Mustang Times/December, 1990



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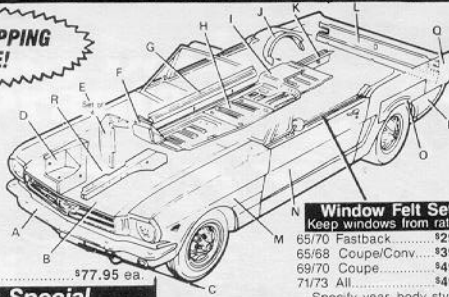
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69 Front, 97626.....\$74.95 ea.
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67/68.....\$39.95 ea. \$22.95 ea. \$29.95 ea.
69/73.....\$42.95 ea. \$27.45 ea. \$47.00 ea.

E. Splash Shield Kits (w/rubber)

65/66 65102.....\$39.95 set
67/68 67102.....\$39.95 set

F. Torque Box

65/70 114 (convertible).....\$49.95 ea.
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G. Inner Rocker Panel

65/68, A 112.....\$49.95 ea.
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65/70 88103 LH, 99103 RH.....\$29.95 ea.

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67/68.....\$89.95 ea.

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Battery Box Kit

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67/70 C7ZZ 10732 KIT.....\$25.00
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65/73 Set of 4.....\$59.95

Wheel Well Moldings

67/68 791654 Set of 4.....\$74.95
69/70 991654 Set of 4.....\$74.95

Rocker Moldings

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67/68 Complete set. Incl. hardware.....\$90.00 pr.

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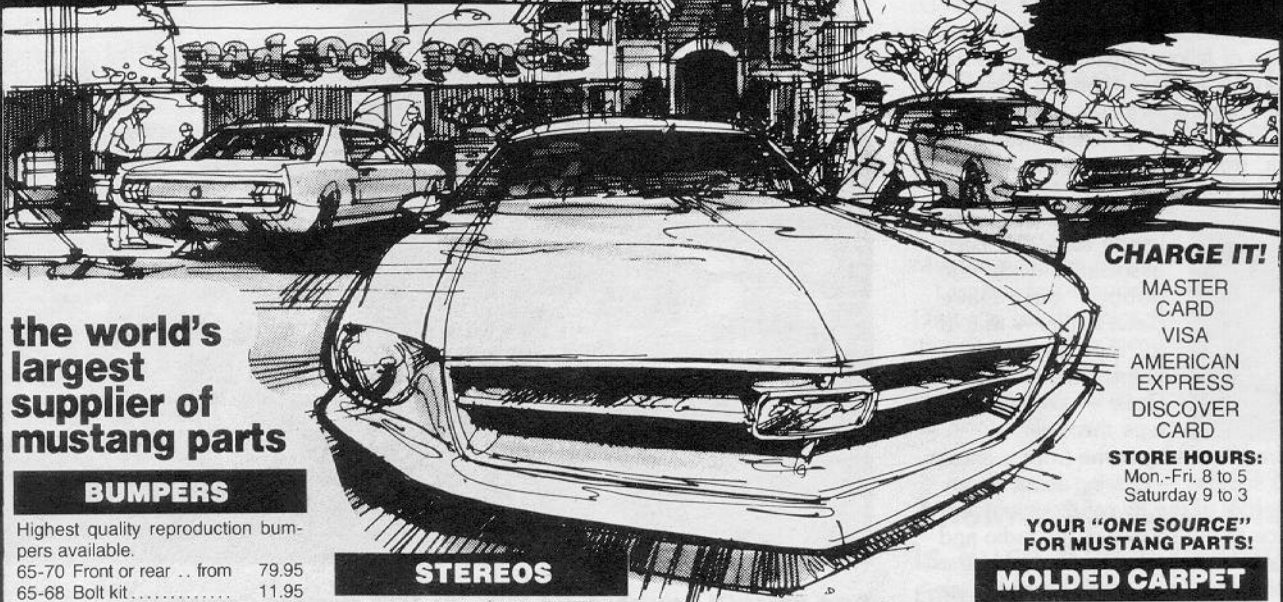
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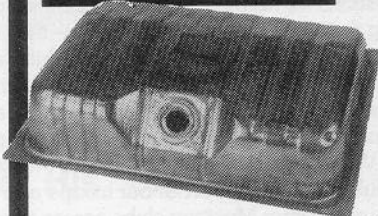
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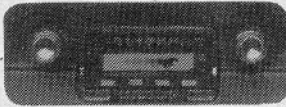
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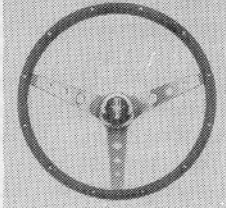
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Georgia Mustanger Has Hard Luck Story To Top Them All!

Over the years we've all shared the hard luck stories of fellow Mustangers who run into all sorts of problems enroute to shows across the country. A few of the more unfortunate ones wind up taking home the "hard luck" trophy at some of our regional and national events.



I've heard some real jewels since I've been associated with the hobby, but Dave Baker's story — as told to my fellow MCA board member Bob Deale — undoubtedly tops them all.

Dave was returning home from a show earlier this summer — cruising about 70, enjoying the cool of the air conditioning, tapping his toe to the sounds of the radio and glancing over occasionally to admire his first place trophy when he suddenly heard a noise followed by a cloud of white smoke pouring from the exhaust.

Before it could dawn on Dave what was happening, the engine of his 1966 Mustang convertible died.

"I pulled over, checked under the hood and found that this sweet, rebuilt 289 with only 3,000 miles on it had dropped a valve and put a hole in the number five cylinder about the size of a 50-cent piece.

"What a disgrace to have a Concours quality '66 Mustang convertible towed 50 miles behind a wrecker!"

Dave says his Mustang had finally reached the level of quality he wanted. "I told my wife I was finished with the restoration and the only thing I was going to do was keep it clean and maintained. So when this happened I was so mad I decided I was going to let it sit in the garage for three or four months before I even touched it."

Three days later Dave picked up another block and began rebuilding his 289 with the hope of attending a couple of other shows before the end of the season.

But just about the time he got his '66 back up and running, he got another unexpected surprise. He was shipped out of Ft. Benning in Columbus, GA to Saudia Arabia, where he remains on duty as a result of the crisis there.

The Mustang is back home in his garage in storage, and Dave really doesn't know if he will be back in the states in time for the 1991 show season.

As for Saudia Arabia, Dave says "it is very



Dave Baker Of Columbus, GA With His 1966 Mustang Convertible

hot and very dusty but the people are really friendly. We're providing rear transportation support and we're using a construction yard as a motor pool. It's not too bad. We have air conditioned buildings, showers, latrines, dining facilities, laundry and a small PX."

But Dave makes no bones about the crisis.

"The threat is very real and we are prepared for war."

So next time you get bent out of shape about a mechanical problem with your Mustang, just think about Dave Baker and the thousands of other American men and women involved in Operation Desert Shield. You might have to spend some long hours in the garage getting your Pony back in shape, but at least you aren't staring down the barrel of a gun in the hot, dusty desert of Saudia Arabia wondering if you'll ever be able to shine and polish your Mustang for another show.

I hope all Mustangers across the country will pray for our men and women in Saudia Arabia during this holiday season. We hear every day of many, many Mustang club members who have been called to active duty as a result of the crisis in the Gulf, and they need our support as they stand ready to fight for the interests of their country.

A number of Mustang clubs across the country are doing their part to remember our troops in the desert.

One of the most notable efforts has been

one organized by the Suncoast Mustang Club of Tampa-St. Pete.

The Suncoast club recently collected a number of items to send to the troops in Saudia Arabia. Among the items which are said to be in short supply are soap, candy, moth balls, tooth paste, toilet paper, chewing gum, paperback books and suntan lotion.

And the Suncoast group had a great suggestions for keeping the troops occupied during their endless hours of waiting — they collected Mustang and Cobra model kits (and included small trim knives, glue and paint) and sent them to our service men and women to help them occupy their time.

We congratulate the Suncoast Mustang Club for their support of our troops and encourage other Mustang clubs across the nation to do what they can to make life a little easier for our military people in the Middle East.

— Jack Yeager

Albuquerque Winners Results Omitted One

The list of winners at the MCA 1990 Western Grand National held in Albuquerque, NM and printed in the October issue of *The Mustang Times* omitted one first place trophy recipient.

Ken Berger of Scottsdale, AZ was a trophy winner in the Concours Trailered Class with his Boss 429.

The Mustang Times/December, 1990

New Regional Group Seeking Members

EDITOR:

I am writing this letter in hopes that you can use it in an upcoming issue of *The Mustang Times*.

My purpose is to introduce our new group, Northern Mustang Corral, which is based in Kankakee, IL. The club was officially formed on May 21 and received a charter from the Mustang Club of America in September.

Our officers are Clarence "Bud" Campbell, president; David Hoffman, vice president; Joe and Lisa Watson, secretaries; and William Cheffer, treasurer.

We have 27 members in the club as of October and as more Mustangers hear about our group we feel that number will increase significantly. We are meeting on a regular basis once a month. Our dues for the first year were set at \$5 per family and will increase to \$10 as we get into the next year.

We recently developed our club logo and have ordered shirts with our logo printed on the back. Jackets will be ordered next.

The planning of our first car show is in the beginning stages and we have also been putting together a newsletter, so you can see we have been quite busy the last couple of months.

We are looking forward to having lots of fun in our first full year as the Northern Mustang Corral, and are very eager to welcome new members who can join in the fun and comradery that comes with belonging to a Mustang club.

Anyone desiring information about our group can contact Joe or Lisa Watson, 194 North School Street, Braidwood, IL 60408, (815) 458-3356.

Joe Watson
Northeastern Mustang Corral

Shoddy Restorations Make His 'Blood Boil'

Editor:

I have written to *The Mustang Times* several times before, but I just have to write one more letter to emphasize what I have stated in the past.

I restore Mustangs and the cars I restore are pampered back to original. But if there is anything that makes my blood boil it is those people who buy every old Mustang they can find, slap on a cheap coat of paint, spruce up the engine, spray the wiring with clear paint and charge a big price for their "restoration."

I am now working on a 1967 fastback that a young couple bought at a high price. From

The Mustang Times/December, 1990

the outside the car looked great but when they saw rust around the battery tray they brought the car to me. I found the inner fenders rusted out, all the frame rusted, and patches in the floors.

Anyone interested in buying a classic Mustang should remember the cardinal rule: Buyer Beware!

Take an MCA member with you who knows something about the model you are interested in purchasing. Most MCA members will be glad to go along and help you. A little caution can save a lot of heart break — and money.

Bubba Byrd
MCA Member No. 21948

Reader Says 'Thanks' For Magazine Article

Editor:

The recent article in *The Mustang Times* about Marge and myself was "great." It meant a lot to me and I really do appreciate it.

She has decided to hold up on the divorce. She was complimented to be called a "bride" after nearly 50 years with me!

I am planning on putting running boards on my Mustang and also a crank — just in case. As for a speedometer, the Model T didn't have one. They wouldn't go over 20 miles an hour anyway.

Mustangs are fine, but I don't think they will ever replace the Model T!

Letcher (Joe) Bailey
Oklahoma City, OK

Information Is Sought On Roadster Conversion

EDITOR:

On Page 21 of the October, 1990 issue of *The Mustang Times*, there is a picture of a Mustang convertible which sports a roadster conversion of some sort.

I have several customers who are interested in this for their convertibles. Is it possible that I can order this item for them?

Please send me any and all information you may have on this item.

Rodger Williams
Owner
Mainly Mustangs
113 Meadowview
Kerrville, TX 78028

(Editor's Note: Unfortunately, all the information we have on this item is included in the article you mentioned. However, we're

printing your letter in hopes that some of our members might be able to provide you with additional details about this Roadster conversion).

Reader Seeking Photos Of Mustang Police Cars

EDITOR:

I would like to know where I can find pictures of the Mustang police cars. Are you going to show pictures of them in future *Mustang Times* issues?

I am building a model of the LX two-door. I hope to get the color photos to paint my model. If any other member has pictures or information, I would appreciate them contacting me at 4223 East Ridge Drive, Jackson, MS.

Charles Tickner
Jackson, MS

Another Mustang Club Is Busy And Growing!

Editor:

I want to thank MCA for being a great bunch of guys and gals.

Rapid City Mustang Club is having no trouble becoming a new, active Mustang Club.

We have more than 45 members already and are still growing. At our fall round-up Oct. 14 we had more than 25 great Mustangs turn out. There was a nice flock of '65 and '66 cars, some great '67s and '68s, a 428 SCJ, a very rare High Country Special R-Code 428 CJ, Boss 302s and a '65 Shelby R-Code.

Just wanted to let you know that the Black Hills are alive and well with Pony Power.

Vern Juran
President

The Times Welcomes Letters From Readers

Letters, comments and suggestions from readers are welcomed by *The Mustang Times*.

Each month we publish a selection of comments from our nationwide membership in the pages of your club magazine.

To have your comments included in an upcoming issue, write to Reader's Forum, The Mustang Times, P.O. Box 447, Lithonia, GA 30058.

Please include your name, city and state and MCA membership number on your correspondence.

Confusion Surrounds Unocal Program

Editor:

Recent letters to the editors of both *Mustang Times* and *Mustang Monthly*, as well as other publications devoted to the classic car hobby, lead me to believe that there is a significant amount of misunderstanding regarding some of the recent environmental initiatives underway here in the United States and the impact of these efforts on our hobby.

While much of the misunderstanding can be attributed to misinformation printed (and paraphrased) by the various forms of the media, some of the misunderstanding can be traced to the natural consequences of information getting passed along (and changed) by word of mouth until the true message has been distorted out of all possible recognition. The consequences of that can be found in one recent letter, reflecting the fear that, as the letter writer stated, "Big Brother is trying to take my car." It's time to set the record straight.

Most of the misunderstanding seems to be an outgrowth of the initiative undertaken by the Unocal Corporation in Southern California this past summer and fall — the so-called SCRAP program. This was an environmental initiative undertaken to remove 7,000 of the worst-polluting cars from the highways in the Los Angeles basin. There are four points which should be made regarding this program.

★ Most importantly, this program was entirely voluntary. All cars were purchased for \$700 by Unocal. Nobody "took" a car from anyone. The \$700 in many cases was a significant incentive in that most of the cars were not worth the money it took to scrap them.

★ The program was limited as to duration, scope and location. The program, which ended in late September, was limited exclusively to the Los Angeles basin area. The program hoped to scrap 7,000 vehicles. With additional contributions from private and corporate sponsors, including the Ford Motor Company, almost 8,400 cars were purchased and scrapped.

★ The federal government was not involved in this program at all. More on this later.

★ The SCRAP program was tied to the Smog-Fighter program, again limited to the Los Angeles basin. Smog-Fighter was aimed at reducing harmful emissions from

Unocal Explains SCRAP Program

Editor:

I would like to thank Mr. Bob Deale of the Mustang Club of America's Board of Directors for calling regarding Unocal's SCRAP program. I welcome the opportunity to explain the philosophy, as well as the facts, behind Unocal's environmental initiatives.

Last April, Unocal announced three environmental initiatives designed to improve air quality in the Los Angeles basin. These clean air programs — SCRAP, Smog-Fighter and Protech Patrol — targeted vehicle emissions which cause at least 60 percent of the area's smog, according to California Air Resources Board. (Residential, commercial, industrial and manufacturing sources make up the remaining 40 percent).

Unocal's SCRAP project set out to remove 7,000 pre-1971 vehicles from Los Angeles basin roads by purchasing them from owners for \$700 each. The SCRAP project became so popular that several other companies and more than 100 individuals contributed funds to purchase and scrap additional vehicles, raising the total number to 8,376. (We scrapped our last car under this program in late September).

Before we began the SCRAP project, existing data told us that pre-1971 cars, even when properly maintained, would emit 15 to 30 times more pollutants than 1990 vehicles. Actual tests on the 8,376 vehicles collected through SCRAP indicate that the vehicles were emitting from 10 to 70 times

more pollutants than 1990 models. One of the primary reasons for this is that starting with 1971 model year vehicles the state of California required progressively more elaborate emissions systems on new cars sold in this state. As a result, model year 1970 and older autos emit more pollutants.

As a classic car enthusiast, I want to assure you that SCRAP was not intended for classic pre-1971 autos. Our goal was to get thousands of ordinary, high-polluting automobiles off the roads. I own a 1962 classic car myself, and we at Unocal appreciate the history and aesthetic value of these vehicles. In our confirmation letter to the participants in the program, we encouraged them to evaluate the collectors' value of the automobile.

Unocal realizes that there is not just one solution to California's air quality problems. That is why we introduced three environmental initiatives last spring. It is also why we are teaming up with San Diego Gas & Electric to offer Californians the capability to purchase compressed natural gas (an extremely clean fuel) at a service station.

I hope this information has shed some light on the philosophy behind SCRAP, as well as Unocal's overall approach to improving California's air quality.

Karen A. Sikkema
Vice President
Unocal Corporation

pre-1974 cars by providing free emissions inspections and low-emission adjustments to those cars at participating Unocal Protech service stations in the Los Angeles area.

Incidentally, significant steps and controls were taken to insure that a classic car of value (i.e., a K-GT fastback) was not scrapped. No Unocal employee was allowed to purchase any of the cars sold for scrap.

Let me elaborate further on one very important point. To reiterate, the federal government was not involved in this program. This was entirely a private initiative on the part of a major U.S. corporation. Further, I have checked with the office of Georgia's Seventh District Congressman, Buddy Darden. His staff assures me that no federal initiative is underway or con-

templated to remove our classic cars from the road. Even the recently passed Clean Air Act targeted late model cars built from 1994 on.

Let me emphasize that none of the foregoing is meant to imply that we do not have the responsibility to keep our classic cars in good running order. In fact, as classic car hobbyists, we have a significant responsibility in providing leadership to the American public to show them that even a well-maintained 1964½ Mustang can be run in an environmentally sound manner. If we do so, and our publications reflect our efforts, the hobby can only benefit in the long run.

Bob Deale
Board Member
Mustang Club of America

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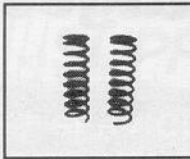
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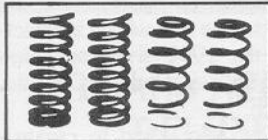
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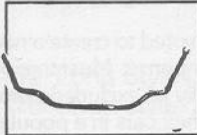
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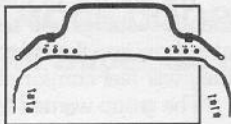
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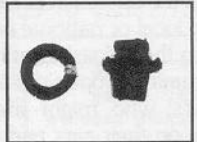
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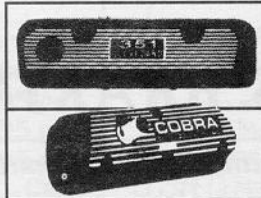
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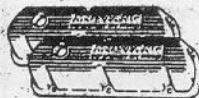
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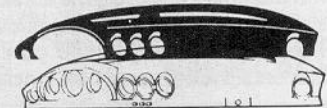
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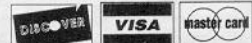
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75 Attend National MCA Judges' Meet

A total of 75 MCA members from numerous states gathered at Bob Perkins' Restorations in Juneau, WI in late October for the 1990 national judges' meeting.

The purpose of the meeting was to consider, debate and approve changes in the official judging rules of the Mustang Club of America. The meeting was chaired by Perkins, MCA National Head Judge, and Charles Hampton, MCA President.

MCA members meet annually to discuss the club's judging rules for classic Mustangs, but changes are adopted only every two years. The 1990 meeting saw the adoption of a number of significant changes which will be put into effect during the 1991 show season.

A large contingent of MCA members gathered at Perkins' shop Friday evening, October 19, for an impromptu discussion and social session. Those attending took advantage of their early arrival to tour Perkins' restoration facilities and admire a number of classic Mustangs in various stages of refurbishing.

The official meeting began early Saturday morning, with attendees spending the entire day discussing, debating and voting on rules changes. The group met until 9:30 p.m. Saturday with only short recesses for lunch and dinner.

The judges' meeting continued Sunday



morning, October 21, and was adjourned at 11:30 to permit those with airline flights to return to Milwaukee in time for their return trip.

MCA Board Member Bob Deale, who served as recording secretary for the judges' meeting, said a number of "significant changes" were approved.

One of the most controversial items debated at the meeting was the so-called "Orange Peel" rule. The rule change was suggested at the 1989 judges' meeting in Atlanta and provides for a points deduction for restored cars which do not have orange peel in the paint.

Though the rule was adopted, the deduction for a lack of orange peel was limited to three points. The rule will be in effect beginning with the 1991 show season, which opens in at Disney World in Orlando, FL in early March.

The group also voted to create a new "Senior Class" — a category between the existing trailered concours and thoroughbred classes.

The purpose of the new senior class is to move "the best of the best" cars currently competing in the concours trailered class closer to the thoroughbred class.

Cars competing in the new senior class will compete against a judging standard but will not be judged against other cars in the class, Deale said.

The group also voted to create a new participant's class to permit Mustang owners who might normally be excluded from competition to show their cars in a popular vote category.

"The purpose of this class is to get the many Mustangs you see in the parking lots at a show into the event in a category where they will feel comfortable.

"The group wanted to make more people participants and fewer spectators," Deale said.

Inclusion of the participant, or popular vote class, will be at the discretion of regional groups sponsoring local or national events.

"Those attending the judges' meeting felt this was an opportunity to open our shows to some 'beginners' who might then be motivated to work on their cars and move up from the participant's class to other classes as time and money permit the restoration of their vehicles," Deale added.

The judges' meeting attracted representatives from throughout the nation, with California, Utah, Missouri, Wisconsin, Texas, Oklahoma, Florida, Georgia, South Carolina, North Carolina, Ohio, Illinois, Pennsylvania, Indiana, Tennessee and Alabama represented at the session.

Deale and Perkins are currently working to consolidate the many rules changes adopted at the meeting and a comprehensive report will be finalized during December.

New rule books will be available by January, Deale said.

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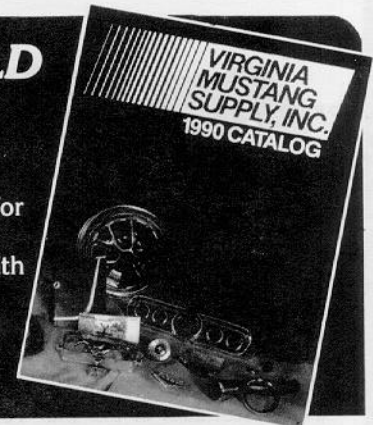


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Memphis Mustangers Remember Carl Taber At Christmas Time!

When the members of Mustangs of Memphis hold their annual Christmas banquet, there is always good food, entertainment, fun and fellowship.

But there is also something extra special for the members of the club to look forward to — the presentation of the Carl Taber Award.

The honor is a tribute to a man who drew strength and hope from a special love of the Ford Mustang.

"The Mustang became a unique kind of therapy that helped Carl sustain a better quality of life for several years despite a body and spirit wounded by diabetes and it's complications," says his wife, Nola.

"That love led to the beginning of a Mustang club whose members, touched by Carl's indomitable spirit and optimistic outlook, rallied on his behalf to give him support and understanding — always in a manner of comraderie, expecting nothing in return."

Carl Taber thought he was happy with a classic Chevy in 1977 until he saw a light blue, 1966 Mustang coupe. He traded for it and was forever hooked on Mustangs.

"He enjoyed them so much that he had to find other people who felt the same way as he did about them. And, on June 4, 1979, Carl and I met with Harrell Doty and a small group of people and on that evening, the Mustangs of Memphis was formed," Mrs. Taber recalls.

"The fun really began that summer for Carl. We joined other club members at Mallard Point, AL to attend our very first Mustang show. Carl became more and more excited and began restoring Mustangs and was always recruiting members for the club."

Although these were good times for Carl, it was not long before he started having serious physical complications resulting from his diabetic condition.

The first was diabetic retinopathy. Laser and vitreous surgery on both eyes left him with limited vision and he was unable to drive.

"This slowed him down some, but he continued being active in the club and even with restricted eyesight he could clean and polish a Mustang until it was spotless and ready for show. He would spend hours at a time cleaning rust from parts, down to the smallest nuts and bolts. It was a labor of love for him," Mrs. Taber says.

Carl's health continued to deteriorate,



Carl Taber's Love Of Mustangs Helped Him Battle Diabetes

causing kidney failure in 1980. That resulted in 10 months of dialysis and a kidney transplant.

"The love and support given to us by the club members was tremendous during the times of surgery and convalescence."

On and on it went, but through it all, Carl's desire for the ultimate Mustang nourished his spirit and helped restore strength to his body. He was always looking forward to owning one more Mustang and attending one more show.

"It was not for him to be totally healed, though, and he died in his sleep on May 13, 1986 at the age of 49," Mrs. Tabor says.

The decision by the Mustangs of Memphis to present a trophy in honor of Carl's memory to the member who has contributed the most to the club for the year was initiated by Harrell Doty. The recipient is chosen by means of popular vote, by the membership, at the November meeting and the award is presented at the club's Christmas banquet.

"If Carl were here, he would say that he didn't deserve the honor of having an award named for him — that others deserved it more. But he would be so proud!

"Carl was a man who loved other people and loved a special kind of car, and if God should so decree, I can imagine him driving down a beautiful street in a white, 1966 Mustang convertible with red pony interior and styled steel wheels. It's the one he never owned before but always wanted!"

(Editor's Note: Thanks to Nola Taber, Charles Young and Harrel Doty of the Mustangs of Memphis for providing the information for this story).

Baton Rouge Mustangers Show Results Corrected

Results of the Baton Rouge Mustangers seventh annual round-up, printed in the October issue of *The Mustang Times*, inadvertently omitted the winners of the 1967-70 Shelby class.

J.F. Ponder of Mendenhall, MS won the first place trophy in the 1969-70 Shelby class. John Jackson of Houma, LA was awarded the second place trophy at the Baton Rouge Show in that class.

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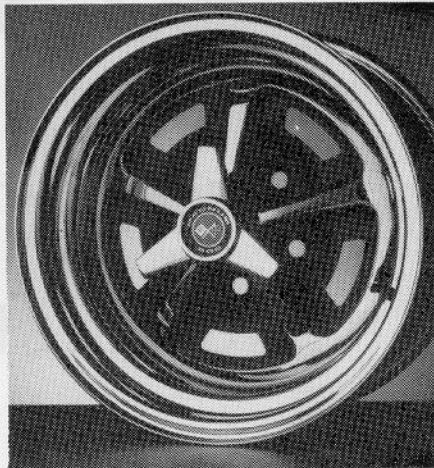
Sacramento Mustang Reproduces Spinner

Sacramento Mustang has announced the introduction of a reproduction of the optional three-prong spinner that was originally marketed by Motor Wheel as a Magnum Wheel accessory.

Motor Wheel was the original manufacturer of the Magnum Wheel. These new reproduction spinners "will dress up any set of Magnum Wheels," according to the California company.

Spinners are die cast metal and come highly polished. Steel retainers and distinctive center decal are included. A set of four retails for \$159.90.

For information contact Sacramento Mustang at 1-800-442-8333 or fax (916) 334-3746. Dealer inquiries are invited.



New Parts Location Service Now Offered

Chuck and Sue DeFiore of Matching Numbers have introduced a computerized parts location service on a nationwide level.

Matching Numbers specializes in active searches for hard to find and rare parts for all makes and models, including Mustangs. Matching Numbers does not sell parts.

The company maintains databases of individuals and businesses who buy, sell or trade parts. The firm was formed by the DeFiores while doing restoration on one of their classic cars. The couple was delayed nearly three months looking for a single part.

"We decided there had to be a better way to do this, so we took our computer and automotive experience and put them together to form Matching Numbers," Chuck said.

"Having restored a number of cars, we are very familiar with the frustrations of making numerous telephone calls and the long wait looking for parts," he added.

"We're not just an electronic classified ad service. What makes us different from other parts location services is that we actively search our databases every day to put buyers and sellers together. By actively searching, we take the burden off the hobbyist, allowing them to spend more time on their cars."

When a match is found, both parties are notified and it is up to the individuals to conclude the transaction.

At Matching Numbers, a part is listed for as long as necessary. It is not removed from the database until a match is found and it is listed until the day the part is received.

Information packets can be obtained by writing or calling Chuck or Susan DeFiore, Matching Numbers, 2256A Sunrise Blvd.

No. 607, Rancho Cordova, CA 95670, (916) 635-8044.

Muscle Car Video Magazine Is Planned

Multi-Video Productions, Inc. has announced a new Muscle Car Video Magazine featuring cars from 1964 to 1972.

The magazine will be introduced in January as a quarterly video. Multi-Video has plans to make the magazine bi-monthly as interest grows.

The video magazine will cover all aspects from complete restoration, repairs, modifications, new products, racing, car meets, car club updates and more.

Any MCA members who would like to have their Mustangs considered as a feature car are invited to call or send information.

For additional information contact Multi-Video Productions, 341 Broad Street, Clifton, NJ 07013, (201) 742-2999.

Shelby Cobra Daytona Sketches Reproduced

Long lost theme sketches of the 1963 Cobra Daytona coupe have been found and reproduced as fine quality lithographic prints, according to Auto Book Press of California.

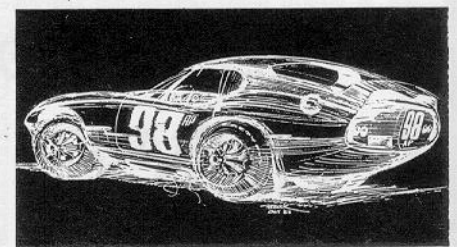
The originals were used by Carroll Shelby's organization while mounting a concentrated effort to build a faster Cobra. Shelby's objective was to win the world Manufacturers' Championship which was then dominated by Ferrari.

The two 19-by-25-inch panels of linen-finish art paper display the same size pictures as the original sketches. One rendering features the Cobra Daytona's unique rear

treatment. The other drawing is a full-length side view which emphasizes the coupe's highly successful styling.

The pair of Cobra Daytona art prints are available for \$35 from Auto Book Press, P.O. Bin 711, San Marcos, CA 92079-0711.

According to Shelby's book, "The Cobra Story," construction of the first Cobra Daytona was underway in November of 1963. Pete Brock is said to have designed



the coupe, John Ohlsen to have constructed the wood "buck" to which body panels were fitted while Ken Miles audited the Cobra chassis for high-speed handling and durability modifications.

Dugan Racing Offers New Accessory Catalog

Dugan Racing Enterprises of Lawrenceville, GA has announced the availability of its new 1991 parts and accessories catalog.

The new catalog features hundreds of new items for 1979-91 Mustangs.

Copies of the catalog are \$4. To order write Dugan Racing Enterprises, 1611-D Suwanee Road, Lawrenceville, GA 30243 or phone (404) 995-RACE.

The Mustang Times/December, 1990

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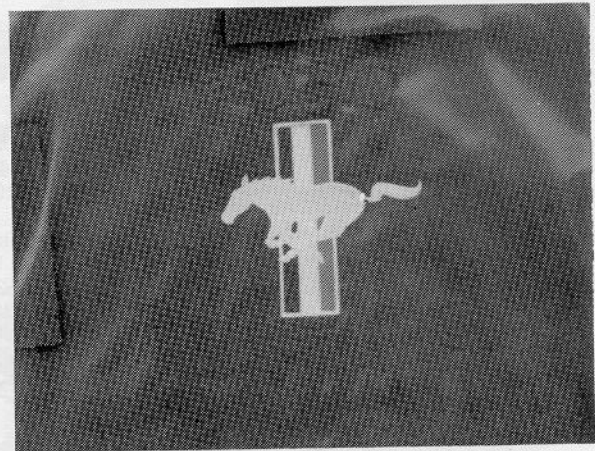
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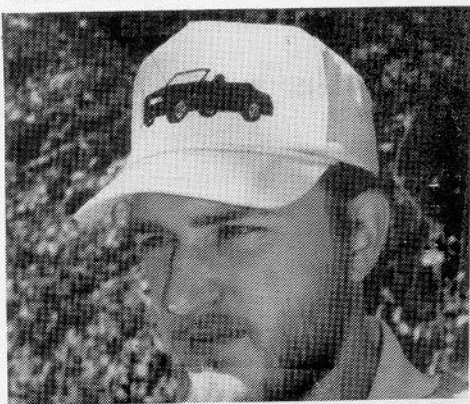
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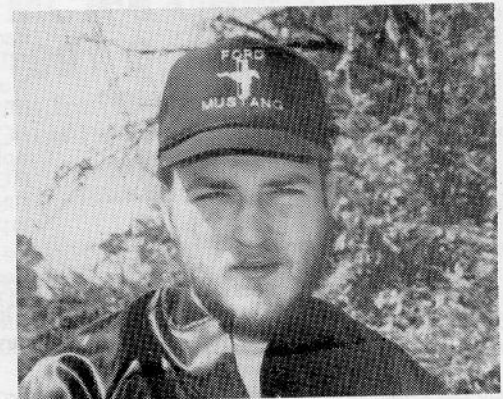
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Murfreesboro, NC 27855
(919) 398-4926

Skip Youngdahl
1 Meditation Way
Florissant, MO 63031
(314) 921-3673

Bobby Summers
P.O. Box 378
Gibsonville, NC 27249
(919) 449-7565

Scott McNair
2250 N 1075 E
Layton, UT 84040
(801) 771-8611

Jim Walters
438 Prospect Street
Woodriver, IL 62095

Bob Davenport
2316 10th Street
Port Neches, TX 77651
(409) 727-1052

Jack Bosic
7206 Goddard
Shawnee, KS 66203

Johnny Blackston
17 Lawnview Court
Greenville, SC 29611
(803) 246-7444

Melvin Little
P.O. Box 918
Sapulpa, OK 74066
(918) 227-0678

Horace Wood
3653 Altadena Drive
Birmingham, AL 35243

Bob Miller
5301 Jessie Drive NE
Albuquerque, NM 87111

Wally Short
12825 Cedarbrook NE
Albuquerque, NM 87111
(505) 299-4573

Richard Ciaffredo
1791 Valla Drive
San Jose, CA 95124
(408) 448-7241

Fred Glazier
531 Wambold Road
Souderton, PA 18964

Dave Zimmerman
6 Tainter Street
Box 213
Peapack, NJ 07977

T. Bird
7630 Cleargrove Drive
Downey, CA

Sue Smith
1376 Walter Street No. 1
Ventura, CA 93003

Walter Scott
24 Farmington Road
Greenville, SC 29605

Carl Henderson Sr.
1633 E. Thompson
Sapulpa, OK 74066

Carl Henderson Jr.
1633 E. Thompson
Sapulpa, OK 74066

Dale Bowes
610 Fitch Road
Hotboro, PA 19040

Ferrel Buis
399 Marycrest Drive
Cincinnati, OH 45237

John Hall
13222 Laurel Lake Court
St. Louis, MO 63131
(314) 965-4779

Buck Rains
Rural Route 6, Box 186
New Castle, IN 47362

Larry Harvey
205 Weisand Drive
Nine Mile Point, LA

Mike Reed
1900 Apple Street
Metairie, LA 70001

Clarence Buchta
4112 Lake Villa Drive
Metairie, LA 70002

Al Friedel
10423 Lockcrest Drive
Cincinnati, Ohio 45231

Jim Fannin
1701 Sweetbriar Drive
Bloomington, IL 61701
(309) 829-3359

1966

John Henderson
1607 Lake Marina Drive
Hixon, TN 37343

Pat Holloway
6403 Oriole Dr.
Lafayette, IN 47905
(317) 447-1910

Ray Boismenu
6131 W. Belt West
Belleville, IL 62223
(618) 235-4634

Charles Hampton
822 Sharonwood Drive
Anderson, SC 29621

John Murphy
P.O. Box 845
Pawnee, IL 62558
(217) 625-7183

Bobby Dodd
201 Kirkland Drive
Danville, VA 24541

Don Phillips
410 Holly Hill Road
Murfreesboro, NC 27855
(919) 398-4405

Barry Phillips
410 Holly Hill Road
Murfreesboro, NC 27855
(919) 398-4926

Bobby Summers
P.O. Box 378
Gibsonville, NC 27249
(919) 449-7565

Tommy Gilstrap
6113 Whitehorse Road
Greenville, SC 29611
(803) 269-1232

Scott McNair
2250 N 1075 E
Layton, UT 84040
(801) 771-8611

Richard Ciaffredo
1791 Valla Drive
San Jose, CA 95124
(408) 448-7241

Horace Wood
3653 Altadena Drive
Birmingham, AL 35243

Carl Schueller
270 Charles Street
South Hampton, PA
18966

John Hall
13222 Laurel Lake Court
St. Louis, MO 63131

Dennis Havens
1660 Marblehead Road
Clemmons, NC 27012

Gene Millspaugh
12725 Brookshire Ave
Baton Rouge, LA 70815

T. Bird
7630 Cleargrove Drive
Downey, CA

Richard Porter
4886 Tobacco Way
Woodbridge, VA

William Hendricks
8000 West 86th Street
Overland Park, KS 66212

Daryl Silvers
38240 W. 151st Street
Eudora, KS 66025

Wally Short
12825 Cedarbrook Ave.
Albuquerque, NM
(505) 299-4574

Melvin Little
P.O. Box 918
Sapulpa, OK 74066
(918) 227-0678
(918) 224-1121

1967-68

Floyd Scranton
61 Ronald Drive
Decatur, IL 62526
(217) 877-0604

Junior Downer
145 Rolling Hills Drive
Chattanooga, TN 37343
(615) 842-4293

Dave Finner
9505 Shoup Avenue
Chatsworth, CA 91311

Mark Lien
7206 W. Appleton Ave.
Milwaukee, WI 53216

Jeff Speegle
1223 Huntington
Manteca, CA 95336
(209) 239-6050

Mike Shally
740 Shady Grove Lane
Buffalo Grove, IL 60089

Don Orlein
720 Milbank
Modesto, CA 95354
(209) 527-7217

Jim Warren
4912 Reynolds Road
Fort Worth, TX 76180

Scott McNair
2250 N 1075 E
Layton, UT 84040
(801) 771-8611

Dave Zimmerman
6 Tainter Street
Box 213
Peapack, NJ 07977

Buck Rains
Rural Route 6, Box 186
New Castle, IN 47362

1969-70

Jack Staples
P.O. Box 61
West Point, GA 31833
(205) 576-3377

Jim Engle
21144 Robinwood
Farmington, MI 48024
(313) 474-4764

Jim Osborn
101 Ridgecrest Drive
Lawrenceville, GA 30245
(404) 962-7556

Bob Vickery
1470 Stephenson Road
Lithonia, GA 30058

Gary Schwartz
N. 2751 Thiel Drive
Merrill, WI 54452

Jeff Speegle
1223 Huntington
Manteca, CA 95336

Ron Myska
Box 886
Vacaville, CA 95688
(707) 447-8367

Drew Alcazar
9350 7th Street
Unit C
Rancho Cucamonga, CA
91730

Sue Smith
1376 Walter Street No. 1
Ventura, CA 93003

Steve Ames
4161 Rolling Springs
Tampa, FL 33624

1971-73

Jack Yeager
4378 Glenhaven Drive
Decatur, GA 30035

Bob Coulston
5716 Bar-Del East Drive
Indianapolis, IN 46241
(317) 856-6204

Bob Black
9182 N Chery Hills Dr
Columbus, IN 47201
(812) 526-9493

W.J. Meade
Rt. 3, Box 122A
Honaker, VA 24260

Theresa Vickery
1470 Stephenson Road
Lithonia, GA 30058

Gary Swartz
N. 2751 Thiel Drive
Merrill, WI 54452

Rudy Garth
24631 Alvin Street
Mountainview, CA 94043

Tom Podemski
1526 W. Calvert Street
South Bend, IN 46613
(219) 289-1920

Marvin Scrothom
6250 German Pike
Dayton, OH 45418

Franklin Diebert
341 Maxon Road
Lancaster, PA 17601

Shane Bryant
515 Milford Church Rd.
Taylors, SC 29687

John Stasney
1530 11th Street
Fennimore, WI 53809
(608) 822-6301

Debbie Ames
4161 Rolling Springs
Tampa, FL 33624

Jim Slack
1306 S. Darlington
Tulsa, OK 74112

1965-66 Shelbys

Charles Cross
891 Fulton Road
Morristown, TN 35005

Skip MacDougall
3950 Larrytown Lane
Agoura, CA 91301

Bruce Weiss
731 Workbum Road
Melbourn, FL 32935

1967-70 Shelby

Jack Staples
P.O. Box 61
West Point, GA 31833
(205) 576-3377

Charles Hampton
822 Sharonwood Drive
Anderson, SC 29621

Bob Oswalt
1919 Blue Ridge Terrace
W. Columbia, SC 29169

Gary Burke
Route 10 Tams Lane
Kingsport, TN 37664

Jim Cowles
2215 O'Connor Road
Green Bay, WI 54303

Mike Shally
740 Shady Grove Lane
Buffalo Grove, IL 60089

Tony Sica
10325 Vanalden
North Ridge, CA

Bruce Weiss
731 Washburn Road
Melborne, FL 32935

Jim Osborn
101 Ridgcrest Drive
Lawrenceville, GA 30245
(404) 962-7556

Bruce Cunningham
19025 Laurel Drive
Los Gatos, CA 95030
(408) 354-4674

Boss

Jim Engle
21144 Robinwood
Farmington, MI 48024

Tim Pirkel
1410 River Drive
Watertown, WI 53094

Jim Cowles
2215 O'Connor Road
Green Bay, WI 54303

Bob Perkins
N. 3183 Highway 26
Juneau, WI 53066

Bill Dillard
2536 Rome-Dalton Rd.
Calhoun, GA 30701

Gary Schwartz
West 2751 Thiel Drive
Merrill, WI 54452

Bill Weaver
304 Fosteri Drive
Rocky Mountain, NC
27801

Jim Osborn
101 Ridgcrest Drive
Lawrenceville, GA 30245
(404) 962-756

Don Fenwick
3324 Columbia Ave.
Merced, CA 95340

Doug Monroe
797 Brookside Drive
Columbus, OH 43209
(614) 236-1410

Ed Hockaday
5925 Sovereign
Houston, TX 77036
(713) 342-0753

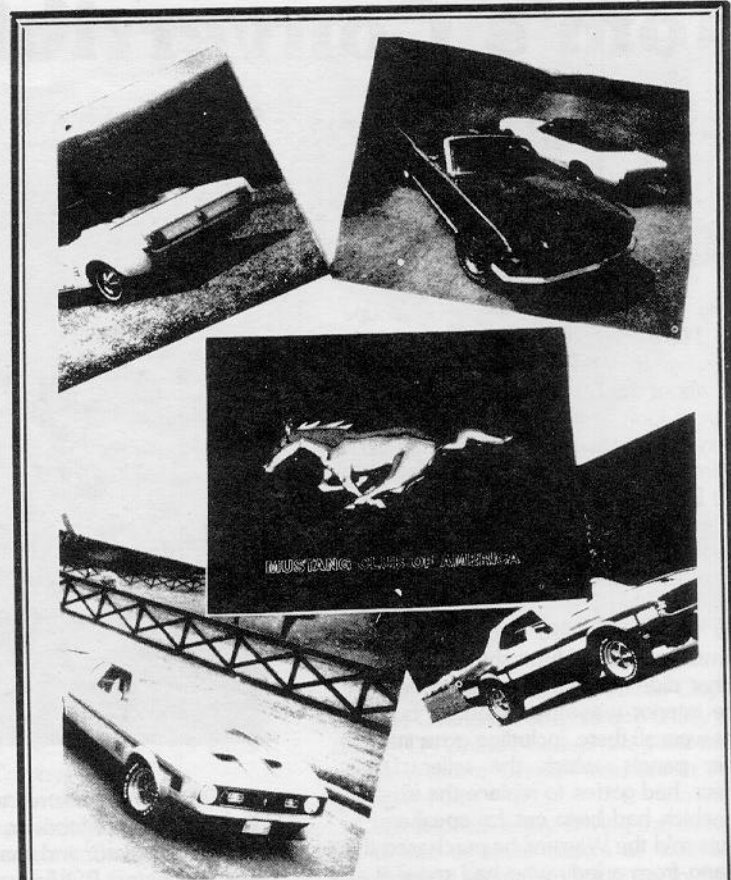
1974 and Up

Tom Bader
1818 Cairbrook Drive
Montgomery, AL 36106

Mike Grudnicki
14374 Lenore
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Mom's Convertible!

Chris Warren Turns Son's Daily Driver Into Show-Stopper

Chris and Jim Warren weren't looking for another Mustang when they saw a picture of a Candyapple Red '69 convertible at the Arlington, TX swap meet in September of 1981.

They already owned a 1966 GT coupe and a 1967 convertible.

But when they told their 17-year-old son, Allen, about the '69 convertible, he wanted to have a look at it.

Allen knew at first glance it was just what he wanted.

The Pony was a 351-2V with deluxe exterior and red luxury interior. The top was bad and the car needed body work as a result of hail damage, but those were correctable problems.

The convertible also had a four-speed transmission with a Hurst shifter and a rear end that didn't match the door codes.

The interior was disassembled, but the pieces were all there, including extra interior quarter panels, which the seller, Louis Billmeur, had gotten to replace the existing ones which had been cut for speakers.

Louis told the Warrens he purchased the Mustang from a lady who had raced it.

In spite of all this, Chris and Jim decided it would make a nice daily driver for Allen.

A deal was struck, so with the convertible top down and all the parts piled inside, Jim drove the car from Richardson to the Warren home in Ft. Worth, about 50 miles away, with Chris and Allen following close behind.

"When we got home, Chris asked why I was squealing the tires and burning rubber at every stop sign," Jim said. "I explained to her that the clutch was so strong that it couldn't be let out easily and that I had tried all the gears, but to no avail."

"You were attracting every police car in the two counties with all that squaling and smoke at the stop signs," Chris admonished.

The Mustang was parked on the Warrens' driveway and work began.

First, a complete mechanical check was performed and brakes, wheel bearings and steering were rebuilt to make it safe enough to use as a daily driver.

Next came the body work and a paint job — nothing fancy — all of which was farmed out to a local shop.

Allen worked along on the car as time permitted, with his father supervising. In the meantime, Allen drove a pickup truck he had inherited from his grandfather.



In 1985, Jim transferred to Amarillo, TX. Allen continued to work on the car, putting in a new distributor and changing the spark plugs and wiring. But he was still unable to get the engine to run smoothly. After hours of tinkering, Allen became discouraged and lost interest in working on the Pony.

In July of 1987, Allen called Chris from a car dealership and asked if she was interested in buying the Mustang so he could purchase a Nissan pickup he had found.

Chris didn't have to think twice.

Allen drove up to his parents' house only minutes later and picked up a check from

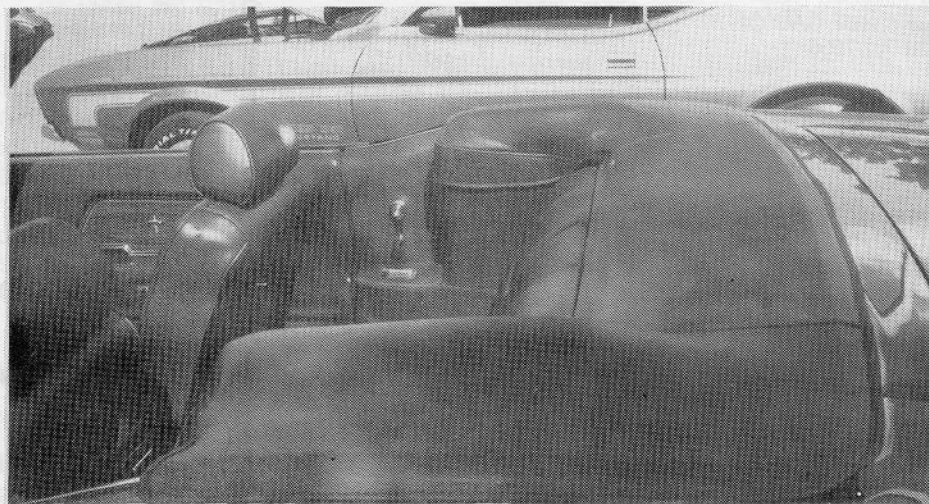
Chris. Now Allen's convertible was Chris' convertible.

After Jim retired in June of 1988 he and Chris returned to Ft. Worth and work resumed on the Mustang.

The first order of business was to get the engine running smoothly again. However, this proved to be easier said than done.

It was discovered that two of the plug wires were reversed and Allen's comment was "I would never have sold the car if I could have gotten the engine to run right."

The next day though, the engine refused to start. It had simply died.



After much analysis, it was determined that the timing gear and chain had to be replaced. When the engine was running again, a complete rebuild of the front end was done with new control arms, tie rod ends, slave cylinder, and all bushings. Parts were re-finished to the correct colors and finishes. Then the four-speed and rear end were replaced.

"We spent many days in the wrecking yards finding the correct Mustang parts. Finally, the running gear was completed and a new top was installed," Chris recalls.

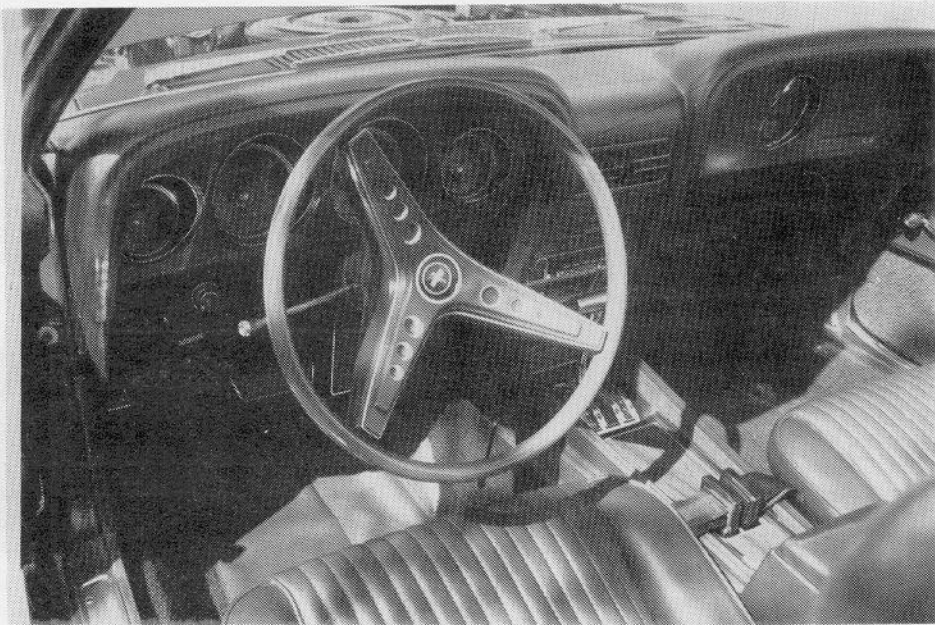
By this time temperatures had plunged and work moved indoors. During the cold weather Jim re-upholstered the seats, interior quarter panels and did polishing and re-finishing of the dash parts.

The North Texas Mustang Club, of which Jim and Chris are members, had an indoor show scheduled for March 1989 and the Warrens wanted to have the Candyapple Red convertible ready for competition by then. However, a lot of work needed to be done to have the Mustang in condition to show by March.

As soon as it was warm enough to work outside again, the interior was installed. Since the show date was fast approaching, the 1982 paint job was sanded and buffed. Goodyear F70-14 tires and a set of NOS five-spoke wheel covers were added.

The Pony made it to the North Texas Mustang Club Show that March, beginning a career which was resulted in a collection of first place trophies.

As soon as the North Texas show was complete, the Warrens went back to work on the convertible and had it ready in time



for the Yellow Rose MCA National held in Amarillo, TX in June of 1989.

The result was the '69 Mustang's initial MCA National Trophy.

Things only got better.

Over Labor Day Weekend in 1989, Chris entered her convertible in the Green Country Classic Mustang's MCA Grand National in Tulsa, OK and won first place in the Street Driven 1969-70 Open class.

For the 1990 show season the Mustang was elevated from Street Driven to Concours Driven. It won a first place trophy in the Cajun Mustang National in Lake

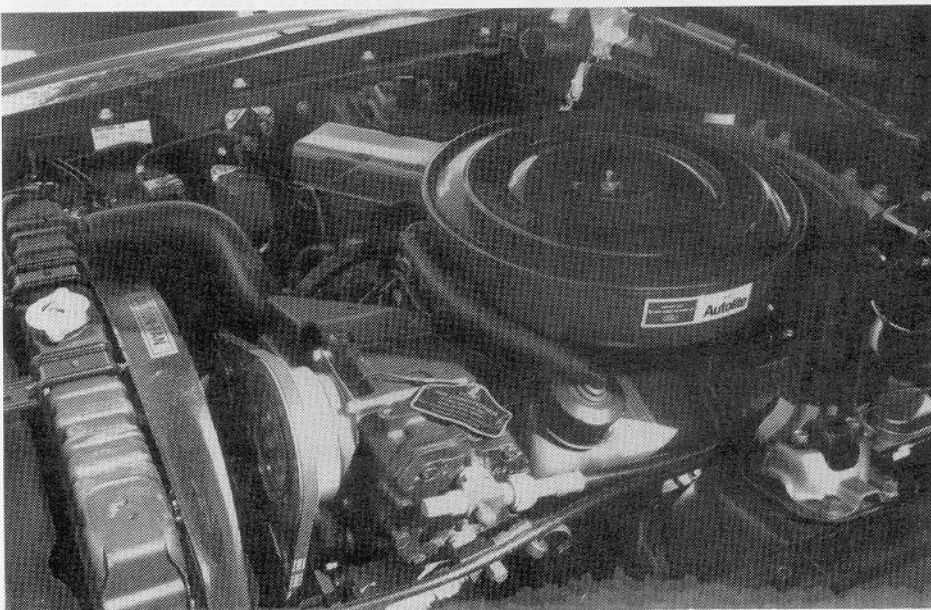
Charles, LA, a first at the Kansas City National in Overland Park, KS and finally a second MCA Grand National first place trophy at the Western Grand Nationals in Albuquerque, NM.

Chris and Jim enjoy driving the convertible to out of town shows as well as in parades and other club activities in the Ft. Worth and Dallas areas.

And no doubt they will be busy doing some additional work to the convertible this winter as they prepare for another year of competition in 1991.

Chris' convertible includes deluxe exterior consisting of trunk and quarter chrome, rocker panel chrome, pop open gas cap and five-spoke wheels. Options include air conditioning, power steering, power brakes and hood scoop. The interior includes low back bucket seats, wood-grain applique and console, clock and rim blow steering wheel.

Since Chris and Jim put the '69 convertible on the road they have driven only 3,144 miles and now the odometer has just over 93,000 total miles on it.



Chris Warren bought her '69 Mustang convertible from her son when he traded for a new pickup truck. After some sprucing up, she has won a string of first place trophies in regional, national and MCA Grand National events. The Pony is powered by a 351W-2V.

This Proud Pony Earns Its Keep As A Race Horse

If you've got a 1967 Mustang fastback for sale, you might want to call Robert Dudgeon of Warr Acres, OK.

He has a soft spot for them.

In fact, last year Robert bought his fifth '67 fastback — at a garage sale.

"We weren't really looking for another car, but we stopped at a garage sale and the man holding the sale noticed we were driving a Mustang.

"He asked if we were interested in buying another '67 fastback."

Robert's reply: "Not really."

But after going out behind the man's garage and lifting a tarp, Robert found a "very straight, rust free Mustang.

"It was mostly disassembled, but it was all there. Most of the parts he had taken off were sandblasted and primed. It was only a six cylinder standard, but the factory air interested me.

"When he told me it would take \$500 to haul it off, I couldn't say no. The next day it was sitting in my garage."

Robert and his wife Sunshine plan to restore their latest '67 fastback, but in the meantime they have a full stable of Ponies to look after.

"We bought our first '67 fastback back in 1984 for \$200," Robert says. "It had no motor or transmission and was wrecked in the rear. It was an 'S' code 390 automatic,



but we had a '67 coupe with a 289 automatic in it, so we dropped the small block into the fastback, had the back pulled out and the rear frame straightened and welded where it was cracked.

"For about \$600 we had a nice '67 fastback to drive back and forth to work every day."

Robert and Sunshine took their Mustang to Ardmore Raceway one weekend just to see what it would do in the quarter mile and after that "we were hooked on racing our Mustang."

The remainder of that year Robert and Sunshine drove it 100 miles each way to the race track nearly every weekend and finish-

ed in fifth place in the points race in the Street ET Class.

In 1985 the Dudgeons traded the small block 289 for a 429 with a C6 transmission and 4:11 gears.

"We used basically stock engines, which didn't hold up to the abuse of drag racing. In fact, we went through four engines that year.

"Also, Ardmore Raceway combined Pro ET and Street ET into one class, Pro/Street ET. We worked hard at it, won lots of races, and won the points race in 1985. We finished as track champions for the Pro/Street ET class."

In 1986, Robert and Sunshine continued to consume engines.

"We'd find an old T-Bird or Mercury with a 429 and around 100,000 miles on it, clean it up, put our heads and intake on it, and off we'd go to the track.

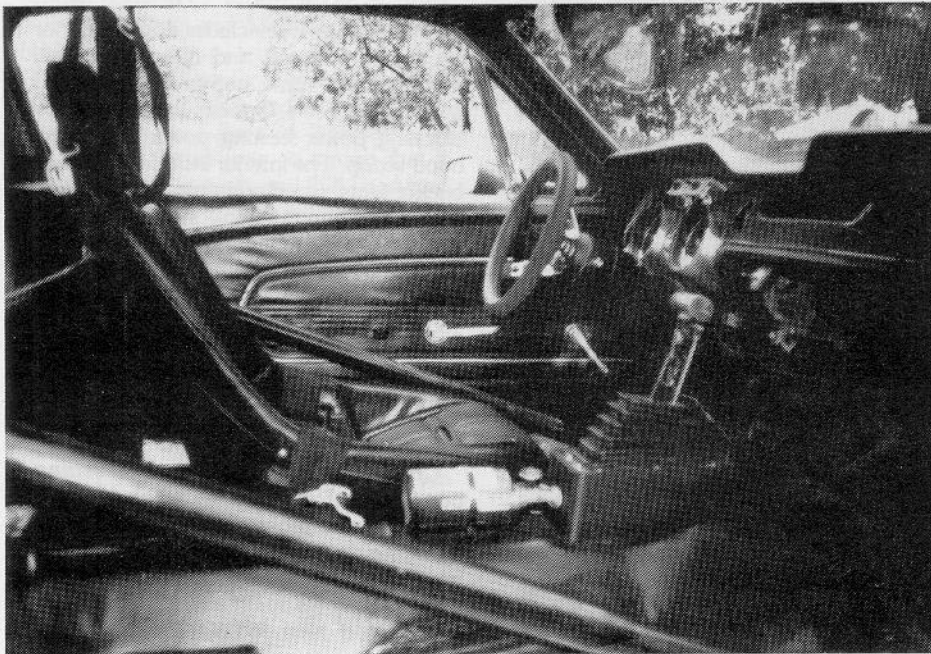
"That year we also bought a set of headers and went from a 780 Holley to a 850 double pumper. That put our Mustang firmly into the mid 12s, which was good since Ardmore Raceway split Pro and Street ET and we wanted to stay in Pro."

Against the tougher competition, Robert and Sunshine didn't win quite as many races, but they did make it to Dallas for the NHRA Bracket Finals.

"There we won and became the 1986 NHRA Division 4 Street ET Champions."

Over the next two years, the Dudgeons made a number of changes in their Mustang dragster, including a roll bar, a one-piece fiberglass front end, aluminum rods, Venolia pistons and a stronger cam.

"We also switched to 4:86 gears on a Detroit locker. That brought our Mustang in-



to the mid 11s for '87 and we finished third in the points race."

The next year, Robert and Sunshine moved up to second in the points race, though they did little in the way of changing their fastback, except for the installation of several engines during the season.

"By '89 we decided to build one engine that would last all year. We bought a balanced crank and rods, TRW high dome pistons, zero gap rings, and bigger valves. The engine sounded strong and I was sure our Mustang would be in the high 10s. When Spring came we headed down to the raceway with high hopes. I took first gear in the usual 7,000 RPMs and when I shifted to second the motor let loose. That was not a good feeling since we had sunk about \$4,500 into that engine. With no sponsors and no money for a fresh motor, we had to sit out the '89 season."

Robert spent that season slowly building another engine.

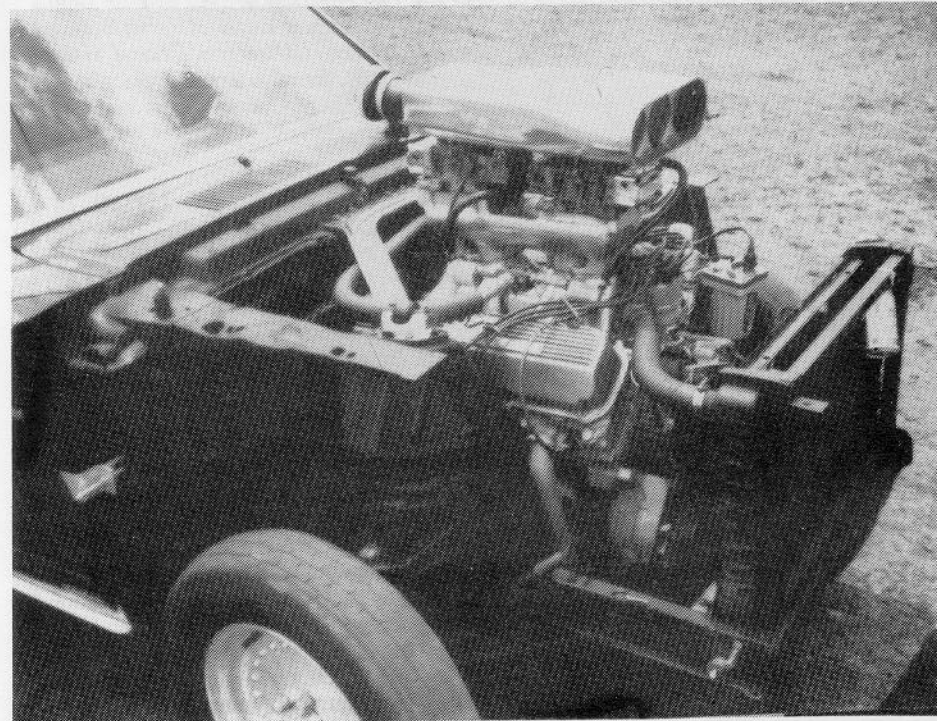
"Last year was the first time we ever entered our car in a show," Robert says. "The Oklahoma Mustang Club put on a show last fall and we took first place in Modified Radical.

"And 1990 couldn't have started out better. In January we had our first child. Considering the expense of raising children, we had to forego racing during the '90 season. But we did take our car to one show in Sherman, TX and took third place in the Competition Drag class."



Robert admits his Pony is more of a race car than a show car, "but I enjoy showing it and sharing with others tips on how I modified my Mustang."

Since Robert and Sunshine purchased their first Mustang six years ago, they have bought four other '67 fastbacks and two '67 coupes. The first '67 they purchased is the one they use as their race car.



"We don't have any plans to buy any more Mustangs in the near future, but my wife and I both agree that the '67 Mustang fastback is the best built and sharpest car ever made, so we couldn't turn down any more good deals. It's really nice having a wife whose interests run in the same vein and who isn't afraid to work on them. She does just as much work on the cars as I do, if not more," Robert says.

While Robert and Sunshine will no doubt be using their fastback as a race car for some time to come, they have also found the enjoyment of showing their Pony in MCA regional and national events.

In fact, the Dudgeons took home a second place trophy in July when they competed in the radical modified class at the MCA National Show held in Kansas City, MO.

And, over Labor Day Weekend, Robert and Sunshine captured a third place trophy with their "Proud Pony" at the MCA 1990 Western Grand National in Albuquerque, NM.

Given the cost of drag racing — and the added expense of a child — this Oklahoma couple will no doubt find it far more economical to participate in MCA events than buying three or four engines a year to keep the Mustang on the drag strip.

And there's that new '67 fastback in the garage — one that's sure to be restored as a competitive MCA show car in the months ahead.

Robert and Sunshine Dudgeon of Warr Acres, OK now have a stable of five 1967 Mustang fastbacks.

First Tennessee Group Holds Annual Show

The First Tennessee Regional Group of the Mustang Club of America held its fifth annual Mustang Show recently.

The group, which was formed in 1976, was one of the first regional clubs to become affiliated with MCA. The First Tennessee Regional Group will host the 1991 MCA Grand National in Kingsport, TN next August.

Those winning trophies at the group's annual show last month included:

1964 1/2-66 Coupe: First, Tonya McAmis; Second, Jimmy Horne; Third, Lloyd Lee.

1965-66 Fastback: First, Doug Cooper; Second (tie), Kevin Ingle and David Morris; Third, Kevin Long.

1964 1/2-66 Convertible: First, Bobby Dodd; Second, Dean Morrison; Third, Andy Rhoton.

1967-68 Closed: First, Chris Carrier; Second, Brian Morelock; Third, Steve Carrier.

1967-68 Open: First, Elizabeth Calton; Second, Herb Kluttz; Third, Jerry Mitchel.

1969-70 Closed: First, Don McMurray; Second, Bobby Hays; Third, Stacy Hightower.

1971-73 All: First, Laura Meade; Third, Tim Greer.

1974-90 All: First, Joseph R. Rose; Second, Paul Adams; Third, John Wallace.

Modified: First, Roger Lonworth; Second, Steve Christian; Third, George Shields.



Arkansas Club Wins Memphis Honors

Mike Shad Ford in Collierville, TN was the site of the Mustangs of Memphis ninth annual Mustang Show, held October 6.

Several members of the Central Arkansas Mustangers made the trip to participate and brought home plaques for their efforts. Representing CAM were:

Joe and Margaret Chambers, first place concours, best engine, 1966 coupe.

Pat Summo, third place, late model open, 1984 Anniversary GT 350.

John and Barbara Rollins, first place, 1966 convertible.

James Sample, second place, modified, 1965 coupe.

Dale Cole, second place, late model clos-

ed, 1985 GT.

Also, the Chambers recently won a first place trophy and the "best paint" award at the Simmons-Marsh Ford, All-Mustang Show held Oct. 13 in Milan, TN.

Another Central Arkansas Mustangers family showed their 1968 Shelby GT 350 convertible at the second annual Friendship in the Fall Auto Show held in Pine Bluff. Dickie and Johnnie Butler of Heber Springs won first place and "Peoples' Choice" in that show. The Butlers also won first place at the Arkansas Classic Chevies Show held Oct. 20-21 at the Hall of Industry in Little Rock.

Regional Groups Urged To Send Election Results

Regional Group affiliates of The Mustang Club of America are urged to forward results of their annual elections to *The Mustang Times* as soon as possible after the selection of new officers for the coming year.

Results of these elections will be published in your club magazine. The information is also used to update our quarterly list of all MCA regional groups in the nation.

Please include the names of all new officers, a current address and telephone number (including area code) for your club, a name and telephone number for your newsletter editor or club reporter, and approximate club membership.

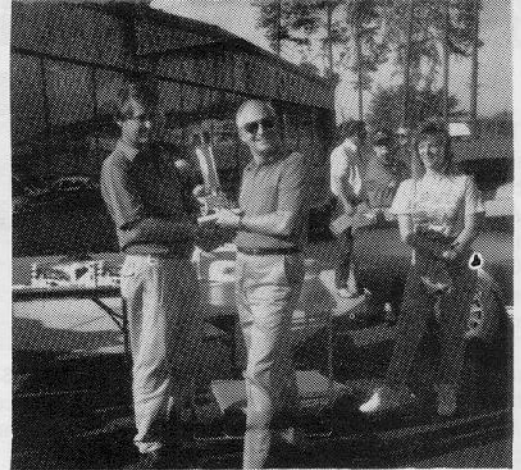
Address election results to: Regional News, *The Mustang Times*, P.O. Box 447, Lithonia, GA 30058.

The Mustang Times/December, 1990



The National Capital Region Mustang Club held its annual Mustang Show and Shine at Jacky Jones Ford in Cleveland, GA Nov. 3. Approximately 25 cars participated — including several 1960's model race cars and Bill Elliott's NASCAR Thunderbird. Trophies were awarded to Bob Deale — pictured above with Jacky Jones — (1964½ Mustang convertible), Robert Gresham (1969 Shelby GT 500KR fastback), Ricky Sim-

mons (1970 Boss 302), and Carole Church (1984 Mustang 20th Anniversary GT 350). Jacky Jones supplied free drinks and hot dogs for all, while Shotgun Customs gave away T-shirts and hats. Both the Georgia Regional Mustang Club and Jacky Jones Ford hope to make the show and shine an annual event. (Story and Photos by Kitty Wilmot).



Georgia Regional Hosts Mustang Show And Shine

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60 Cars Participate In Carolina Show

By AL DULANEY

Heart of Carolina Mustang Club

The Heart of Carolina Mustang Club of Raleigh, NC held its fourth annual fall show October 6 with 60 cars participating.

An estimated 500 spectators viewed the classic Mustangs under cloudless skies.

Ciener Woods Ford of Kenersville, NC sponsored the show. Activities included entrant car voting and a swap meet.

The activities began at 9 a.m. and continued through 3 p.m. with trophy presentations at 4 p.m.

More than 60 door prizes were distributed, including a Grand Door Prize consisting of a set of General high performance radial tires donated by Hunt General Tire of Raleigh.

Trophies were awarded in the following classes:

1964 1/2-68 Coupe: First, Herman Johnson; Second, Amy Rutishauer; Third, Clarence Austin.

1964 1/2-68 Convertible: First, Jat Maynard; Second, Lee Beibleman.



1964 1/2-68 Fastback: First, Doug Cooper; Second, David Gallagher; Third, Kirby Johnson.

1964 1/2-68 Coupe: First, John Medlin.

1969-73 Fastback: First, Don Winsor; Second, John Parrish; Third, Charles Perry.

1974-90 All Models: First, Rick Cary; Second, Jeff Somerlin; Third (tie) Doug Viverette and Linda Wiggs.

1955-57 T-Bird: First, J.W. Roberts; Second, George Bickel; Third, John Agayoff.

Pre-1964 Special Interest: First, Gary Bufmeyer; Second, Tim Roberts; Third (tie), Jim Rochelle and Gene Baker.

1965-69 Special Interest: First, Marty Woods; Second, Dave Blaisure; Third, John Weiland.

1970-90 Special Interest: First, Steve Riggin; Second, David Morgan; Third, Ricky Cary.

Saleen/SVO: First, Jeremy Greene; Second, Donald Widdows; Third, Jeff Grimes.

Best of Show: Joey Colclough, 1967 Mustang convertible.

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Capital Region Group Holds '90 Mustang Concours Show

The National Capital Region Mustang Club held its annual Mustang Concours Show at Nova Community College in Washington, DC September 16.

A total of 90 cars entered the event and 51 trophies were presented.

The show was held under clear skies and scores of spectators gathered to view the classic Mustangs on display.

The National Capital Region Mustang Club presented Nova Community College with a \$375 contribution to its automotive scholarship fund as a result of the proceeds from the event.

Trophy winners at the show included:

BEST OF SHOW

Concours: Doug Cooper, 1966 fastback.

Street: Tom Soltow, 1965 fastback.

Modified: Wayne McDaniel, 1966 coupe.

CONCOURS CLASS

1965 Coupe: First, Sam Unger; Second, John Bragle.

1965 Convertible: First, Randee Porter; Second, Dave Williams; Third, Tom DeHetre.

1965 Fastback: First, Jesse Mitchell.

1966 Coupe: First, Arden Winesdorfer; Second, Mike Hendricks.

1966 Convertible: First, Steve Camahan; Second, Mike Loney.

1966 Fastback: Doug Cooper; Second, Frank Algozzini.

1967-68 Coupe: First, Robert Birkhan; Second, Chris Veach; Third, Jeff Allen.

1967-68 Convertible: Second, Jordan Strauss.

1967-68 Fastback: First, Charles Wagner.

1969-70 Coupe: First, Kenny Wines.

1969-70 Fastback: First, Steven Dye.

1971-73 Convertible: First, Floyd Wallace.

1971-73 Fastback: Second, Rex Turner.

STREET DRIVEN

1965: First, Ed Duff; Second, Tom Soltow; Third, Barry Hecker.

1966: First, Mike Navas; Second, Neal Cooper; Third, Rex Hill.

1967-68: First, Jack Serota; Second, Ray Wells; Third, Brandt Eudy.

The Mustang Times/December, 1990

1969-70: First, Mike McCormick; Second, Jack Pendleton; Third, Doug Jones.

1971-73: First, Andy Phucas; Second, Steve McArthur; Third, Craig Sasscer.

UNRESTORED

1965-73 All: First, Luther Peninger; Second, Tommy's Auto Sales; Third, Ken Mosby.

MODIFIED

1965-68: First, Wayne McDaniel; Second, Bill Anderson; Third, J. Atkins.

1969-73: First, Rick O'Bannon; Second, Walter Driver.

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Vintage Mustangers Claim More Trophies

Ed Pinkelman of the Vintage Mustang Club of Kansas City attended the annual Coffeyville, KS "Coffey-Grinders" car show and won a second place trophy in the all-Mustang class.

Len and Peggy McCoy traveled to Springfield in September for the All-Ford American Red Cross benefit show spon-

sored by the Greater Ozarks Mustang Club. The McCoy's brought back a first place trophy in the 1967-68 fastback class.

Arv Illausky, Ed Pinkelman and Reggie Smittle all took part in the Fifth Annual All-Ford Day at Olathe Ford in September. The show was sponsored by the Olathe Chapter of the Falcon Club of America.

Smittle's 1989 GT took first place in the 1974-Current Model class. Pinkelman's 1966 convertible won two awards: second place in the 1965-73 restored stock class and Best Mustang.

Vintage Mustang Club also was honored as the "Best Club" at the Alzheimer's Association's benefit at Manor Care Nursing Home in Overland Park, KS in September.

Valley Forge Mustangers Win In South Jersey Show

Steve Trevisan won first place and Steve Fleischman took second place in the South Jersey Car Show held during October.

Fleischman, Dennis Brooks and John Skinner all won first place awards at the Immaculata Car Show.

George Platt of the Valley Forge Club was also honored with a first place trophy for his 1926 Ford Model T at Hershey.

Georgia Regional Holds Annual Bleakley Show

The Georgia Regional Mustang Club held its annual John Bleakley Ford Show in late summer, awarding numerous trophies and prizes.

Winners at the Bleakley Show included:

Ed Hunter, first place, 1964½-65 Open Concours; David Irvin, first, 1964½-65 Closed Concours; Tom Gattis, first place, 1966 Open Street; Jack Hinson, first place, 1967-68 Closed Concours; Terry Agee, first place, 1971-73 Open Street; Chris Agee, first place, 1971-73 Closed Concours; Joe Murphy, first place, 1974-78; Muriel Gavin, first place, 1979-82; Bert Snider, first place, 1983-86 Open; Carol Snider, first place, 1987-88 Open; Don Perry, first place, Shelby Open; Joe Prussiano, first place, Shelby Closed; Susanne Craft, first place, SVO.

Second place winners included Tony and Lori Tyson, 1964½-65 Open Street; John Eddings, 1964½-65 Closed Street; Bob Deale, 1964½-65 Open Concours; Collis Brasel, 1964½-65 Closed Concours; Chris Conway, 1971-73 Open Street; Don Perry, 1971-73 Open Street; and Mark Harber, 1964½-78 Modified.

Shelby Spring Fling Slated

The 14th Shelby SAAC Spring Fling, hosted by the Indiana SAAC Club, will be held May 17-19 in Brown County, IN.

The Mustang Times/December, 1990

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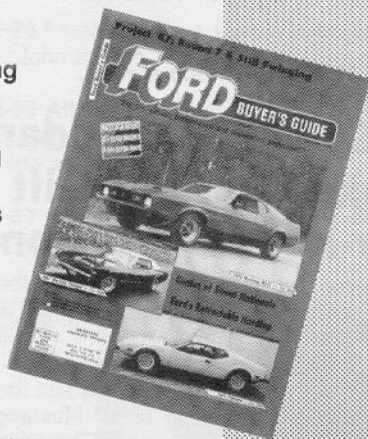
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Steve Collins of Jacksonville, FL was in the market for a blue '73 Mach 1 with silver stripes and a 351C back in 1975. He found what he was looking for, but another buyer beat him to it. But 13 years later, in January of 1988, Steve found a 1971 Boss 351 Mustang (blue with silver stripes) in an auto trader magazine. He didn't give anyone else a chance to buy this one out from under him! Steve returned the engine compartment to stock Ford parts, replaced missing items such as the rev limiter, installed B.F. Goodrich radial tires and had the car of his dreams. He uses his '71 Boss for car shows and cruising. And he says, "Better late than never!"

Wayne Victory of Antioch, TN is the owner of this 1969 Mach 1 fastback, which is now 98 percent restored. He uses the Mustang as a show car. Options include power steering, power brakes, air conditioning, rear window louvers, front and rear spoilers and a deluxe, black interior. The Pony is powered by a 428 Super Cobra Jet. The Royal Maroon Mustang has 92,000 miles on the odometer. Wayne's MCA membership number is 22,147.



This '72 Mustang Mach 1, with 42,500 actual miles, is owned by Jim Hedden of Franklin, NC. It competes in the Street Driven class. The bright yellow Mustang has power steering, power brakes, air conditioning, tach, gauges and full console. It is powered by a 351C and Jim runs on Magnum 500 P235X14 white letter tires. His MCA membership number is 18,515.

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No. 23505 And Counting

Max Miller of Wichita, KS is the newest member of The Mustang Club of America. Max is MCA Member No. 23505. We welcome him and the many other new members listed here to the fabulous hobby of Mustanging!

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 Bonnie Naibauer Burtonville, MD
 Todd Butler Kensington, MD
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 James DeLuca Albuquerque, NM
 Mark French Santa Fe, NM
 Joey Davis Beverly Hills, CA
 Tara Kern San Diego, CA

Americans Enjoy Driving, Poll Finds

A national poll of motorists reveals that most people enjoy driving, but they don't appear to be too good at it.

The second annual Valvoline Poll of the American Motorist found that 81 percent of drivers either love or like to drive. Only 16 percent say they dislike or hate to drive.

But when asked 10 questions on basic driving situations, not one of the 500 licensed drivers polled was able to answer all 10 correctly. The average number of correct responses was five.

Among the most frequent incorrect answers:

✓ Sixty percent of the motorists polled incorrectly believe that if the car's accelerator is stuck you should turn off the ignition. Turning off the ignition can cause the steering wheel to lock, making it difficult to pull to the side of the road safely.

✓ Sixty-five percent incorrectly believe that most traffic deaths occur in urban areas.

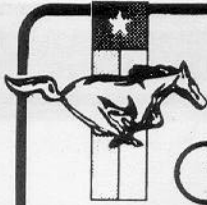
Actually, almost two of every three fatal accidents occur in rural areas.

✓ Two-thirds mistakenly believe that wearing a seat belt does not give a driver a better chance of escaping a burning or submerged vehicle. Statistics show that drivers who are wearing seat belts are more likely to be conscious and able to escape.

Younger drivers are more likely than older motorists to correctly answer the driving questions. On average, drivers age 16-24 correctly answered 5.7 of the questions correctly; drivers 35 and older answered an average of 4.8 questions correctly.

Despite these findings, most drivers believe they are better than other drivers in their communities. Fifty-four percent rate themselves better than others behind the wheel; 43 percent say they are equal to other drivers. Only 2 percent rate themselves worse than others.

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Water Leaks From Behind Mustang Door Trim Panel

— 1965 Mustangs, All Models

Water leaks from behind the door trim panel and door trim panel damage can occur as a result of two problem areas. Water leaks can occur at the vent window division bar access hole in the lower front corner of the door inner panel if the sealing tape is not securely applied. This problem was corrected in production on April 26, 1965, by replacing the tape with a rubber plug button. Water leaks may also occur if the screws, used to attach the door arm rest bracket to the inner panel, puncture the inner panel water shield. This problem was corrected in production on April 26, 1965, by adding additional sealer to the screws. Water leaks in these areas can also damage the trim panel by softening the trim panel in the vicinity of the lower retaining clips to the extent that the clips will not effectively secure the trim panel to the door.

If water leaks are encountered from behind the door trim panel or the trim panel is removed for door repairs, the following corrective action should be taken:

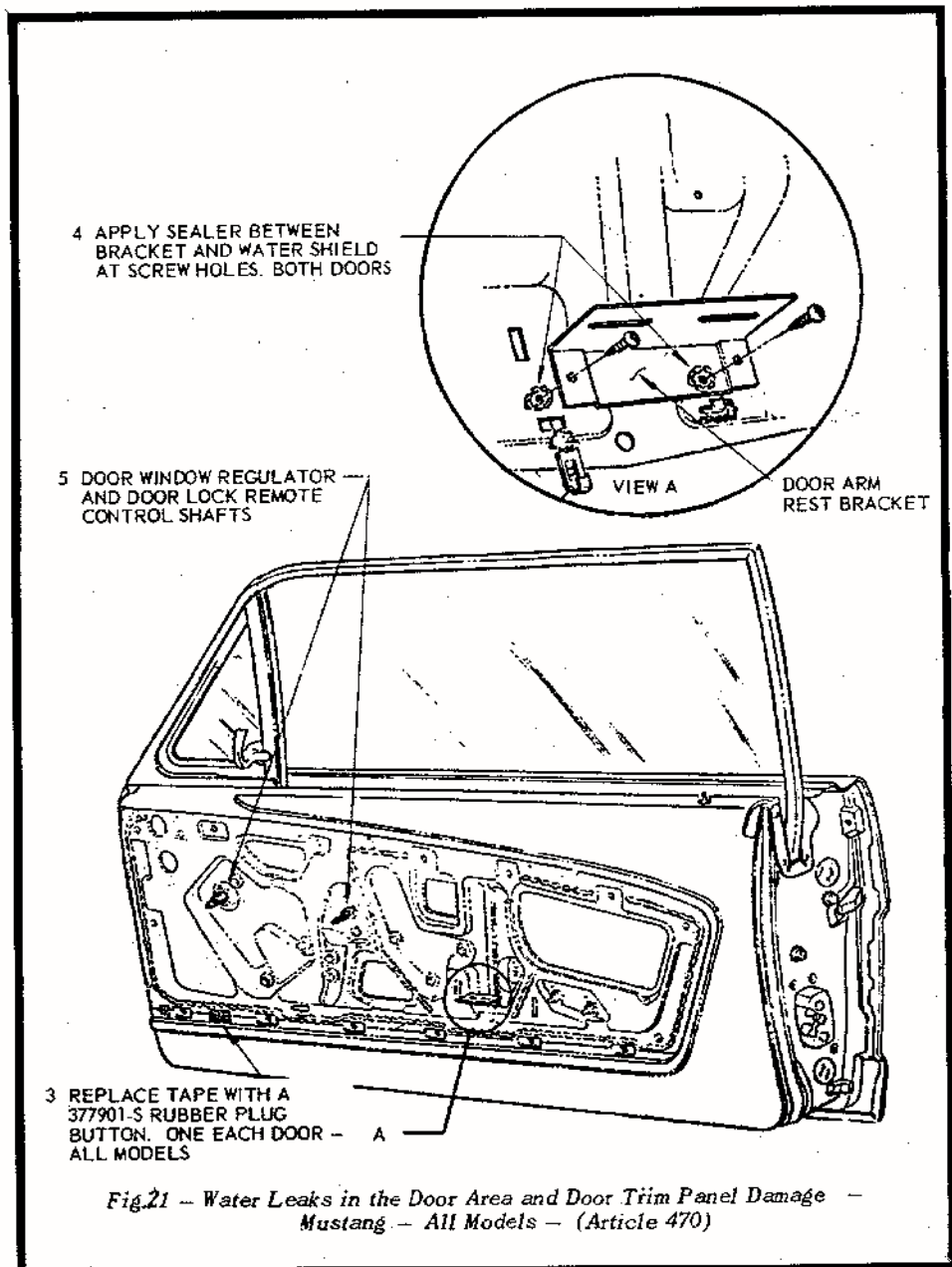
1. Remove the door trim panel and inspect the door water shield for tears and/or holes and repair as required.
2. Replace the two inch square piece of tape at the access hole in the lower front corner of the door inner panel with a 1½" diameter rubber plug. (Part No. 377901-S (See Figure 21).
3. Remove the two-door arm rest bracket attachment screws (on GT models) and place a dab of AB-19560-A sealer between the bracket and water shield at the screw holes before reinstalling the two screws. (See Figure 21).
4. Inspect the sealer application where the door window regulator and door lock remote control shafts protrude through the water shield and add AB-19560-A sealer as required. (See Figure 21).

Fourth Gear Jump-Out Console Interference

—1974 Mustang w/Four-Speed

The console panel gear shift opening plate may prevent full rearward travel of the gear shift lever causing fourth gear jump-out.

This condition can be corrected by loosening the four console attaching screws at the bottom of the glove compartment and moving the console as far rearward as possible. Tighten the screws and road test for correction. If additional gear shift lever clearance is required, the following procedure is recommended:



3 REPLACE TAPE WITH A 377901-S RUBBER PLUG BUTTON. ONE EACH DOOR - A ALL MODELS

1. Remove the console glove compartment door and three glove compartment upper attaching screws.
2. Remove the four lower console attaching screws and glove compartment from the console.
3. From the underside of the glove compartment, elongate the attaching holes forward to the leading edge using a 1/8" round file or equivalent tool.
4. Reinstall the glove compartment, securing the door and top attaching screws first.
5. Add four 3/16" I.D. X 3/4" O.D. X

1/16" thick flat washers (to the cover elongated holes) with the console attaching screws and tighten only enough to permit fore and aft movement of the console.

6. Move console as far rearward as elongated holes will allow, then securely tighten screws.

7. Road test vehicle to assure elimination of gearshift lever interference at the opening plate.

(Information for The Troubleshooter is taken from Ford Motor Company Technical Service Bulletins).

The Mustang Times/December, 1990

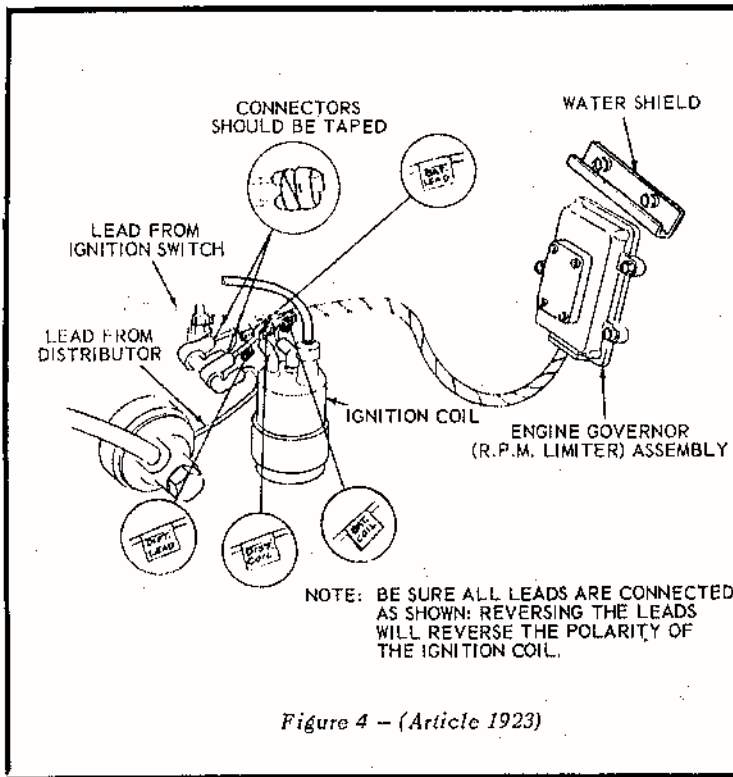


Figure 4 - (Article 1923)

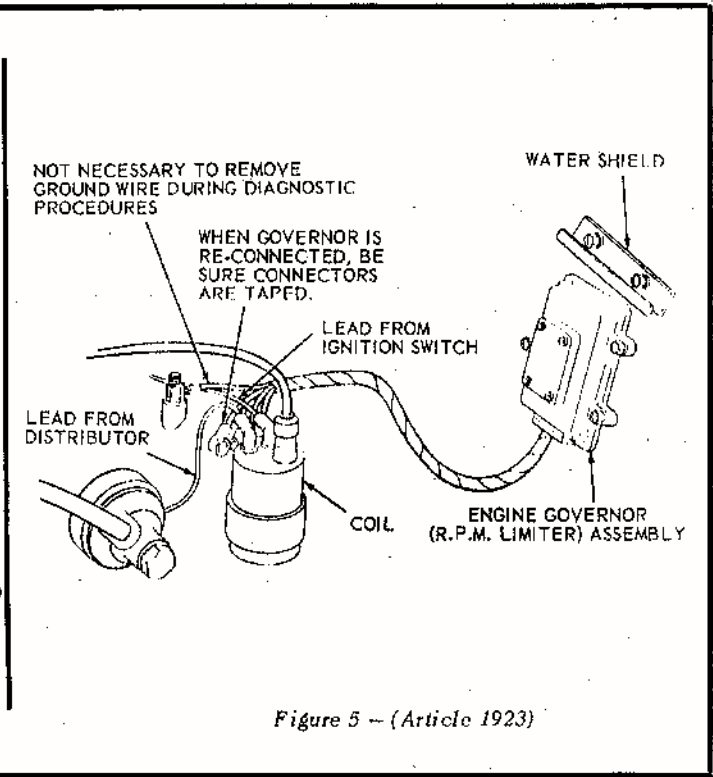


Figure 5 - (Article 1923)

302 Boss Engine RPM Limiter Device: Trouble Diagnosis - 1969 1/2 Mustang

Mustang Boss 302 engines installed in 1969 1/2 models are equipped with an rpm-limiting device which prevents accidental overspeeds above 6000 rpm, such as when shifting. The device is a solid-state electronic governor plugged into the primary circuit between the ignition switch and the ignition coil (Figure 4). Above 6000 rpm (+ or -50 rpm) the governor shorts out the primary circuit through a resistor contained in the control. The effect of the shorting out is similar to that from fouled out spark plugs and thus prevents engine runaway.

The governor is serviced as a unit.

Diagnosis of trouble is simple, since an inoperative governor will result in engine-won't-start condition, engine misfiring, or loss of governor action.

DIAGNOSIS ENGINE STOPS. WILL NOT RUN. WILL NOT START.

Check coil output. Remove coil high tension lead at distributor and hold approximately 3/16" from a suitable electrical

ground. Crank engine and observe if spark jumps specified distance.

NOT OKAY

Verify that all connections from governor, coil and distributor are correct and securely fastened. Disconnect governor assembly. Rewire as standard ignition system.

OKAY

Check distributor cap, spark plug wires, spark plugs and fuel system. Replace defective components.

OKAY

Replace governor assembly.

INTERMITTENT ENGINE MISFIRE CONDITION

Verify that the distributor contact dwell is within specification (30-33 degrees). If misfire still exists, disconnect governor assembly and rewire to standard ignition system (Figure 5). Proceed as below:

NOT OKAY

Check fuel system. Check secondary ignition system. Repair or replace inoperative components.

OKAY

Replace governor assembly.

LOSS OF ENGINE RPM CONTROL (EXCEEDS 6000 RPM)

Replace governor assembly.

Electrical Feedback During Operation Of Warning Flasher - 1966 Mustang

An electrical feedback phenomenon through the turn signal switch will occur on the subject vehicles when the following three situations are present simultaneously:

- ★ The emergency warning light switch is in the "on" position.
- ★ The ignition switch is in the "off" position.
- ★ The turn signal switch is in either the left or right turn positions.

The electrical feedback will enable the driver to operate any of the electrical accessories which operate from the accessory terminal of the ignition switch (such as the radio or power windows) without the ignition key. The operation of the accessories, however, will be intermittent. For instance, the power windows will jerk going up or down and the radio will emit an intermittent "bleeping" noise.

Customers complaining of such condition should be instructed not to operate the emergency warning lights and turn signals simultaneously. They also should be told that no damage can occur to any of the electrical components because of the feedback.

Winter Can Mean Carburetor Problems

From TRACS Magazine
Northern Illinois SAAC

Most engine running complaints arising when it is cold and wet include ignition, wiring and carburetor problems.

The carburetor problems are almost always related to the choke, the heated air system and the manifold heat riser.

Chokes should be set when the engine is cold, and checked to see that the choke plate sets full across the throat when the throttle pedal is pushed all the way down.

If not, check the choke spring, and if it is a heated-by-air element, ensure that hot air is supplied. If it is a wired-electric unit, make sure there is electricity to the choke cover. If not, check the fuse and connections.

The air cleaner should be intact with the heated tube and air door in excellent condition. Remember, the air door should be in the closed position at engine start-up, and the vacuum supply to the door motor is full-time vacuum. Aluminized heat supply tubes are inexpensive, and if there is a kink or

crack, it should be replaced with a new tube of the proper diameter. Once the engine is started, internal heat should go to the base of the carburetor.

Early model cars used mechanical heat risers on the exhaust manifolds to route warm exhaust air under the carburetor perch. Later model cars now use vacuum control devices. Either one should have smoothly working valves, and no internal plugs.

The internal passages of heat riser supply lines get clogged from moisture in the raw gas going out through cold exhaust pipes. The older the car, the better the chance for this happening. Welder's chalk on the pads below the carburetor mounting surface should melt in five or six minutes if the heat riser is working properly.

Never, never drain coolant from an engine to help it warm up in cold weather. Cars built in the last 10 years can't exist without coolant in the engine. Their sensors will never know what temperature the coolant is since there won't be any, and remote cooling fans will not turn on. Engine block cracking from hot spots is a real possibility.

Most late model cars are using smaller, higher-powered starters, some of which are the "magna-quenceh" design. They put out a lot of power and heat. Most manufacturers suggest shorter duration cranking tests — 15 second intervals — to prevent damage and overheating. Replacement costs are high. Take it easy on your "key" time.

Fuel Injection Problems

Most throttle body fuel injection fails for two reasons: dirt and TPS failure. Dirt is obviously caused by poor gasoline crowding into very tiny spaces in the injector nozzles and plugging off the spray.

The TPS failures come from dirt (sometimes), poor connections (often), and severe misadjustment (mostly).

Big Block Fords

Four barrel Ford carburetors on 460 Ford engines need plenty of room in the center of the four-bore space to provide vacuum and/or air flow. If the gasket you are using cuts off air to the center portion of the base, you might wind up with stuck open secondary air doors. After hard acceleration there may not be a clear path for vacuum to retrieve the secondary doors to their closed position, causing a high engine speed condition.

Also, never use a gasket you haven't sized by placing it in its absolute-use spot on the underside of the carburetor and trimming it if necessary.

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Pony Carburetors

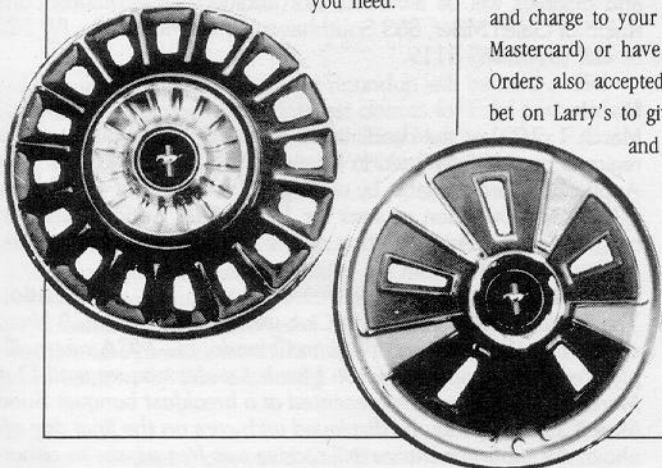
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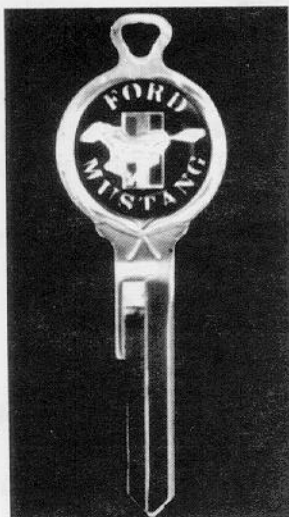
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December 11

Marietta, GA

The December meeting of the Mustang Club of America's Board of Directors will be held, beginning at 7:30 at the Marriott Courtyard Hotel at Windy Hill Road and I-75 in Marietta, GA. north of Atlanta. MCA national officers for 1992 will be elected at this meeting.

February 1

Atlanta, GA

February 1, 1991 is the deadline for the receipt of applications from regional groups interested in hosting the 1992 MCA Grand National. Applications are available by writing MCA, P.O. Box 447, Lithonia, GA 30058. Selection of the site for the 1992 MCA Grand National will be made at the March meeting of the MCA Board of Directors.

February 3

Nashville, TN

The Stones River Region AACA will hold its third annual swap meet and flea market. A \$2 donation will be collected at the door. For information contact Jessee Harvey at (615) 896-3404 nights or (615) 893-1814 days or Butch Roth at (615) 367-0945 nights or (615) 893-8004 days.

February 3

Moorpark, CA

The Mustang Owners Club of California will hold its "All Ford Round-Up," co-sponsored by Vista Ford, at Woodley Park. Pre-registration is required. Registration forms must be postmarked no later than Jan. 26, 1991. No cars will be registered the day of the show. Concours and Peoples' Choice Judging will be offered. Concours participants will be required to judge. Entry fee is \$15 for Concours Cars and \$13 for Peoples' Choice. Cars must be parked between 8-10 a.m. Spectators will be admitted free. For more information call Wayne at (818) 343-2091 or Joe at (805) 529-3245. Make registration checks payable to Mustang Owners Club of California and mail to Joe Ritz, 4360 Autumn Meadow, Moorpark, CA 93021.

February 17

Irwindale, CA

The Pacific Mustang Club will hold its Springtime Car Show in the Park at Irwindale Recreational Dam. Judging will be peoples' choice. There will be games for children, a volleyball tournament, barbecue and picnic. Entry fee is \$13 per car and the park charges a small entry fee. There is no charge for spectators. Rain date is February 24. Cars must be pre-registered by February 10. For additional information contact the Pacific Mustang Club, P.O. Box 33634, Granada Hills, CA 91344.

February 23-24

Monticello, IW

The 22nd Annual Rod and Custom Show will be held at the Youth Center Building. There will be numerous classes for Mustangs. Cash and trophies will be awarded. For additional information contact Ralph or Galen Miller, 853 Southaven Drive, Monticello, IW 52310 or call (319) 465-5119.

March 1

Atlanta, GA

March 1, 1991 is the deadline for the receipt of applications from regional groups interested in hosting 1992 MCA National shows. Applications are available by writing MCA, P.O. Box 447, Lithonia, GA 30058. Selection of sites for 1992 MCA National shows will be made at the April meeting of the MCA Board of Directors.

March 2-3

Orlando, FL

The Florida Regional Mustang Club will host the first MCA National of 1991 at Walt Disney Village in Orlando, FL. MCA rules will apply. Registration opens at noon March 1 and continues until 11 a.m. March 2. Awards will be presented at a breakfast banquet Sunday, March 3 so they may be displayed with cars on the final day of the show. All show car entries will receive two free passes to either the

Magic Kingdom, Epcot, or MGM Studios, plus two free tickets to Pleasure Island. There is no admission charge for spectators. For information contact Steve Ames at (813) 962-2936 or Bruce Weiss at (407) 259-9089 days or (407) 724-0875 nights.

March 23-24 **Plant City, FL**
A Power Performance Show will be held at the Florida Strawberry Festival Grounds. General admission is \$4. A car and truck parade will be held at 5 p.m. Saturday. Classes for Mustangs will be included. First, second and third place trophies will be awarded Sunday afternoon in each class. Vendor spaces are available. For additional information call (813) 752-0192 or (813) 754-1032 or write Power Performance Show, 3905 N. Wilder Road, Plant City, FL 33565.

March 29-31 **Pensacola, FL**
The Gulf Coast Regional Mustang Club will host an MCA National Show at University Mall in Pensacola. MCA rules will apply. For registration and lodging information write: Gulf Coast Regional Mustang Club, P.O. Box 10126, Pensacola, FL 32524. Also, tickets for a Springtime Yellow 1966 Mustang convertible, to be given away on the final day of the Pensacola show, are available for \$1 each or six for \$5 by writing the same address.

April 17 **Detroit, MI**
The 27th anniversary of the introduction of the Ford Mustang, which was first offered for public sale on April 17, 1964.

April 26-28 **Nashville, TN**
The Music City Mustang Club will host an MCA National Mustang Show at the Marriott Hotel. MCA rules will apply. For registration and lodging information write: Frank Davis, President, Music City Mustang Club, 1028 Dozier Place, Nashville, TN 37216. Additional information will be provided in future editions of *The Mustang Times*.

April 19-20 **Port Arthur, TX**
The Southeast Texas Mustang Club will host its sixth annual Regional Mustang Show. Show site will be Central Mall in Port Arthur. Host hotel will be the Holiday Inn Park Central. For hotel reservations call (409) 724-5000. A hospitality party with a live band will be held Friday night. An awards banquet will be held Saturday night. Trophies will be awarded in all classes and for participation cars. A student class will also be provided. Students must be between the ages of 16 and 21 and enrolled full time in high school, college or a vocational-technical program. For additional information contact Bob Davenport at (409) 727-1052 or write to Southeast Texas Mustang Club, P.O. Box 8848, Lumberton, TX 77711.

May 4 **Mobile, AL**
The third annual Mobile Bay Mustang Roundup will be held at Bel Air Mall. There will also be special interest classes for Ford-powered vehicles. For information contact the Mobile Bay Mustang Club, P.O. Box 8713, Mobile, AL 36689 or phone (205) 344-2643.

May 31-June 1 **Springfield, IL**
The Central Illinois Mustangers will host an MCA National Mustang Show. Show headquarters will be Holiday Inn East. MCA rules will apply. For registration and lodging information write: John Murphy, President, Central Illinois Mustangers, P.O. Box 845, Pawnee, IL 62558. Additional information on this MCA National will be published in future editions of *The Mustang Times*.

June 21-22 **Hollywood, CA**
The "National Fabulous Hollywood Car Show," hosted by Pacific
The Mustang Times/December, 1990

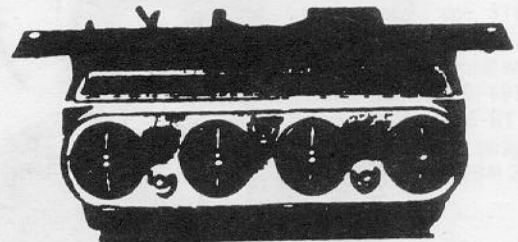
Mustang Club, will be held. The show will be at the Beverly Garland Hotel. Entry fee is \$25 and all cars must be pre-registered by June 14. Admission to the public is free. There will be a Friday evening cocktail party. Saturday will feature the car show, raffles, a banquet and an awards presentation. For additional information write Pacific Mustang Club, P.O. Box 33634, Granada Hills, CA 91344.

August 16-18 **Kingsport, TN**
The 1991 MCA Grand National will be held outdoors at the Kingsport Convention Center. For registration and lodging information write: First Tennessee Regional Group, P.O. Box 512, Hillen Valley Road, Kingsport, TN 37663. Additional information on this MCA event will be published in future editions of *The Mustang Times*.

September 8 **Long Beach, CA**
The Pacific Mustang Club presents its fourth annual Eldorado Picnic and Car Show. Judging will be peoples' choice. Activities will include games for children, a volleyball tournament, door prizes and an awards presentation. Entry for the show is \$14 per car if pre-registered by August 29. The park itself will charge a small entry fee. Rain date is September 15. Spectators attend free. For additional information write Pacific Mustang Club, P.O. Box 33634, Granada Hills, CA 91344.

The Mustang Times welcomes items for our monthly calendar of events. To have your show or special event included, please submit all details in writing to: Calendar, Mustang Times, P.O. Box 447, Lithonia, GA 30058 at least 60 days prior to the event.

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1964 1/2 Mustang, 289 D-Code, four-speed, rally pac, SS wheels, white with black interior. Completely restored five years ago. Original South Carolina car. Early build date 05E May 5. Have owned car for 14 years. Price: \$8,500. Call (704) 648-0372 or (704) 235-8274.

1973 Grande Coupe, brown with brown upholstery. Price: \$3,500. Nice car. Call (404) 629-4685 after 7 p.m. EST.

1969 Shelby GT-500, maroon and black, four-speed, tilt, power, 39,000 miles. Concours restoration of excellent original. Complete and correct. Show ready. Call Kelly at (303) 259-5601.

1970 Mustang, 302 two-barrel, AT, AC, TW, PS, Acapulco Blue with black vinyl top and black interior. Chrome styled steel wheels with Goodyear tires. 90 percent restored. Have received first place trophies in Midwestern Mustang shows. Price: \$8,500 OBO. Contact Daniel Bohart, 520E Dr. Woodruff, Indianapolis, IN 46201, (317) 636-9784.

1968 Mustang "GT" fastback, 302-4V, AT, AC, PS, PDB, blue deluxe interior, Acapulco Blue exterior, fold down rear seat, upper console, Shelby trunk lid, tach, AM/FM stereo cassette, tail light panel louvers, remote mirror. All new, no rust. Price: \$11,500. Call (904) 456-9333 days or (904) 456-3049 evenings.

1973 Mach I, 302 AT, PS, PB. Both spoilers, slats, extraordinarily rust free body. Blue on blue. Daily driver or easy restoration. Price: \$3,500 OBO. Call (404) 394-1279 evenings.

1965 Mustang Coupe, six-cylinder, standard. Needs ground up restoration. All original parts

available. Price: \$500 OBO. Photos on request. Call or write Mike Dallaire, 15 Weeks Pond Drive, Forestdale, MA 02644, (508) 477-2173.

1969 Mustang Mach I, Acapulco Blue, 351W, four-speed. Car is partially disassembled. Daily driver under restoration. Minor rust in floor and rear quarter. Lack of time forces sale. Good project car. Price: \$1,295. Call (912) 377-8306.

1965 Mustang Coupe, absolutely no rust, Guardsman Blue exterior; black vinyl roof, black standard interior, rebuilt 289-4V, 225-HP engine, GT dual exhaust, rebuilt AT, spinner hubcaps, factory air, completely restored. Price: \$7,500 OBO. Madison, AL. Call Alan at (205) 830-4491 or (205) 464-2224.

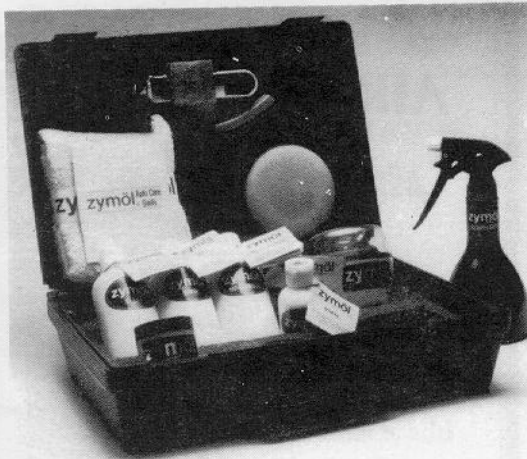
1965 Mustang Fastback, six-cylinder, AT, in excellent condition. Needs paint, chrome and interior. Floors good. Price: \$2,500. Also, 1967 convertible, 8-cylinder, AT with 50,000 original miles and factory air. Needs floor, quarter and interior restoration. Price: \$2,500. Also, 1971 convertible, 302, AT, excellent condition, many new parts. Price: \$5,900. Also, 1973 convertible, 302, AT with air. Price: \$2,900. Contact Henry A. McKee, 13 E. Albertson Avenue, Westmont, NJ.

1965 Mustang 2+2, red, white Pony interior, four-speed, rally pac, no rust. Engine and clutch rebuilt. Nice. Price: \$11,500. Also, 1967 Shelby GT-350, four-speed, all original, expensive. Also, 1969 Mach I, 351, two-barrel, AT, AC. Price: \$7,000. Call Joe at (615) 790-6792 evenings before 10 p.m.

1971 Mustang Mach I, yellow with black interior. Excellent condition, 351C, three-speed, many extras. Only driven in summer. Garaged in winter. Call (203) 582-9301 after 5 p.m.

1966 Mustang 2+2, AC, AT, PS, dual trumpets. Black with red interior. Very nice. Price: \$9,500 OBO. Call (404) 777-8761.

1966 Mustang Convertible, black on black with black convertible top, 200 cu. in engine, three-speed, AM factory radio, spinner hubcaps.



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1966 Fairlane Convertible, 289, AT, PS, PB, white on red with new black top, new paint, new tires. Price: \$3,000. Call (404) 394-1279 evenings.

1969 Boss 429, red and black, ground up concours restoration including undercarriage. Absolutely complete and correct. All documents. The best you will ever find. Contact Kelly at (303) 259-5601.

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Rebuilt 1964 Ford 260 V8. New rings, bearings, oil pump, timing chain, cam bearings. Complete-

ly rebuilt. Priced to sell. Call Al or Tom at (203) 684-2701.

1965-66 spindles, \$50 pair. 1967 289 standard block, \$150. 1967 289 heads, C90E 302 heads, 1970 351W heads, all \$100 pair. Running 1964 1/2 260 complete, \$250. 1964 1/2 five-bolt C4 automatic, \$200. Tons of 1965-66 wiring, pulleys, P/S parts, linkages. Dave Shanahan, P.O. Box 711, Great Barrington, MA 01230, (413) 637-1017 or (413) 637-1287.

1968 302 alt-smog pump bracket, C80E-9B4-50A. Would like to trade for same for 1969 Boss 302 part C9ZE-9B450B. L.A. Gerber, (303) 884-9790.

Complete, original 1966 289-2V engine from San Jose car, \$2,000. Will sell separately AC and PS as a unit, \$700. All original and in excellent condition pollution control system, \$500. With heads, \$700. The remaining engine with accessories, \$1,000. Call Gary at (615) 431-5509.

1967 289-V8 engine, production date October 1966. Price, \$100. C. Giusto, 49850 Duke Road, Calcutta, OH 43920, (216) 385-3673.

1979-91 Mustang Parts. Send a large SASE for a free listing of new, used and take-off parts for GTs, SVOs, LX 5.0s, Saleens, Anniversary Editions, McLarens, Severe Service police coupes and more. Lots of Motorsport parts and unique stuff. Contact Jim Dingell Jr., 13204 Jasper Road, Fairfax, VA 22033, (703) 818-9892.

Rally-pac, 1965 black 6000 rpm six-cylinder, \$200. NOS obsolete parts C7ZZ-10C877A wiring harness to install warning lights console, \$100. D1ZZ-17A385A front license bracket, 1971-72 fits Boss, \$45. D1ZZ-6320000L lower black body stripe kit 1971-73, 23 feet, \$50. E5ZZ-12B567A computer \$225. C8AZ-622-3352A1D red door knob, 1968-70, \$8. D3ZZ-13008A headlamp assembly, RH, 1971-73, \$60. C7ZZ-13A756A mercury trunk light, C8ZB script Shelby, \$25. C6AZ-6582K, 1968-72 289, 302 valve cover, \$45 pair in box. Contact L. Sorenson, 19 Lisa, Methuen, MA 01844, (508) 689-9600.

Four 1966 hubcaps with spinners, \$160. 1967 long black automatic console, \$210. Brian Elkinson, 22 Hemlock Street, Rochester, NH 03867.

1965-66 show quality wheel covers, standard and wire, gas tanks, straight rear bumpers, need chrome, one and two speed wiper setups, hood and trunk lids, excellent six-cylinder brake drums, spindles, axles, axle housing, excellent standard glove box lid, instrument bezel, gas cap, many other fine parts. Call Bob Lyons at (908) 457-8818.

1967-68 overhead console, nice, \$100. 1968 air condition console, like new, \$200. 289 HiPo heads, \$600. Four 1967 styled steel wheels, like new with new center caps, \$500. 1970 factory tach with harness, \$225. 1968 GT grill with lights, \$125. 1969 Mach I rear sway bar with brackets, \$125. Call Donnie at (904) 398-0341.

Parts Wanted

5.0 litre engine for 1988 Mustang GT. Call or write Mike Dallaire, 15 Weeks Pond Drive, Forestdale, MA 02644, (508) 477-2173.

Front bucket seat bottom cover wanted. Must be original. For 1973 Mustang. Black standard upholstery. Also need back seat interior panel LH side, black for standard interior, 1973 Sportroof. Both must be perfect. Call (904) 629-4685.

Need black vinyl top and emblems for 1972 Mustang Grande. Also, 1972 stock wheels. Call (215) 942-4069 or write Denise Lapp, Box 119, Brandmore, PA 19316.

Wanted: 1964 1/2 hood contact. Randy Johnson, RR 1, Box 101, Columbia, SD 57433, (605) 396-2466.



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TONY & NATALIE RINALDI

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1967 GT 350 parts wanted: Hi-Po cam and solid lifters, Ford alternator pulley, radiator fan, hoses and belts, w/washer box and pump, E70-15 Speedway tire, Kelsey-Hayes MagStar wheel (15X7), build sheets for undercarriage color codes, gas tank, chrome head light rings, bumpers, hood pin latch set. H. Hooper, 8817 Bridlewood Drive, Huntsville, AL 35802. (205) 883-2948.

1964 1/2 parts wanted: hood, right and left fenders, driver and passenger doors. Must be perfect, original 1964 1/2 parts. Restoring 289 D-code convertible. Auto, PS, PB, AC. Interested in any NOS items. Very original California car. Need advice regarding top-notch, knowledgeable restoration facility near or far. Ed. Jasinski, 2228 So. El Camino No. 77, San Mateo, CA 94403. Phone (415) 573-5554.

Wanted: Mustang pedal car. Advise condition and price. Contact Tim Peter, 913 Briar Hill Drive, Waukesha, WI 53188 or call (414) 548-0501 after 6 p.m.

Miscellaneous

Tachometer, clock, speedometer, gauge and motor professionally repaired, converted, rebuilt or modernized to factory specifications and guaranteed. Call (914) 628-4866 after 6 p.m. EST.

Quartz! \$64.95 updates most Mustang clocks to quartz. Includes return, 15 month warranty. We also repair tachs, gauges, speedometers. Instrument dial refacing and complete 1965-66 rally pac renovation available. Authorized Borg Clock/Faria Tach service. Gary Herbert, 4 Clear Creek Court, Simpsonville, SC, (803) 967-7719.

For Sale: *Mustang Times*, 1984-89, *Hot Rod Mustang*, *Mustang Monthly*, 1978 to current date, *Mustang News* 1974, 1975, 1982, 1987, 1988. Showroom catalogs, 1968 Shelby GT 350/500 color folders, 1968, 1970, 1973 Mustang color catalog, 1970 Cougar color catalog, 1970 Mercury Cyclone, 1970 Torino catalogs. Ford Mustang 8X10 photos from Ford. Contact Charles E. Tickner, 4225 East Ridge Drive, Jackson, MS, (601) 366-2508.

For Sale: Mustang sales brochures, post cards, performance catalogs, posters, 1964 1/2-1990. Send SASE for free list to Randy Church, P.O. Box 7, Baldwin, GA 30511 or call (404) 778-3413.

1991 Mustang Club of America Calendar. Collector's item. Great Christmas gift. Beautiful full-color calendar features some of the most impressive Mustangs in the country. Useful year 'round then place in your collection of Mustang memorabilia. Price is \$8.50, which includes postage. Send

check or money order to MCA Calendar, P.O. Box 447, Lithonia, GA 30058. Hurry for guaranteed delivery in time for Christmas.

Mustang carburetors rebuilt. Show quality. Set to specs. Better than new to overcome inherent drivability problems. Complete with new carburetor tag. One and two barrel specialists. Send us yours to rebuild or buy ours. Pony Carburetors, Box 420, Cazenovia, NY 13035.

New! 1965 Mustang cast metal bank — coupe or fastback, please specify. Price: \$14.95. Also, 20th or 25th Anniversary posters, \$10 or two for \$18. Prices include shipping. Contact Bill Koivu, 7138 Maddox Road, Lithonia, GA. 30058.

Now your Mustang's build date code is available through the "In Search of Mustangs" project. Send \$10 for each, including a self-addressed, stamped envelope and your Mustang's serial number. We will send your build date based on statistical information in our census. Contact P.O. Box 727, Paris, TN 38242 or call (901) 642-0010.

Zymol Car Care Products available. All natural cleaning products derived from 110-year-old German carriage wax formula. Contains only plant oils and their derivatives. No harsh chemicals. Many users tout Zymol as the best car care system for protecting their investments. Corco West Inc., Car Care Division, 1-800-533-5743.

Original Mustang literature. Original sales literature, manuals, factory photos, etc. for all Mustangs. Specify year(s) with SASE for free list. Be sure to specify Mustang as I have lists for all other cars and trucks, domestic and foreign. Walter Miller, 6710 Brooklawn Parkway, Syracuse, NY 13211. Phone (315) 432-8282.

Appraisals: Keeker's Automotive Appraisals can provide you with your vehicle's current market value, whether your needs are proof of value for insurance, property settlement, estate, purchase or sale. Contact Garth McNichol, candidate member, American Society of Appraisers. Appraisals by mail available. MC and Visa accepted. Call (913) 749-1888 or write 2909 Lawrence Avenue, Lawrence, KS 66047.

Classified Advertising

Classified advertising is free to all members of The Mustang Club of America. To take advantage of this valuable service, submit your classified ad to **The Mustang Times**, P.O. Box 447, Lithonia, GA 30058-0447. Please include your **membership number** on your advertising copy to insure its inclusion in our next issue.

Advertisements are limited to 50 words per month per member. **The Mustang Times** will not be responsible for the correction of illegible advertising copy. Please **type or print plainly** to help us avoid errors. Non-member commercial advertising is not permitted in the classified advertising section.

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

Advertisements to be repeated must be resubmitted each month. The deadline for classified advertising is the first of the month for the next month's edition (January 1 for the February issue, February 1 for the March issue).

Classified advertisements received after the first of the month will be held for inclusion in a later edition.

Display Advertising

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

One-time insertion rates and contract advertising rates are available. Display advertising deadlines are the first of the month for the next month's issue (January 1 for the February issue, February 1 for the March issue).

All advertising **must be accompanied by full payment**. Advertising submitted without full payment will be returned unpublished.

For advertising rate information contact Steve McMullan, 2595 Parkside Way, Snellville, GA 30278, (404) 979-4924 (between 9 a.m. and 7 p.m. EST Monday through Friday).

