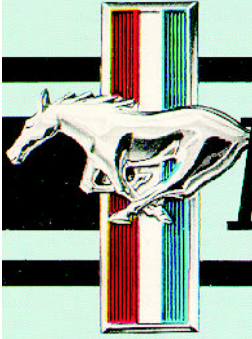


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MUSTANG TIMES

Vol. 5 No. 10

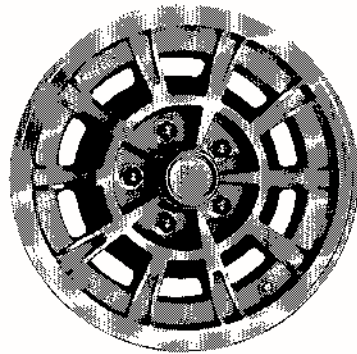
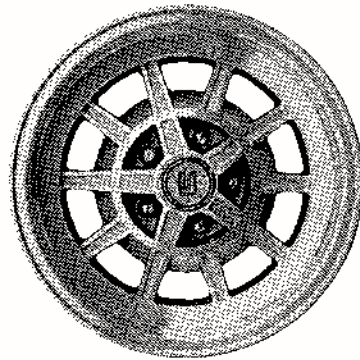
October 1981



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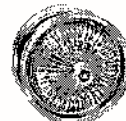
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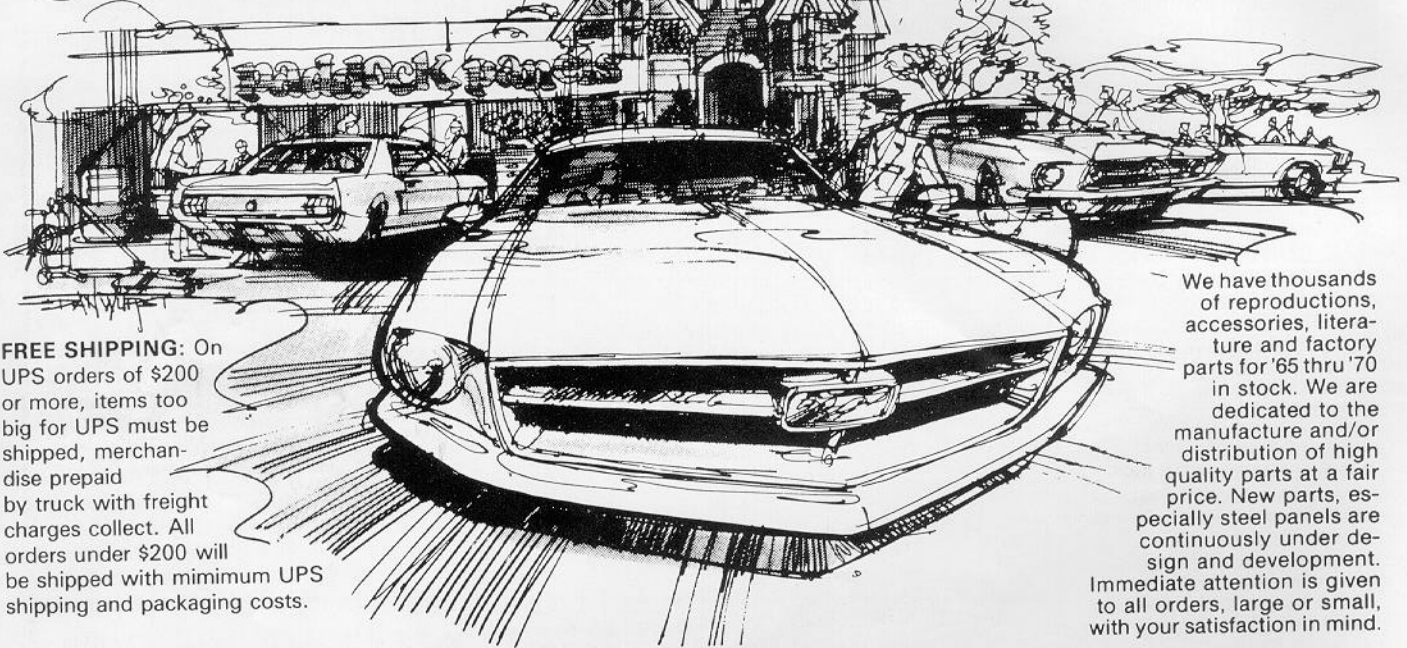


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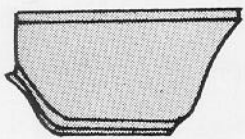
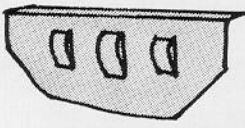

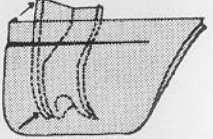
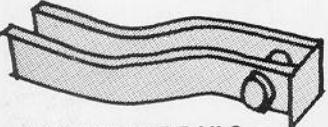
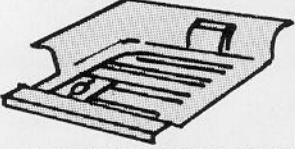
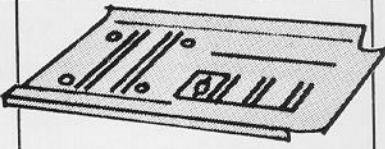

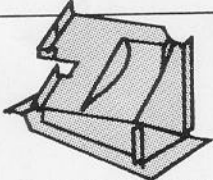
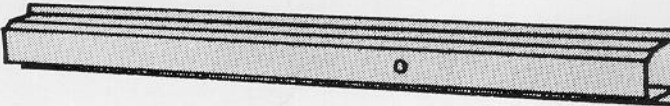

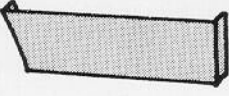
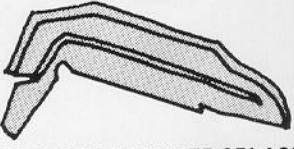
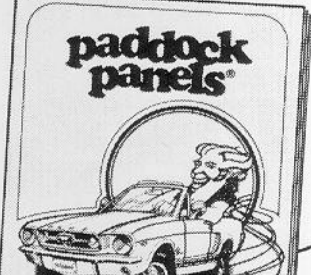
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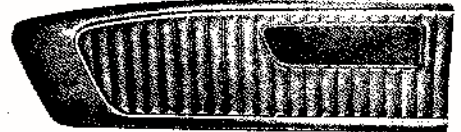
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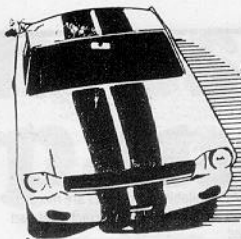
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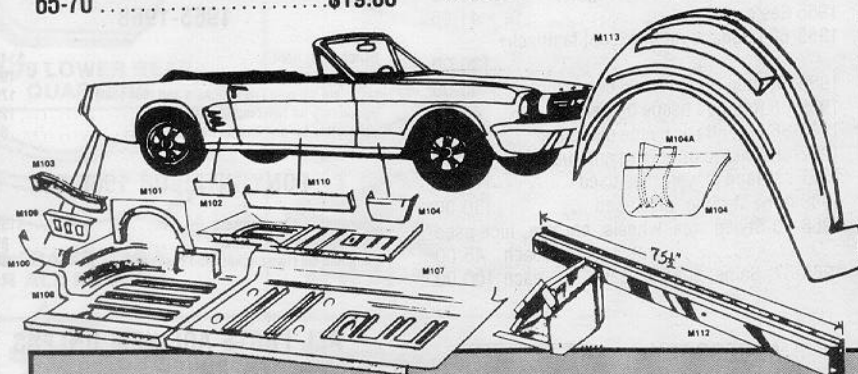
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MUSTANG TIMES

The Official Publication of the Mustang Club of America

OCTOBER 1981

VOL. 5 NO. 10

TABLE OF CONTENTS

| | | |
|--|--|----|
| Publisher Gary W. Hartter | Club Officers | 6 |
| Editor Gregory D. Wells | Judging | 7 |
| Typography Custom Composition Stone Mountain, Georgia | Editor's Page | 9 |
| Printing DeKalb Litho Avondale Estates, Georgia | Event Calendar | 10 |
| Fulfillment Computer Systems & Solutions, Inc. Avondale Estates, Georgia | Mail Bag | 11 |
| National Head Judge Robert Vickery 1470 Stephenson Road Lithonia, GA 30058 | In Search of Mustangs | 13 |
| National Regional Group Director Horace A. Wood 3653 Altadena Drive Birmingham, AL 35243 | Car of the Month | 14 |
| | The Grand National 1981 | 15 |
| | Tech Tips | 21 |
| | Vendor of the Month | 22 |
| | Paper Pony | 23 |
| | Pony Plates | 24 |
| | Regional Group News | 26 |
| | Puzzle Page | 31 |
| | MCA Accessories | 32 |
| | Classified Advertisements | 33 |
| | Regional Groups | 38 |
| | Membership Application | 40 |

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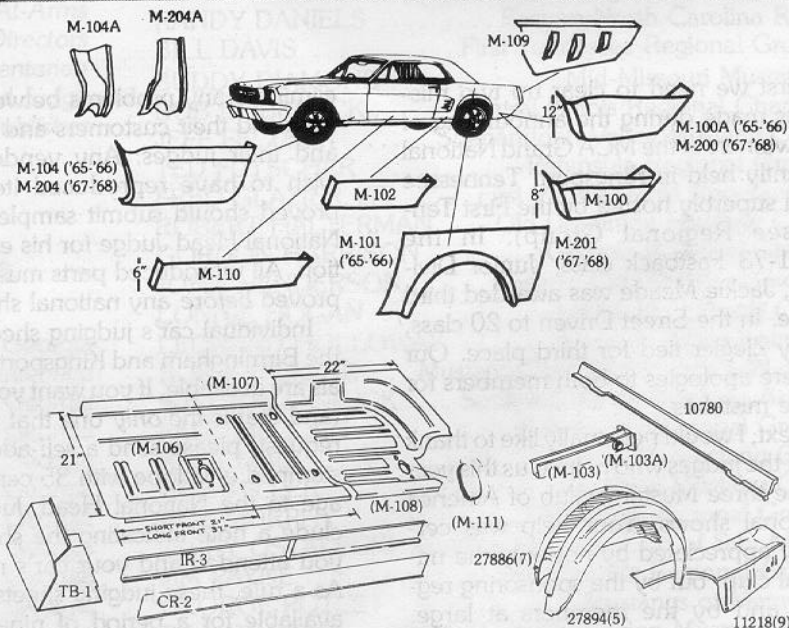
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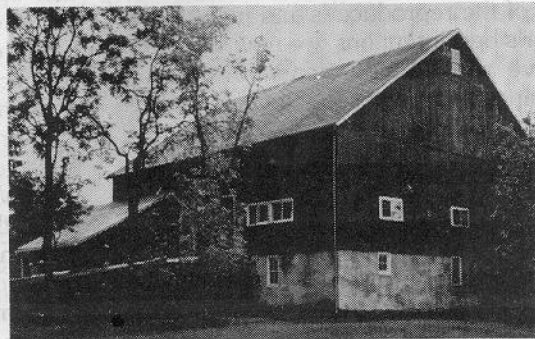
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Perhaps no part of car club membership ignites as much strong feeling as that of judging. Some people could care less about it and some could kill for half a point. How did the concept of judging collector cars begin? Why do we judge them the way we do? Can judging please everyone?

The judging of collector cars sprang from events held in Europe and America almost from the beginning of the horseless carriage. Cars at that time were often bodied by companies other than the chassis manufacturers and some bright soul decided to invite the coachbuilders and fine car manufacturers to display their wares to interested would-be purchasers and chauffeurs. Eventually a judging was held along with the display to elect the most elegant or stylish car. The French coined the term *concours d'elegance* to describe this judging and the word has remained in use to this day in the classic car hobby. The *concours* reached its peak in the late twenties and early thirties and then declined into the type of new car shows we have today, which are really nothing more than advertising promotions to entice the public to view the new models within reach of a pushy sales force. The death of the coachbuilt car which arrived along with the depression is primarily responsible for the demise of the original *concours*.

Then just in the few years before the Second World War car collecting was born. Beginning with the Antique Automobile Club of America in November 1935, car shows of a different kind began to be held. These brought together not new cars but old ones and the members wanted to encourage the restoration of these cars. Therefore the present form of judging was created. The standard or goal was not the style, elegance, or *panache* that was prized by the *concours* judges of yore. Rather, it was the condition of a particular car when it was new. The AACA decided that it would be the condition of a car as

it rolled off the assembly line, plus, perhaps, any authorized accessories added by the dealer before delivery. This standard has been followed by every major car club since.

It seems so simple: judge each car against what it looked like as it drove out of the assembly plant on its way to dealer and customer. The problem is that in many cases we do not know exactly what a particular car looked like in every minor detail. And if a car was manufactured in more than one assembly plant, the problem is compounded. For example, just because the Dearborn plant switched over to the alternator on a certain date doesn't mean that San Jose did. They might have had three more month's worth of generators to use up. . . . By its very nature, judging is an inexact thing. It is made even more inexact due to reasons of the illustrated kind.

Why all this concern? Because of some of the comments we have heard and some of the letters we have received. Most of the members seem satisfied with MCA judging; after all, we do get letters complimenting the judges on their work. But we get the other kind, too. One stated that "a lot of people are very angry and that with a show of the Grand National's caliber, better judges are needed." This individual won a first place himself but felt that he needed to bring these complaints to our attention. It would be almost predictable that this person has never offered to judge, even though he has the knowledge to restore a prize-winning car. This exemplifies another problem with judging: no one wants to be one of the hardworking, argument-starting, non-paid judges.

The Mustang Club of America is a fairly young club, as car clubs go, and can do well to learn from some of the other older clubs. As the present judging rules are formulated, a half-point difference can decide first place from second. The AACA, as an alternative,

gives duplicate awards if the points don't differ by at least five (and if the minimum score qualification is met). This would help by making that one point the judge shouldn't have taken off a little less critical and could probably prevent a few boiling tempers.

We cannot forget that the whole purpose of competitive judging is to foster the restoration of cars. It is not to heap honor upon one's personal car to the benefit of its valuation and desirability. It is not a competition of car against car but rather car against ideal: how closely does the car being judged approach the perfect, original, just-off-the-assembly-line automobile? If the resulting score doesn't happen to be as large as the one garnered by the car next to yours, does it really matter in an ultimate analysis? The real prize is that restored car you have in your garage!

In the editor's opinion, no member has the automatic right to complain about a particular score or judge. Our view is that that right must be earned by acting as a judge. The job isn't any easy one, believe us, and to demand perfection is going a bit too far. Until you've judged twenty or thirty cars in a 100 degree parking lot or in a muddy field in the rain, you have no idea of the difficulty involved. And if all the cars in the assigned class are basically the same model (as is the case at MCA shows) the degree of difficulty rises still further. Walk a mile in his shoes, you know.

Judging probably will remain one of the more controversial segments of car club membership. But with a little less fanaticism on the part of the owners as well as a little more participation by that same group in the judging process, the problem can be minimized. Perhaps the time has come for MCA to begin placing less emphasis on the judging aspect and to start placing more on the fun aspect. We wouldn't recommend eliminating judging altogether but there are a few clubs which have taken this radical step.

EVENT CALENDAR

1981

October 18

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October 23-25

Car Craft Street Machine Nationals West, Pomona, California
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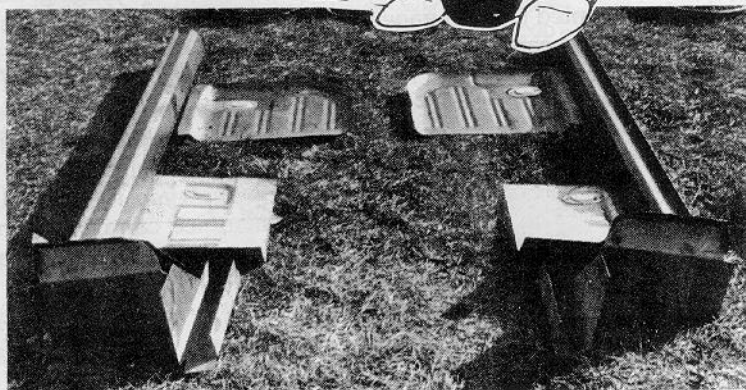
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A Grand Time

I recently attended the Mustang Club of America Grand National meet in Kingsport, Tennessee, August 7-9, 1981. I am writing this letter to let you know how impressed I was with the meet.

It was nice to see such an impressive attendance in both participants and spectators. With such a crowd, I felt the registration was well organized and went very smoothly. Judging was done fairly and by people most knowledgeable on Mustangs. I have never seen a more beautifully restored group of Mustangs. The awards banquet was most delightful and the food delicious.

I have attended other Mustang shows in Atlanta and Knoxville, but have never been to a show where the community people were as courteous as the people in Kingsport. The people at the Ramada Inn and the Kingsport Mall did everything possible to make my stay an enjoyable one.

This was my first meet as a participant. I entered my 1965 Mustang 2-2 fastback in Stock-Jr. Division. I was awarded third place and was given a lot of good pointers from a lot of nice people.

I am proud to be a member of the Mustang Club of America. My hat is off to all the hard working people who made the meet such a huge success. Keep up the good work!

I am shooting for first place at the next meet!

Louie F. Smith
Chattanooga, Tennessee

Cobra-Jet Question

I have recently bought a 1969 Mach I 428 Super Cobra-Jet Ram-Air with automatic transmission. I am curious as to how many of these cars were made and its approximate value. Any help would be appreciated.

Greg Vannoy
Hopewell, New Jersey

Greg, according to Jerry Heasley's "The Ford Mustang, 1964-1973" book: "After a mid-year start in 1968,

the 428 street stromer returned [in 1969] as the Cobra Jet and a slightly new configured Super Cobra Jet. Differences between the two are not super, however, but subtle. First, Super Cobra Jets came in cars equipped with the 3.90 or 4.30 rear axle. Super CJs use the capscrew connecting rods rather than those with the nut and bolt; and SCJs are distinguished by an oil cooler mounted in front of the radiator. Modified intake valve size is slightly larger — 2.097 inches versus the 2.092 inches of the standard CJ. The Select Shift Cruise-O-Matic and four-speed close ratio transmissions were the only available accompanying power teams. . . The 428s were available with or without the ram-air via the functional shaker hood scoop."

We have no figures showing how many were produced. As to value, you are on your own but we'll opine that it would be worth a premium over a "standard" Cobra-Jet. You've certainly purchased a valuable and rare car.

Smoky Situation

I have a 1964 Mustang coupe purchased new from the local Ford dealer in November, 1964, for \$2,675. It is a 200 cid six-cylinder with the Cruise-O-Matic and a few options. Lately a quantity of blue (oil?) smoke is coming from the tailpipe when I pull away from a stop light or after idling. I usually do my own maintenance on the car, such as frequent oil changes, oil filters, plugs, etc. The car has 60,000 miles on it and is beginning to use a little oil. I had a mechanic check the compression and all six cylinders checked out good to excellent. He said that I needed a valve job and new "seals" to correct the problem, indicating that this is not uncommon with the Ford six cylinder. What is your opinion?

George A. Wible
Morton Grove, Illinois

It is always risky to try to diagnose car problems through the mail, but in

this instance we would have to concur with your mechanic's judgement. Not just the Ford six, but any engine with 60,000 miles without a rebuild is going to have some wear in its valve stem seals. Sure, there are other conditions that could cause the smoking that you are experiencing, but this is the most probable problem.

Since you seem to do a good bit of your "wrenching" yourself, perhaps you would want to tackle this repair, rather than entrusting it to a professional mechanic. There are few jobs easier than a six-cylinder. Simply remove the head and take it to a competent machine shop to have it rebuilt, then replace it. Often you can get a better job this way and it will cost you less, too. Thanks for writing!

Guzzler Muzzle

Due to the cost of fuel in the eighties, I made a number of modifications to my 1971 Mustang Mach I with the design of increasing the gas mileage. I thought my experiences would be of some interest to the rest of the membership.

In the beginning the car was equipped with a 351-2V, a three-speed transmission, and no power equipment or air conditioning. A previous owner had removed all the emission control equipment.

First of all, I installed a Holley 650 cfm four-barrel and aluminum intake manifold. Next a set of headers was bolted up, using 3-inch collectors and 2¼-inch exhaust piper tapering down to 2-inch at the rear exit. Hush Thrush mufflers were used.

The rear axle was changed to a 2.75:1 limited-slip unit and I installed a Pro-Stock brand camshaft having .505 inch lift and 290 degrees duration. This was in an attempt to improve low and midrange power to better "pull" the lower final drive ratio. Hi-rev anti-pump-up hydraulic lifters were installed along with the cam.

Due to the difficulty of getting the car rolling with the high rear gear, and the resulting clutch wear, I installed a four-

speed transmission. This proved very time consuming due to the fact that no one could tell me if a four-speed from a 1967 390 GT Mustang would fit into my 1971. It will, but two points have to be considered. The 1971 Mustang requires a tailshaft with the shifter mount on the very end. The second problem concerns the input shaft. The 390 four-speed has an input shaft 1/4-inch shorter than the 1971 three or four-speed. I did not try to swap the two parts because I could not be certain that they would swap. The difference in length seems to make little difference in operation.

The speedometer cable holes are on the opposite side so a different cable is required. Another sore point is the shift linkage, which proved very difficult to modify to fit. Due to the length of the linkage a shifter for a 1971 Mustang must be used.

The results of all this work was a very satisfying increase in the gas mileage, from 17 before the modifications were begun to 25 after (highway mileage) with increased performance to boot.

I am now seeking information on installing a factory tachometer in this car. I have the complete gauge assembly with the underdash wiring and the engine harness. The car already has the center gauge cluster. Can any reader help?

Brent E. Walker
APO New York, New York

Codes Continued

I would appreciate it if you could decipher the warranty plate of a Mustang that I recently purchased. Some of the numbers were hard to see, but they seem to be warranty number 5F08A623929, body 76A, trim 22, color M, date 06B, dso 26, axle 1, trans 5. Thank you for your help.

Ken Rose
Charlotte, North Carolina

Your car is a 1965 convertible with a 289-4V, four-speed transmission, and a 3.00:1 rear axle. It is white in color, with a medium and light blue vinyl fabric and vinyl interior. It was

built at the Dearborn assembly plant on February 6, 1965, for delivery in the Washington district. Thanks for writing.

... And Continued

I am a member of the newly-formed Wiregrass Region Mustang Club in Dothan, Alabama. My Mustang is a 1966 baby blue coupe with 130,000 miles on it. This was my first car and was purchased for \$550 in 1973 when I was seventeen and it had 80,000 miles.

Here are my warranty plate numbers: warranty 6F07C273581, body 65A, color F, trim 22, date 03C, dso 21, axle 6, trans 6. I would appreciate any information you could provide on these numbers. I am urging all of the other members in the club to send in their numbers to the "In Search of Mustangs" project, too.

Neil Willis
Dothan, Alabama

Your car is a 1966 Mustang two-door hardtop with standard bucket seats, a 289-2V engine, a C-4 automatic transmission, and a 2.80:1 conventional rear axle. It is Arcadian blue with a blue interior. It was produced for the Atlanta district at the Dearborn plant on March 3, 1966. Thanks for your help and support for the "In Search of Mustangs" project.

... And Continued

I have a 1965 Mustang coupe. Could you please decipher these numbers for me: warranty 5F07F166184, body 65A, color A, date 13F, trim 46, axle A, trans A, dso 81. Thanks!

Dave Keiver
Powell River, British Columbia

You have a 1965 Mustang two-door hardtop (coupe) with an engine code (F) we can't decode. Ditto for the trans code (A). The axle code is that of an Equa-Lock (limited slip) rear end with a 3.00:1 ratio. Color is black with a trim code that does not appear in the 1965 table. It does ap-

pear in the 1964 1/2 table as white vinyl (with black instrument panel pad, carpet, and radio-defroster grille) but this seems an unlikely combination. The dso translates to Ford of Canada and this is the probable reason for the funny codes. We hope some kind Canadian expert can clue us in to the differences in Canada-bound warranty plate codes. It seems to have been built at the Dearborn plant of June 13, 1965. Thanks for writing and here's hoping that we will be able to clear up these other codes in a future issue.

... And Continued

I just received my September issue of the *Mustang Times* and would like to let you know how much I enjoy reading it. Since I just joined the club last month, I have a few questions that I would like to ask. In what year did they make the first Mustang? Could you please decode my warranty plate numbers for me? They are warranty 7F01C209590, body 65A, color 6, trim 2F, date 06F, dso 41, axle 0, trans W. I would appreciate any help you can give me.

Robert Pannell
Chicago, Illinois

Glad to have you aboard. The year in which the first Mustang was made is 1964. The car was introduced on April 17, 1964 and according to date codes on existing cars, production began on March 3, 1964. Ford maintains that production began on Monday, March 9, 1964, but it is hard to refute the evidence of warranty plates with "03C" date codes!

As for your warranty plate, it shows that you have a 1967 Mustang two-door hardtop with bucket seats, a 289-2V engine, a C-4 automatic transmission, and an unknown rear axle code. (If that "0" is a "C", then you have a limited-slip axle of 3.20:1 ratio.) Your car is (or was!) a particularly pretty color combination: Pebble beige with saddle interior. It was produced at the Dearborn assembly plant on June 6, 1967, for delivery to the Chicago district.

IN SEARCH OF MUSTANGS

We seem to get a number of letters from readers who really don't understand just what this project is all about. We have signed up a good quantity of new members over the summer at the various shows (68 at Kingsport alone!) so there are some people who have just begun seeing this report every month. So we will review the purpose of "In Search of Mustang" for them and anyone else who is a little confused about it.

The primary reason for this project is the fact that Ford did not keep detailed records of just how many of each type of Mustang they produced. In actuality, there's probably some computer tape stored somewhere that would tell us how many 1965 convertibles with Hi-Pops and four-speeds were produced. But Ford can't take the time and money that it would require to see this done. At this time and for the foreseeable future, the information we seek is not available.

"In Search of Mustangs" is an attempt to try to log enough serial numbers and warranty plate information for a statistical analysis; to be able to say that 9.3 percent of 1966 Mustangs were equipped with the 289 Hi-Performance engine. This will not be an exact way of determining relative rarity between cars, but it is the only way available to us. And with the number of Mustangs produced, we have a good chance of getting a valid statistical sample for this analysis.

The information we require is found on the car's warranty plate which appears on the rear vertical surface of the driver's door, if the door has not been replaced. The warranty plate tells us where your car was built, when it was built, what its original colors were, and where it was originally delivered (the Ford district of delivery). It tells us the original powertrain combination for your car, too. This is information we can get no other way.

If you have a late model Mustang,

then your data plate will not have all this info on it, but it is still important for you to participate in the "In Search of Mustangs" project. There still exists the possibility of finding this info on the car's production manifest, which is usually wrapped around the main harness under the dash or inserted into the seat springs under the rear seat cushion. This is the "build sheet" for your car listing all the components that were to go into the making of your car. Not every car has one of these nor are they always in readable shape when found, but they are a way for the 1970 and later Mustang owners to determine their car's production dates. It can also help if your car's driver's door has been changed and the correct plate wasn't transferred.

What will we do at the end of the project? We hope to print a listing of all the Mustangs submitted and to be able to include our statistical analysis in the listing. We can determine what colors are the rarest, what percentage of Mustangs had deluxe interiors, and many more useful and interesting facts. We don't want to set a deadline for the project at this time for we have decided that we will continue until sufficient data is accumulated. We hope to go national with the project soon, to invite the readers of other automotive magazines to give us their help in compiling this list.

If there are any other questions concerning "In Search of Mustangs" please don't hesitate to write and we'll try to answer them. We ask each and every member to send in his warranty plate information today and to urge all his friends and fellow members to do the same. We need your help to make this the truly interesting and informative project that it can be.

Jim Smart
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November 7 & 8

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January 2, 3, 4

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March 13 & 14

9th Annual Greater Hot Springs Collector Car Auction, Convention Auditorium, Hot Springs, Arkansas.

March 20 & 21

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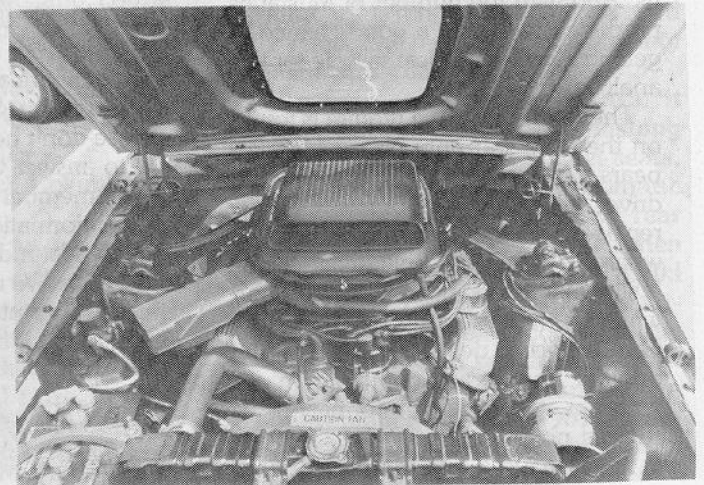
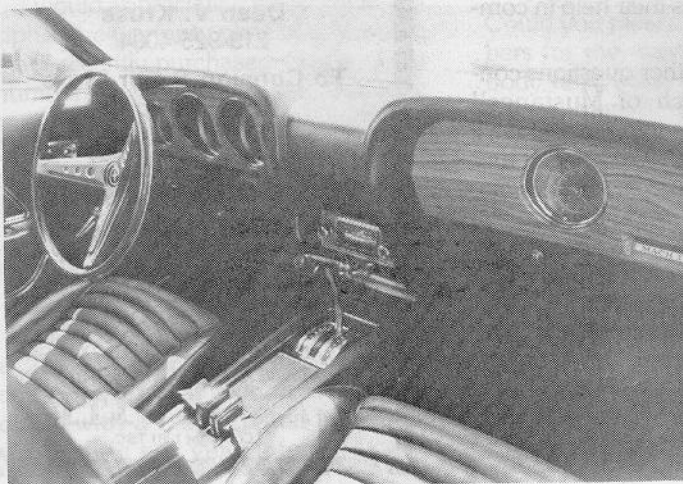
CAR OF THE MONTH



Larry Sorenson
Waltham, Massachusetts



1969 Mach 1



The Grandest Grand National: Kingsport 1981



It looked like that old college game, updated for the car collector of the eighties: instead of phone booth stuffing, Mustangers enjoyed the various pleasures of "show field stuffing." The rules were simple: you had to bring your horse to the Kingsport Mall on August 8th, 1981. . .

Grand National



Kingsport 1981 will go down in history as the biggest Mustang meet of all time. An astounding 226 cars were registered for the show, 130 flea market spaces were sold, and 476 banquet meals eaten. You can be certain that the poor judges nearly worked through the night separating the winners from the rest. Virtually every car was better than new which made the process even harder and more lengthy. The list is found herein and our congratulations to all. To win at Kingsport took an exceptional car.

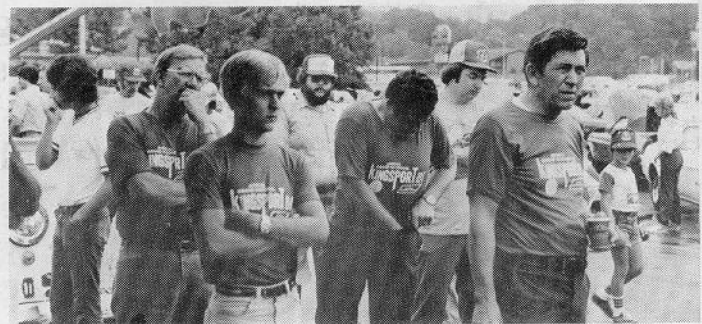
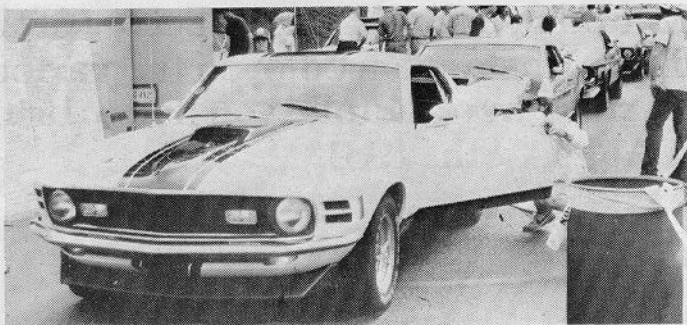
One of the highlights of the show

was the raffle for the 1965 Mustang fastback given away by the First Tennessee Regional Group, the show host. This writer came away a bit disappointed because he had been sold five tickets by some beady-eyed character who guaranteed them to contain the winning number. I should have known he couldn't be trusted when he took two of the hubcaps off of the car being raffled and sold them to a passerby. In any event, the car was won by lucky Larry Jessee of Mt. Carmel, Tennessee. The money raised by the raffle is being donated to the area

rescue squads.

Many interesting cars showed up at Kingsport. One was an original owner Ford T-5 bought by a serviceman in Germany and then shipped home after his tour of duty. Another was a 1970 California Special we wanted to ask the owner about! Ernie Stout, meet chairman, had his famous four-wheel drive Mustang at the show, too. It seemed like every style, shape, and model of Mustang was represented somewhere on the vast show field.

We were particularly interested to see so many later model Mustangs,





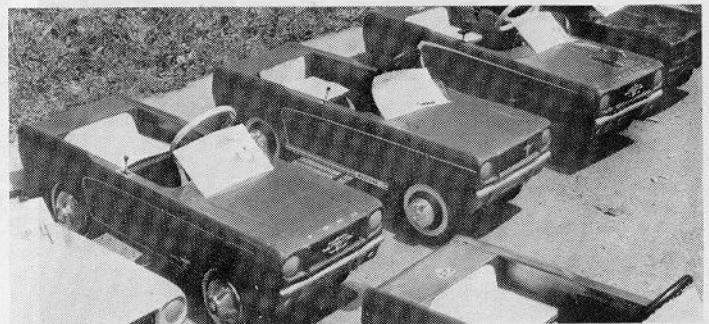
showing just how popular they are. The pedal car division also was the largest ever seen at a Mustang show, with seven examples vying for awards. You'll be seeing more about these highly-popular little cars soon in the *Mustang Times*.

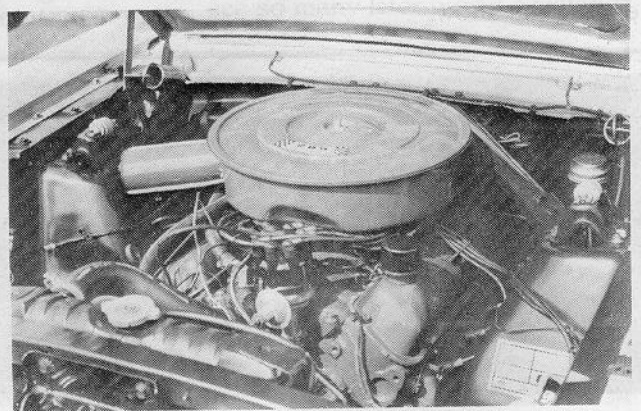
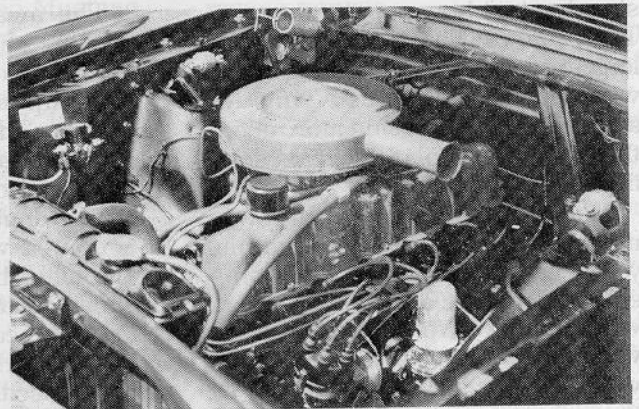
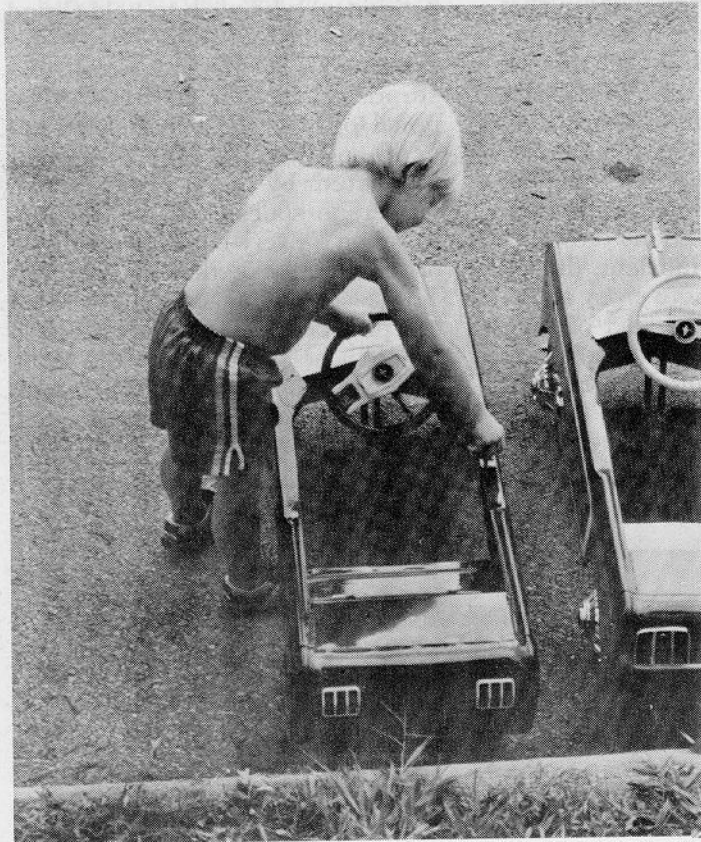
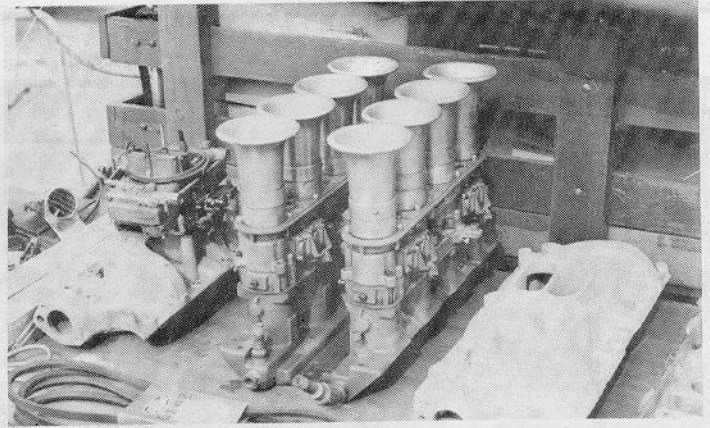
Like the rest of the meet, the swap meet was the largest ever. Anything you needed for that in-progress project seemed to be available though at what price we won't suggest! Most vendors reported brisk sales and we're sure we saw something under the arm of just about every person exiting the show.

The awards banquet later that evening showed just how vicious groups can be: the entire attendance rose up against one particular member and put him in his place in no uncertain terms: for once Jim Osborn had to eat last. The banquet hall no doubt contributed to the mob action; it was downright crowded. But after this brief incident, the assembly settled down to enjoy an excellent meal, and the end of their speculations when the awards were announced. Afterwards, all enjoyed dancing to a live band.

Kingsport 1981 serves notice on

petitioners who wish to hold Grand Nationals in the future: you better expect a lot of cars! We wouldn't be surprised to see the 1982 Grand National top 300. But with the kind and depth of interest that was demonstrated by participants from numerous states, this kind of problem isn't a very big one. And with organization like that of the First Tennessee Regional Group, it won't be a problem at all. It seems we end a lot of these meet stories the same way: you should have been there, but, darn it, you really missed a good one if you weren't!





1981 Grand National, Kingsport, Tennessee

**Best of Show Stock
Jr. Division
(tie)**
Bill Maney
Fayetteville, GA
Bill Dillard
Calhoun, GA

**Best of Show Modified
Jr. Division**
Greg Whitaker
Morristown, TN

**Best of Show Stock
Sr. Division**
Robert Perkins
Oconomowoc, WI

**Best of Show Modified
Sr. Division**
Ernie Stout
Kingsport, TN

Junior Division

1965 Coupe

- 1st Jimmy Home
Kingsport, TN
- 2nd Dick McClellan
Kingsport, TN
- 3rd John Fultz
Talbott, TN

1965 Fastback

- 1st Kenneth D. Craig
Raeford, NC
- 2nd Jerry Marques
Decatur, IL
- 3rd Louis F. Smith
East Ridge, TN

1965 Convertible

- 1st Carroll Stillinger
Orangeburg, SC
- 2nd Eddie Crheely
(tie) Chattanooga, TN
- 2nd Mel Park
Snellville, GA
- 3rd Charles Carey
Kingsport, TN

1966 Coupe

- 1st G. W. McNutt
(tie) Memphis, TN
- 1st Dino Dimeo
Gastonia, NC
- 2nd Donald Campbell
Jeniso, MI
- 3rd Henry Greene
Kingsport, TN

1966 Fastback

- 1st Bob Derryberry
Goodlettsville, TN

- 2nd C. A. Neurman
West Jefferson, OH
- 3rd Robert Oswald
West Columbia, SC

1966 Convertible

- 1st Thomas Gattis
Conyers, GA
- 2nd Bobby Summers
Gibsonville, NC
- 3rd Charles Hampton
Anderson, SC

1967-68 Coupe

- 1st Ken Floyd
Dalzell, SC
- 2nd William Vaughn
Knoxville, TN
- 3rd Mike Edison
Ooltewah, TN

1967-68 Fastback

- 1st Alan Spradlin
Birmingham, AL
- 2nd Jerry Hunter
Marion, NC
- 3rd Mike Polston
Lancaster, SC

1967-68 Convertible

- 1st Ralph Ivens
Maryville, TN
- 2nd Gary Hartter
Marietta, GA
- 3rd Kenneth Daniel
Orlando, FL

1969-70 Coupe

- 1st Floyd Seranto
Decatur, IL
- 2nd Doug Elliott
Charleston, SC

1969-70 Fastback

- 1st Don Ragan
Stone Mountain, GA
- 2nd Raymond Heck
Kingsport, TN
- 3rd Robert & Gretchen Myers
Westlake, OH

1969-70 Convertible

- 3rd Paul Scanlon
Millington, NJ

1971-73 Coupe

- 1st David McCaleb
Chattanooga, TN
- 2nd Debbie Van Hook
Decatur, IL
- 3rd Dick Smither
Danville, IL

1971-73 Fastback

- 1st Norma Williams
Kingsport, TN
- 2nd Spencer Smith
Marietta, GA
- 3rd Jackie Meade
Honacker, VA

1971-73 Convertible

- 1st Sonia Blackwood
Pensacola, FL
- 2nd Glen Totty
Norcross, GA
- 3rd Ronald Heidenrich
Lima, OH

1965-66

- 1st Bob Killian
Hickory, NC

1967-70 Shelby

- 1st Bill Maney
Fayetteville, GA
- 2nd Jeff Murr
Maryville, TN
- 3rd Charles Barrett
Marietta, GA

Boss

- 1st Bill Dillard
Calhoun, GA
- 2nd Don Wolfe
Kingsport, TN
- 3rd Ronald Carrol
Blountville, TN

Street Driven to 20

- 1st Scott Kinney
Parkersburg, W. VA
- 2nd Eddie Barker
Bristol, TN
- 3rd Susan Gamble
(tie) Kingsport, TN
- 3rd Terry Ziegler
Matthews, NC

Street Driven 20+

- 1st Sherman England
Danville, VA
- 2nd Warren Long
Church Hill, TN
- 3rd Mitch Dennis
Bremen, GA

Modified Street

- 1st Robert Kasprzak
South Bend, IN
- 2nd Mike Fields
Rogersville, TN
- 3rd Randy Alton
Parkersburg, WA

Modified Conservative

- 1st Greg Whitaker
Morristown, TN
- 2nd Alex Migliara
Memphis, TN
- 3rd Mike Tankersley
Collman, AL

Unrestored Coupe

- 1st Ivan Rhoden
Plainfield, IN
- 2nd Joseph Durbin
Gallion, NC
- 3rd Jim Bridges
Shelby, NC

Unrestored Fastback

- 1st Dan Schmidt
Cleveland, OH
- 2nd Dan Abbott
Kingsport, TN
- 3rd Ken Kosma
Oconomowoc, WI

Unrestored Convertible

- 1st C. W. Kinney
Parkersburg, WV
- 2nd Paul Houseman
Niles, MI
- 3rd Thomas Gillion
Clinton, TN

Senior Division**1965-66 Coupe**

- 1st William H. Craig
Raeford, NC
- 2nd Clarence Collier
Columbus, GA
- 3rd Bob Murphy
Knoxville, TN

1965-66 Fastback

- 1st Barry Nease
Newport, TN
- 2nd Richard Pittman
Raleigh, NC
- 3rd Betty Cox
Kingsport, TN

1965-66 Convertible

- 1st Joe Stillingier
Orangeburg, SC
- 2nd Walter Eubanks
Knoxville, TN
- 3rd Sam Bright
Atlanta, GA

1967-68 Coupe

- 1st Alvie Bright
Kingsport, TN
- 2nd John Gowin
Lafayette, GA

1967-68 Fastback

- 1st Bill Henderson
Rogersville, TN

1967-68 Convertible

- 1st Perry Rivers
Harrisburg, NC

1969-70 Fastback

- 1st Jerry Breeden
Ooltewah, TN

1969-70 Convertible

- 1st Jeff Collins
Summerville, NC

1971-73 Fastback

- 1st Teresa Vickery
Lithonia, GA
- 2nd Freddie Jones
Kingsport, TN

1971-73 Convertible

- 1st Bob Overbey
Brentwood, TN

1967-70 Shelby

- 1st Lamar Allen
Cleveland, GA
- 2nd Gary Martin
Jonesville, VA
- 3rd Charles Cross
Morristown, TN

Boss

- 1st Robert Perkins
Oconomowoc, WI
- 2nd Bill Davis
Mt. Carmel, TN

Sr. Modified Street

- 1st Rhonda Smith
Kingsport, TN
- 2nd Robert Lamb
Musella, GA

Sr. Modified Conservative

- 1st Doug & Penny Owen
Knoxville, TN
- 2nd Doug Gass
Kodak, TN

Sr. Modified Radical

- 1st Ernie Stout
Kingsport, TN

Pedal Car Competition

- 1st Donald Day
- 2nd Jenny Washburn
- 3rd Ohio Mustang Connection

Model Cars (0-12 years)

- 1st Leonard McBryde
- 2nd Troy Watts
- 3rd Jeff Watts

Model Cars (13-16 years)

- 1st Marla Wolfe
- 2nd Brent Bringle
- 3rd Ryan McBryde

Seat Socket Solution

Here is a little tip that can save you a lot of headaches, as well as a little face. As most of the members know, one has to detach the seats from a Mustang by working underneath the car. The seat mounting studs project through the flooring and are held on by nuts on the underside. The flooring is two panels thick, with a couple of inches between the panels. That is why it takes a socket with a six-inch extension to run off the seat mounting nuts. Unfortunately, if one is not careful, when removing the socket from the seat stud well the edge will catch and the socket will fall into the dark recesses of the two-ply flooring. About the only way to retrieve it is to beg your small-armed wife or child to snake an arm into the confines to get the socket. The smart solution? Tape your socket and extension onto the ratchet handle with electrical tape. It isn't pretty but it sure beats having your wife rib you for weeks on end! The same tip applies to the arm rest bolts on the door panels.

Gus Winchester
Lithonia, Georgia

Simple Swap

The 351 cid Cleveland engine will bolt right into a 1967 or later Mustang which had a 289 cid or 302 cid engine as original equipment. The only major change that has to be made is to have the top outlet connection on the radiator moved to the other side. This is an operation that will probably have to be done by a radiator shop.

Copperstate Mustang Club

Trim Glue

Clear silicone sealer is an excellent glue for holding on small trim pieces such as emblems, hood letters, etc., when the retaining clips are missing or the retaining posts broken off. The sealer is available like some adhesives,

and will flex rather than break on impact. This makes it ideal for trim pieces which are often bumped or caught with polishing rags, sponges, and the like. I have had some trim pieces glued onto one of my Mustangs for over four years now with no problems.

Peter De Groot
Corpus Christi, Texas

Axle Alert

When shopping in your local recycling yard (also known as junk yard) for a late Mustang rear end, one should be very careful to look to see if either of the axles has been welded to its bearing. It seems that the inner bearings would fail and the axles would "walk" outward. In looking for an axle for my 1971


Mach I, I found several welded like this. The problem seems confined to 1971-72 models.

Brent E. Walker
APO New York

Carpet Installation

When installing carpeting, lubricate screws which go through the carpet. Stick lubricant, Vaseline, or even soap works well for this. This will prevent the screw from catching a carpet thread, winding it up, and pulling out a whole row of carpet loops. It is also a good idea to punch a hole through the carpet with an ice pick or similar tool before putting in the screw.

Peter De Groot
Corpus Christi, Texas

| | | |
|---|---------------------------|--|
|  <p>Ford TECHNICAL SERVICE BULLETIN SERVICE DEPARTMENT FORD DIVISION</p> | EXHAUST SYSTEM GROUNDING | <p>5002 EXHAUST SYSTEM MUSTANG Article No. 16 JUNE 22, 1964</p> |
| | SUBJECT | |
| | REALIGN EXHAUST SYSTEM | |
| | SUMMARY | |
| | 1964 MUSTANG - ALL MODELS | |
| | MODELS AFFECTED | |

Complaints of exhaust system grounding have been received on some of the subject vehicles. This problem was corrected in production on April 13, 1964 by the incorporation of a revised hanger assembly which provides additional clearance.

When complaints of this nature are encountered the following procedure should be applied:

1. Place the vehicle on a hoist. Loosen all "U" bolts, clamp and retaining nuts.
2. On convertible models, place a 1-1/8 inch block of wood between the bottom of the inlet pipe or inlet pipe extension and the top of the front floor lower crossmember to hold the pipe in proper position. On hardtop models the inlet pipe or inlet extension must be held up in position by hand. Tighten the exhaust manifold to inlet pipe retaining nuts snug, but not tight.
3. The inlet pipe extension must be fully engaged onto the inlet pipe. The "U" bolt must not contact the locating tab on the inlet pipe or an exhaust leak will result. Tighten the "U" bolt snug, but not tight.
4. The inlet pipe or inlet pipe extension must be fully engaged onto the muffler. The "U" bolt is to be installed with the nuts facing forward and it must not contact the locating tab on the inlet pipe or inlet pipe extension or an exhaust leak will result. Tighten the "U" bolt snug, but not tight.
5. Adjust the exhaust system so the muffler support bracket assembly is hanging vertical with no distortion. Tighten the bolts snug, but not tight.
6. Hold the right end of the muffler slightly higher than the left end and position the intermediate hanger bracket to the inlet pipe or inlet pipe extension.

The bracket must be positioned so the rubber loop forms an approximate square with the bottom favoring the front of the vehicle when the pipe is cold. Tighten the "U" bolt snug, but not tight. When released the muffler will hang in a horizontal plane.

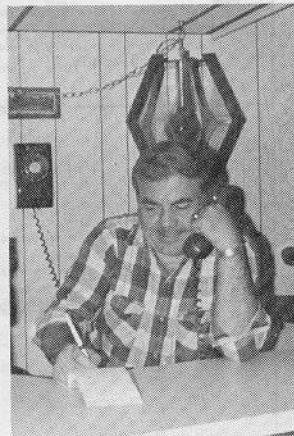
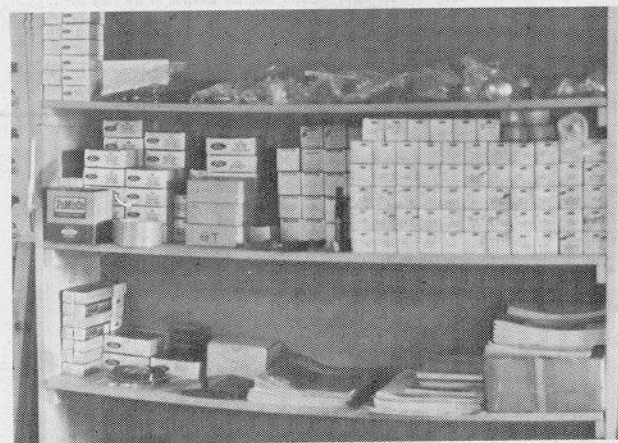
7. Starting from the rear of the vehicle torque all bolts, clamp "U" bolts and retaining nuts to specifications.
8. If the inlet pipe or inlet pipe extension contacts the rubber loop on the intermediate hanger bracket the top of the loop is to be rotated approximately 15° in a clockwise direction.
9. If the inlet pipe or inlet pipe extension remains in contact with the rubber loop the location of the loop on the bracket is to be changed. Remove the clamp attaching the inlet pipe or inlet pipe extension to the bracket. Remove the bolt holding the rubber loop to

(OVER)

the bracket. Drill a 5/16 inch diameter hole 3/4 inch to the rear of the original hole. Bolt the rubber loop to the bracket. The rectangular plate inside the rubber loop must be installed with the outer edges flaring away from the rubber or it will cut the rubber when the bolt is tightened. Refer to step no. 6 for installation of the "U" bolt attaching the intermediate hanger bracket assembly to the inlet pipe or inlet pipe extension. The suggested labor time for this operation is:

Oper. SP-5230-B-64
Mustang Exhaust System Alignment 0.5 hrs.

Virginia Mustang Supply: Father and Son Business



Virginia Mustang Supply was created, as were many other Mustang parts businesses, from just a hobby. After helping to form a MCA regional group in 1978, Bob Halterman and his son, Brant, realized that the demand for all kinds of Mustang parts was very high. Many enthusiasts were having difficult times completing their restorations due to the lack of proper parts. To fill this obvious need, Bob and Brant formed Virginia Mustang Supply. The inventory of parts soon spread from their attic and basement to a large storage building. Later, the family recreation room became the parts showroom. Several parts cars were purchased (and continue to be purchased) to help increase the inventory of good used parts.

VMS's inventory of 1965-66 cars, both restored and restorable, also continues to grow. The Haltermans have a restoration shop located apart from their house where several Mustangs are always "in progress." Other completed ones are offered for sale. Of course, there are a few "keepers" such as Brant's 1966 Shelby.

Virginia Mustang Supply carries a full line of new, used, and reproduction parts for the 1965-68 Mustang. The company also handles soft trim items, carpets, and other desirable parts such as consoles, styled-steel wheels, and Rally-Pacs.

Both walk-in and mail order customers are welcome. Orders for parts are usually shipped out the same day that they are received. Bob and Brant attend several swap meets throughout the year and are able to deliver parts to them by prior arrangement.

At the present time, the business is still a part-time one but if it continues to grow at the present rate, it will become full-time very soon. Bob and Brant invite all to call or stop by, even on the weekends. Their address is Virginia Mustang Supply, P. O. Box 193, Broadway, Virginia 22815, (703) 896-7121 or 2695. They both stand ready to supply that special part (or car!) you desire.

It's time for another edition of "Paper Pony," our column on Mustang ephemera. We note that the great MCA Grand National at Kingsport was a good one. We took a whole lot of pictures of the Mustang pedal car exhibit at Kingsport and you can expect to see the definitive article on these little jobbers very soon. If any member can offer any information on Mustang pedal cars, please let us hear from you. Ads, instruction or assembly sheets, interesting variations on ones you own, etc; anything at all about Mustang pedal cars would be of use.

We mentioned in a "Hoofbeats" item a few months ago that a new Boss 429 book was being written by Steve Strange. It finally has been printed and Steve was kind enough to supply us with a review copy. In a simple summation, it is without a doubt the best thing ever written on the big-block Boss. "Boss 429 Mustang: The Complete Story & Owner's Guide" is soft-bound with eighty pages of excellent glossy stock. Those pages are filled with some truly fascinating information about these awesome cars.

For example, one item, which we probably should place in "Tech Tips" again in a few more months, states that "Caution is needed when bleeding brakes on the BOSS 429 Mustang due to the mounting angle of the brake master cylinder. The rear of the vehicle should be raised until the rear bumper peak is 42 inches above the floor. This will level the master cylinder and allow a normal brake bleeding procedure." Get that, you have to jack up the rear of the Boss 429 before you bleed the brakes!

There's more: all the differences between the "S", "T", and "A" engines, rare photos of the first Boss 429s being built, even shots of the car that was crash-tested for the government! There is a good deal of reprinted material, too, including window stickers, ads, sales brochures, press releases, etc. One particularly useful list is one containing all the parts on a Boss 429 that differ from standard Mustang parts.

Another interesting item is a special owner update letter sent out to Boss 429 owners advising them of the availability of a new mechanical camshaft kit which increased power by about 25 horses. This book has it all.

With Steve's permission, we'll even reproduce a table he includes:

have to have this book!

In another vein, it occurs to us that we just might have an advertisement collector or two out in the membership. If so, we'd love to hear from a few of them. We'll give a prize to the one who submits a list of the largest collection of different Mustang ads (ads placed by

Boss 429 Mustang Road Test Articles

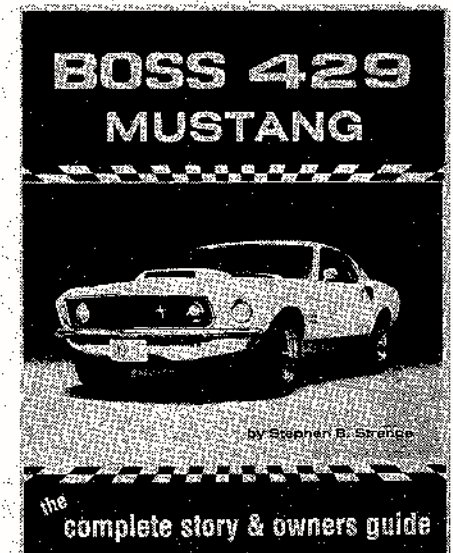
| Magazine | Date |
|---|----------------|
| <i>Car Craft</i> | February 1969 |
| <i>Hot Rod</i> | February 1969 |
| <i>HiPerformance Cars</i> | April 1969 |
| <i>Super Stock & Drag Illustrated</i> | June 1969 |
| <i>Car Craft</i> | July 1969 |
| <i>Car Life</i> | July 1969 |
| <i>Hot Cars</i> | August 1969 |
| <i>HiPerformance Cars</i> | September 1969 |
| <i>Car Craft</i> | January 1970 |
| <i>Rodder & Super Stock</i> | March 1970 |
| <i>Motor Trend</i> | April 1970 |

This is not all of the articles or items about the Boss, just the road tests. It's pretty obvious that those speed-crazed journalists took every opportunity they could to wring out that poor Ford press pool car. We've certainly seen few cars ever get this many different road tests printed during such a short production run.

To tell the truth, looking through Steve's fine book is sort of like looking through a lot of old car literature. Why can't you still get one for that price? Or buy those ultra-special racing-only pieces at any price? It's almost agonizing to look at, all that stuff that the factory recommends for this or that, all of it rarer than fistfuls of diamonds and almost as expensive.

So our opinion is that Steve Strange's "Boss 429 Mustang: The Complete Story & Owner's Guide" is a real gem. And best of all, it isn't that expensive a "stone," only \$14.95, which compares very favorably with the prices of books with far greater readership and press runs. If you are a Boss 429 enthusiast, you are going to

FoMoCo only). Just give us a list like the one above and let's limit it to only the 1964½-66 Mustangs. That'll be a reasonable evening's work, we're sure. The prize for the best collection will, of course, be a piece of Mustang literature. Ad collectors, the gauntlet has been thrown!



PONY PLATES

Virginia Mustang Supply:

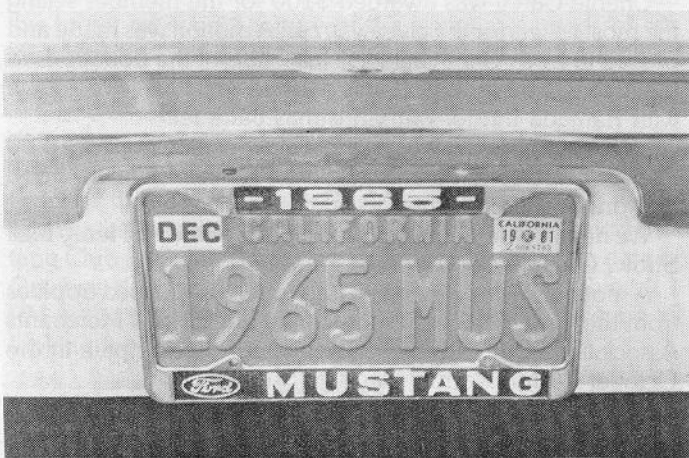
Father and Son Business

Another update letter sent out to Boss Mustang owners by Virginia Mustang Supply. In another vein, it occurs to us that a Mustang's performance is directly related to the quality of its maintenance. We hope this information will help you to keep your Mustang in top condition.

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Welcome to the first two-page "Pony Plates." Response to this feature has been very good, but to keep it going please send a snapshot of your prestige or personalized plate to *Mustang Times*, P.O. Box 47262, Doraville, Georgia 30362-0262.



Central Jersey Mustangs

The first meeting of the Central Jersey Mustangs was held September 2 at 7:30 PM at the Hopewell Valley Golf Club. Five members were in attendance: Tom Black, George Fischler, W. C. McCreery, Bob Stuart, and Greg Vannoy. Even though the turnout was small the meeting was a success as we had enough members to sign the petition. The meeting lasted for two hours and we discussed the plans and goals for our club. Our main objective for the next meeting is to get more members. About half an hour was spent in the parking lot examining two excellent examples of Mustangs owned by our members. A second meeting was scheduled for October 5, 7:30 PM, at Greg Vannoy's house.

Greg Vannoy
Newsletter Editor

First Pennsylvania Regional Group

The Saucon Valley Living Memorial Park in Coopersburg, Pennsylvania was the scene on August 16, 1981, for the Fifth Annual Southern Lehigh Summerfest. This year, for the second time, a collector car show was held in conjunction with the fest and was conducted by the First Pennsylvania Mustang Club. The show was open to all makes of cars through 1967. There were also classes for commercial vehicles, street rods, motorcycles, and motor scooters. There were eight Mustang classes — 1965 through 1973, for a total of 22 classes in all. There was a separate class of AACA Senior cars. These cars were not judged, but all 20 of those present received a special participation award. The show was a resounding success with 500 cars registered, of which 194 were Mustangs! Hundreds of spectators enjoyed themselves under bright and sunny skies, with temperatures in the low eighties.

In addition to enjoying the display of beautiful cars, spectators and car owners could also enjoy a delicious pork and beef roast dinner, other ethnic foods, a household flea market, a crafts display, free swimming, hay rides, and playground facilities. New this year was an automotive flea market that did a brisk business all day. Another new addition was a model contest for children up to the age of sixteen. The models proved as competitive as the cars.

There were three trophies awarded in each class and a People's Choice award. The winner of the People's Choice award was Jack Denlinger of Lancaster, Pennsylvania, with a 1930 Duesenberg.

The First Pennsylvania Mustang Club was chartered as a chapter member of the Mustang Club of America approxi-

mately two years ago and now has 65 families as members. Co-chairmen Ed and Isabel Lenny were delighted with the response of car collectors in the area and pleased that in two years this event has grown to be one of the largest one day events in the east.

Ed Lenny
Correspondent

First Tennessee Regional Group

The August meeting was called to order by president Ernie Stout. Ernie read several letters from various people congratulating our group for what was called the biggest and most successful Mustang show ever. Our records show a total of 226 cars entered the show, 130 flea market spaces were sold, 476 banquet tickets were sold, and 68 new members joined the national club.

Charlie Carey was awarded \$100 for the member selling the most tickets for the giveaway car. A motion was made and passed to have Gary Childress take care of the donations to the area rescue squads. It was decided to let Ernie negotiate with Ramada Inn for our Christmas banquet.

On September 27, we will meet at Anderson Ford at 10:30 AM for a scenic drive and picnic on Roan Mountain. Food and drinks will be furnished by the club.

We need volunteers to bring their cars to the Ft. Henry Mall Show, October 16-18.

A motion was made and passed to sell the unused trophies from the Grand National show to the Mt. Carmel Merchants Association. Our club has been invited to participate in the October 24 Mt. Carmel Day Car Show.

Richard J. Marcus
Secretary

Gulf Coast Regional Group

We finalized plans for our first Annual Road Rally and Turkey Shoot. We will follow the Sports Car Club of America fundamentals for a road rally but our navigation instructions will be designed for the novice. We want everyone to wind up at the finish line so we can get on with the Turkey Shoot.

Trophies will be awarded to first, second, and third place rally teams and turkey certificates to the three best shooters.

Entry fee is \$5 per car for all events. The rally will assemble at noon, at the Western Sizzlin, Palafox and Brent Lane (Highway 29). Should be a fun day — you all come.

Our next regional Mustang/Boss/Shelby show is scheduled for March 20, 1982, so get out your calendar and begin filling in your 1982 events.

Vivian McClain
Secretary

Hall of Fame Mustangers

The Hall of Fame Mustangers is based in Canton, Ohio and our club meetings are held the first Tuesday of each month at Higbees in the Belden Village Mall, North Canton, Ohio. Meetings start promptly at 7 PM. Newcomers are welcome.

This summer we've had two very successful car shows, two super fun ralleys and two enjoyable picnics. Many members have done very well in local car shows including Shelby regional shows, and our sixth newsletter is in the mail, but were we satisfied — No! — We sent out a questionnaire, containing fifty questions, to our entire membership. We did this to get an overall picture of the wants and needs of our membership — and boy did we get response! We are looking forward to may new activities in the months ahead.

Our October meeting will also include a very informative slide show of the Grand National at Kingsport, Tennessee. Thanks again to the first Tennessee Regional Group. Also in October the Hall of Fame Mustangers are planning a get-acquainted get-together with the North Eastern Ohio Mustang Club at Guilford Lake on October 11 with a rain date of October 18. Our clubs will meet in New Garden, Ohio, at 1 PM at the intersection of state routes 179 and 9. We are all looking forward to this get-together; see you there

Bill Lambert
Board Member

Music City Mustang Club

At times the "rains come down and the floods come up," as all good Tennessee Christians know, but even that didn't stop the First Annual Music City Mustang Round-Up on July 25th at Crown Ford. There were over sixty ponies entered and many more on display. Many hundreds of people came out to view the thoroughly excellent cars and to mingle with the myriad Mustang-lovers.

First, second, and third place trophies were awarded in all classes and we have to take our hats off to the judges. They had a very, very difficult time doing their thankless job while slogging around in all that rain. We also need to thank the Overbys and the Shields who worked very hard organizing the

meet. It certainly showed the results of hard work and we want them all to know we in the club appreciate their efforts.

A certain 1967 Shelby, the owner of which shall remain nameless, won the "Best of Show" trophy in the judging but lost when it came time to go home. You see, his car wouldn't start and had to be pushed off. After replacing the alternator, regulator, battery, and solenoid, all to no avail, the starter wire was found to be loose and when tightened, the Shelby started right up!

Bob Derryberry and Bob Overby both won first place trophies at the 1981 MCA Grand Nationals in Kingsport, Tennessee. Congratulations, Bobs! Troy and Jeff Watts both won awards in the model contest.

C. M. Gately
Correspondent

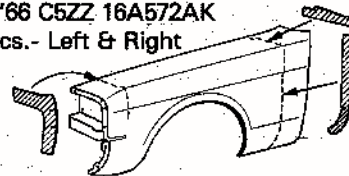
Mustangs of Memphis

The Mustangs of Memphis made a splash in the local press recently with an article that featured three club members' cars and an interview with our president Harold Doty.

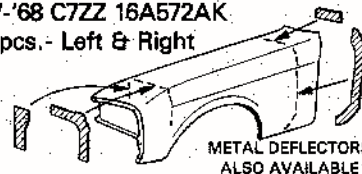
The article appeared in the *Memphis Press-Scimitar* and

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traced the origins of the Mustang Club of America and the Memphis chapter. It attributed the popularity of the early Mustangs to their style, sportiness, and practicality even in today's economy.

Our club was very pleased with the article and the publicity we received from it. It just goes to show that Mustang enthusiasm and interest is alive and well in the Memphis area!

Steve Kopley
Correspondent

Rocket City Mustang Club

The August 4th meeting was opened by Buddy Blackwell with a welcome to new members and visitors.



Headquarters



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BOB COOK



DEPT. MUSTANG
Hazel, Kentucky
42049 U.S.A.

The 1981 MCA Grand National in Kingsport, Tennessee, was the natural focus of our first discussion. Those who attended the show felt it was well worth the time. Especially considering the trophies they brought home! It was a surprising show in that most of the cars displayed seemed to be later model Mustangs, whereas our local shows have been predominantly early cars.

The North Alabama Mustang Club in Decatur, Alabama, has invited our club to a Poker Run open to anything on wheels.

Our speaker for this month's meeting was Charles Bailey, a representative of Nationwide Insurance. He discussed "stated value" insurance and his company's new program of "Antique and Classic" insurance. This was a very interesting and informative program.

It was pointed out that we have a nationally-known automobile appraiser right here in Huntsville: E. W. "Gene" George. For a small fee, Mr. George will accurately appraise your automobile in writing. This is a great help in establishing a value for your "stated value" insurance policy.

There was no new business. Our next meeting, as always, will be held on the third Tuesday of the month.

Jean Winn
Secretary

Scenic City Regional Group

Our September meeting was called to order by our vice president, Junior Downer. The minutes and treasurer's report were given and the meeting got underway.

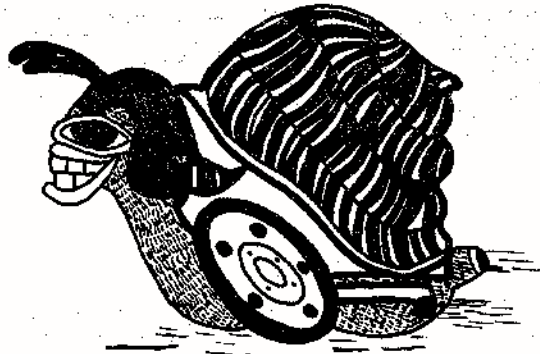
The first thing discussed was the Northgate Mall show to be held September 18-19. We are expecting a real good turnout for this show. There was a street rod show in Oak Ridge, Tennessee, in August and we had one member, Charles Breeden, take a car. He won a second place trophy. Congratulations, Charles.

Everyone agreed to have a hot dog supper as our outing for the month. This will be at Chickamauga Dam on Saturday the 26th at 7 PM and everyone is urged to attend.

John Henderson mentioned that we petition the national club for the 1982 Eastern National for Chattanooga. It was seconded and approved.

Attendance was good for the month. With no other business at hand the meeting was adjourned.

Sharon Edison
Secretary



MEAN MACHINE

To all who are interested:

Mean Machine Magazine is a New Car, Speed Boat & Cycle Magazine. We hope to offer as much as any other Car Magazine and more. We will not only cover regular cars and cycles, but we will also cover Choppers, Trikes, Speed boats, Four Wheel Drives and Vans. We hope to be the first to test Nitrous Oxide on a Moped and a Diesel in a Motor Cycle. If there is such a thing as a Blown-Go-Kart, we will find it and show it to you. We will be showing you things from professional Road and Drag Racing to the Hot Heep built in your neighbor's garage. This Magazine will give the Rotary and Diesel engines equal time to the workings of a Turbine Powered Jet Car and the National Tractor Pulling Contest. We'll show you the do's and don'ts of Engine building and how to Hot Rod your engine for the smallest budget to the person who has money to burn. Right now Mean Machine has its own test car in the making, a 450 horse power Rotary Mazda built to run on the street and we will be giving you the first look at it and its performance potential. All we can say is, if it is Mean it will be in our Magazine!!

If you are interested in our New Magazine, send name and address to: MEAN MACHINE MAGAZINE, 38591 CANYON HEIGHTS DRIVE, FREMONT, CA 94536. You will then be placed on our mailing list and we will notify you when we are accepting subscriptions, which will be \$10.00 for 12 issues for one year.

Respectfully,

Paul Coleman
Managing Editor
MEAN MACHINE MAGAZINE

MAGAZINE

SOUTHERN ARIZONA MUSTANG CLUB'S
ANNUAL GREAT PUMPKIN CAR SHOW
23-25 October 1981
Tucson, Arizona

ENTRY FORM

NAME _____

STREET _____

CITY & STATE _____ ZIP _____

Pre-Entry Received by October 3rd \$12.50 per Car
All Entries Received after October 3rd \$16.00 per Car

TOTAL \$ _____ (1)

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PRIMARY CLASSIFICATION

| | | | | |
|-----------------------|------------------|-------------|-----------------|-------------------|
| _____ 1964-66 Mustang | _____ Body Style | _____ Stock | _____ Modified, | _____ Ser # _____ |
| _____ 1967-70 Mustang | _____ Body Style | _____ Stock | _____ Modified, | _____ Ser # _____ |
| _____ 1971-73 Mustang | _____ Body Style | _____ Stock | _____ Modified, | _____ Ser # _____ |
| _____ Boss Mustang | _____ Body Style | _____ Stock | _____ Modified, | _____ Ser # _____ |
| _____ 1965-70 Shelby | _____ Body Style | _____ Stock | _____ Modified | _____ Ser # _____ |

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1965-1973 Mustang/Shelby

| | | | | |
|------------|------------------|-------------|-----------------|-------------------|
| _____ Year | _____ Body Style | _____ Stock | _____ Modified, | _____ Ser # _____ |
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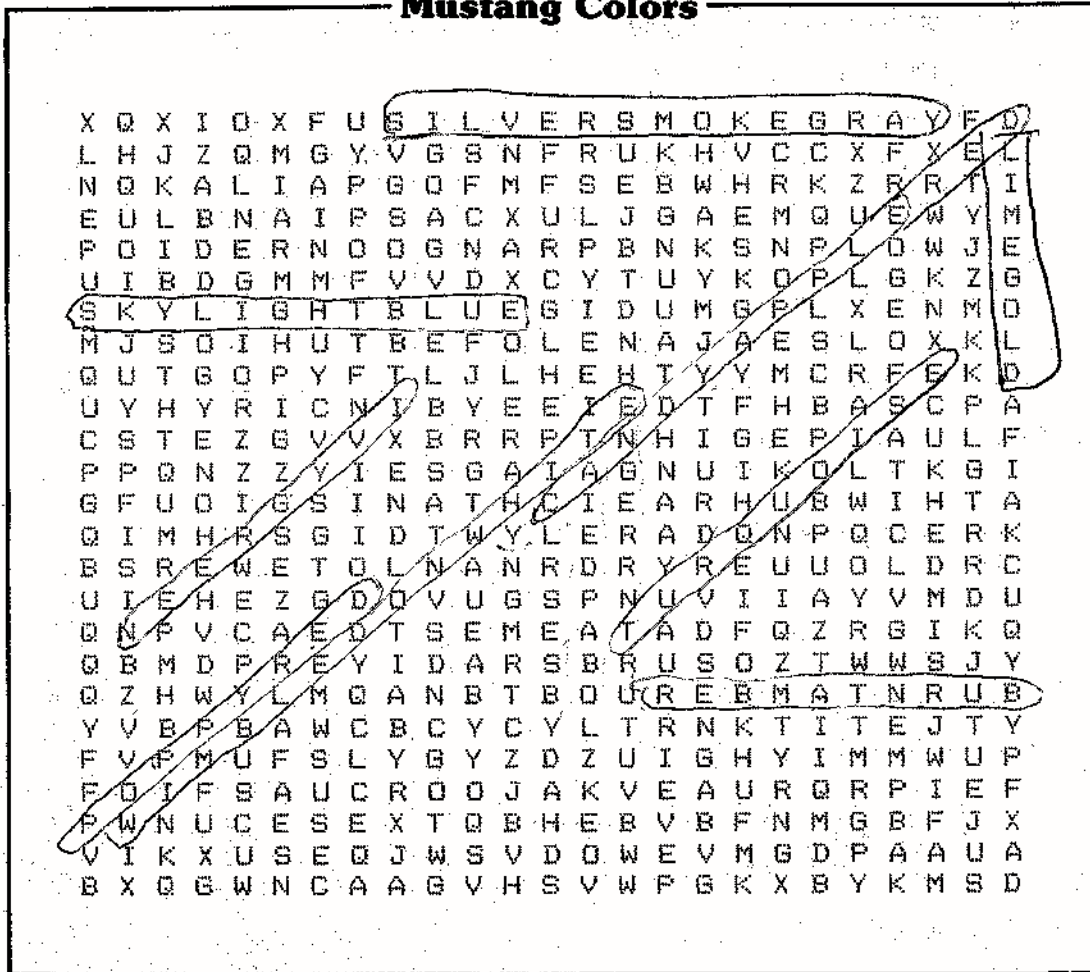
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| GUARDSMANBLUE | HONEYGOLD |
| WAGREEN | LIMEGOLD |
| PAGODAGREEN | POPPYRED |
| PRARIEBRONZE | RANGOONRED |
| RAVENBLACK | SILVERBLUE |
| SILVERSMOKEGRAY | SKYLIGHTBLUE |
| SUNLIGHTYELLOW | TURQUOISE |
| VINTAGEBURGUNDY | WIMBLEDONWHITE |

The Puzzle Page is a new feature that was the brainchild of Ruth Ann Winchester, the MCA secretary. Ruth Ann does these on computer and says they are guaranteed to drive you nuts. We'll print the solution next month.

MCA ACCESSORIES

| ACCESSORY | QTY. | PRICE |
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| Mustang Club of America Cloth 8" Emblem | _____ | \$ 6.00 |
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CARS FOR SALE

1969 BOSS 302, 25,147 miles, yellow with black interior, show condition. Serious inquiries only, please. Carlisle CCC. D. Doll, P.O. Box 1985, York, Pennsylvania 17405. (717) 757-5581.

1970 BOSS 302. Grabber blue, 3.50:1 rear end ratio, Koni shocks, American mags, 47,000 miles. \$5,000. Mike Sutphin. (813) 921-1118 (Sarasota, Florida).

1964½ MUSTANG convertible with power top. Completely restored chassis, interior, top. New original paint, Poppy red. Restored engine and transmission. Runs great. Classic plates. Asking \$5,900 or best offer. Mike Jalbert. (215) 865-6882 (Bethlehem, Pennsylvania).

1965 MUSTANG GT convertible. Original, 289-225 hp, four-speed. Red on red, luggage rack, red-line tires. Total ground-up professional restoration, zero miles. One of the finest. \$14,500. (201) 383-8811 days (New Jersey).

1965 MUSTANG GT convertible. Rust-free and original. 225 hp, four-speed, new black paint, red pony interior, white top. AM/FM, Rally-Pac, luggage rack, five styled-steel wheels, and new radial tires. Trades and delivery possible. Offer near \$10,000 considered. Tom Tess, 525 South Teut Road, Burlington, Wisconsin 53105. (414) 763-5815 evenings.

1965 MUSTANG hardtop. Original, 11,890 documented miles. 289, automatic transmission, white exterior, blue and white pony interior. Have owner's warranty card and copy of original title. Spare tire never out of trunk. Car is showroom new. \$8,500 firm. Herbert Ford, 4566 Venus Road, Uniontown, Ohio 44685. (216) 896-1794 (Dec).

1966 Ford T-5 GT coupe. Emberglow emtallic with parchment pony interior, GT equipment group, 225 hp 289, four-speed, limited-slip rear end, Rally-Pac, console, etc. New tires, brakes, shocks, clutch, battery, carburetor, etc. Mechanically excellent, body straight and sound. Needs only cosmetic restoration and minor fixes. \$3,500 firm. Clay Holland, P.O. Box 1008, Alabaster, Alabama 35007. (205) 663-3831 or 4273.

1966 MUSTANG convertible. 289, automatic transmission, power steering. Aqua and white with matching pony interior. New carpet and tires. \$3,000. Don Anderson, 4717 Haverhill Drive, Rockford, Illinois 61107. (815) 398-4989.

1966 MUSTANG convertible. 289 V-8, automatic transmission. New paint, original Aqua color and white top. Wire wheelcovers with spinners. Mustang light in grille. Pony interior, woodgrain console and steering wheel. Power steering and light-on warning sound system. Very, very good condition. \$5,000. Linda Simons. (513) 868-0647 (Hamilton, Ohio).

1966 MUSTANG GT convertible. Automatic transmission, new power top, console, Emberglow exterior (code V), bone pony interior, new exhausts front to back with factory tips. 15,000 miles on rebuilt engine. Offers over \$5,000. W. A. Monroe. (912) 452-7835 evenings (Georgia).

1966 MUSTANG GT coupe. Springtime yellow with black pony interior. 289-4V, factory air conditioner, automatic transmission, power steering, five styled-steel wheels. Superb rust-free California car. \$5,500 firm. Allen Stewart. (703) 455-4821. (Virginia).

1967 MUSTANG coupe. Frost turquoise with black vinyl top and interior. 302 V-8, automatic transmission, air conditioning, power steering, console, AM/FM 8-track stereo, and dual exhaust. Completely stock. First place at Columbia, third at Birmingham, second at Kingsport Grand National. \$7,500 or trade for nice Mach 1 or Boss. W. A. Vaughn, 2404 Capri Drive, Knoxville, Tennessee 37912. (615) 687-4088.

1968 MUSTANG 2+2 fastback. Three-speed, 289. Dark green. All original. New brakes, clutch, tires, exhaust, shocks, battery, starter, carburetor, tune-up, etc. Floors, undercoating, quarters repaired. 106,000 miles. Excellent running condition for restoration. \$1800 or best offer. Gene. (413) 737-2884 (Massachusetts).

1971 MUSTANG convertible. Black with black top, tan vinyl interior. All original except tires. 17,000 miles, garage-kept. Like new, no rust. 302 V-8, automatic transmission, Tractin-Lok differential, tinted glass. Decor and protection groups. AM radio, repair manuals. No collect calls, please. i. Piermatteo, 295 East Valley Forst Road, King of Prussia, Pennsylvania 19406. (215) 265-2922.

1973 MUSTANG convertible. 17,000 pampered miles. 250 cid six-cylinder with automatic transmission. Show condition. Subject of recent TV feature. Impeccable. Worth \$8,850? Also, 1965 MUSTANG convertible, 289-4V, automatic transmission. 15,000 miles. Mint. Retired owner, What's it worth? (216) 331-4737 (Ohio).

CARS WANTED

WANTED: 1965 Mustang GT hardtop. Must be ready for show. Will pay top dollar. Send snapshot. Jim Lowe, 694 Upson Street, Akron, Ohio 44305.

WANTED: 1965-66 Mustang convertible. Prefer six cylinder but will consider eight. Prefer red color but this is not mandatory. Car must have an automatic transmission and be rust-free. Will pay up to \$3,500. Send picture and price. H. F. Green, P.O. Box 685, Morton Grove, Illinois 60053.

WANTED: 1968 Mustang GT fastback. Must have 390 engine, four-speed, and black interior. Must be good to excellent condition. Send pictures or call. Steve Cremonesi, 18107 Parl Avenue, Lansig, Illinois 60438. (312) 474-4148.

PARTS FOR SALE

1965-72 Mustang bodies. Ready for delivery. Replace your rust bucket now while selection is good. Jim Fears, 3205 West Clarendon, Dallas, Texas 75211.

Four 14 x 6 Magnum 500 wheels, very good condition \$150. Black 1967 fold-down rear seat, like new \$80. 1969-70 white convertible top boot, OEM, very good condition \$30. Donald Granger, 1209-3 Forest Parkway, Manchester, Missouri 63011. (314) 227-2497.

Parting out 1966 Mustang convertible: many body components, 289-2V, automatic transmission, etc. Max Reinholdt. (414) 774-6087 (Wisconsin).

Have full replacement reproduction fiberglass rear quarter panels for 1969-70 Mustang fastbacks. Also, floors, body panels. Enclose \$1 for list. Dale Paynter, Kensington RR2, Prince Edward Island, Canada COB 1M0.

Radiator for 1969-70 Mustang, good condition \$30. JR headers for 351-W, never used, collectors and gaskets included \$50. 1969-70 Mustang standard interior, black, buckets, like new \$200, will separate. Air conditioner complete with vacuum control and air outlet grilles, works good \$200. C. P. Elliot, Jr. 20271 Bourassa, Trenton, Michigan 48183. (313) 671-6127.

1965 Console parts: front section of full console, includes door, springs, mounting bracket, inside panel with courtesy light socket \$25. Rear courtesy light body without lens, metal \$10. Wiring loom for automatic \$3. Automatic transmission dial and metal mounting plate for console \$10. Carl L. Soukup, 3118 South 161st Circle, Omaha, Nebraska 68130. (402) 333-2016.

1967 dash pad, black, very good condition \$75. Door panels \$20. Three-speed transmission \$125. 1966 black door panels \$25. 289 radiator \$45. Some small chrome parts and interior parts, good condition. Don Campbell. (616) 457-3896 (Grand Rapids, Michigan).

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PARTS WANTED

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WANTED: Ash trays for 1965-66 consoles. Also, need three lids (only) for above ash trays. Also, need sliding doors for storage compartment of 1967-68 consoles. Jim, 3205 West Clarendon, Dallas, Texas 75211.

WANTED: Dagenham six-cylinder transmission parts, shift rods, shift levers, controls assemblies, shifter levers, and complete transmissions. William Moore, 904 North Palisades Drive, Santa Maria, California 93454.

WANTED: T-5 fender badges for a 1965-66 GT fastback. Will consider NOS or good used. I have a NOS kilometer per hour speedometer head for same and will trade or sell outright. Gary S. Byrd, 420 Saluda Avenue, Columbia, South Carolina. (805) 254-6817 or 772-7481.

WANTED: 1971-73 map/courtesy light under padded dash. 1972 Ram Air option with air cleaner, gasket, and plastic underhood piece. M. Aldinger, 367 Gurley Avenue, Staten Island, New York 10308.

WANTED: for a 1971-73 Mustang Grande: Front bucket seats, tan and gold in color. Lance, 2127 12th Street A-207, Bremerton, Washington 98310. (206) 377-6522.

WANTED: for 1973 Mustang: one black full length console with working clock. Must be NOS or mint. Will the vendor who had one at the Kingsport Grand National please contact me? Jon Whittington, 106 South Urbana, Urbana, Illinois 61801. (217) 367-8428.

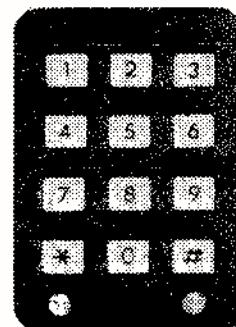
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Mustang Times back issues, October 1977 through August 1981 \$15. Entire *Mustang Monthly*, Volume 1, No. 1 through Volume 4, No. 6 (July 1981), includes all *Mustang News* from Volume 1 No. 2. \$50. Fred Kurtz, 13919 Oakwood, Sugar Land, Texas 77478.

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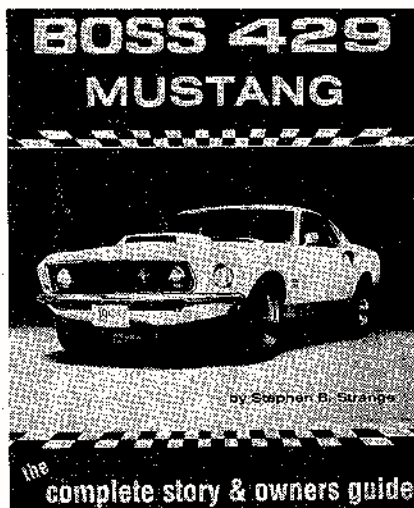
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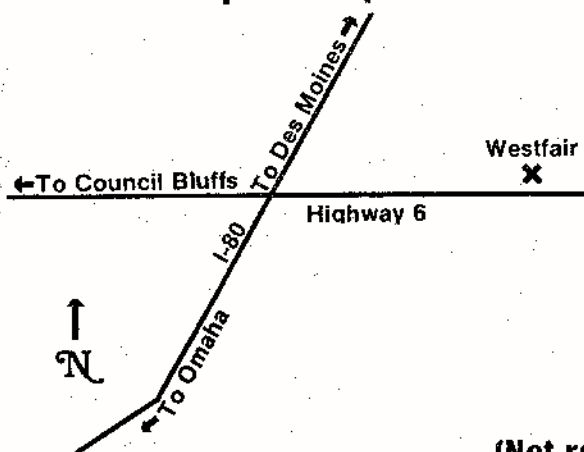
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Mel Alexander
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Omaha, NE 68134
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