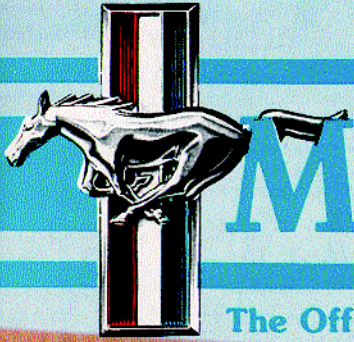


Vol. 19 No. 1



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The Official Publication of The Mustang Club of America

January 1994



MUSTANG TIMES

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The Mustang Club of America

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1994

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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 magazine, the MUSTANG TIMES. This informative, illustrated periodical is distributed every month, and contains many interesting features besides the mechanical infor-

mation mentioned . . . articles about member cars, news of regional events and activities, all profusely illustrated with photos, diagrams and cartoon. 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 regional groups located throughout the United States and Canada. There is probably one near you! You are warmly invited to attend any of these friendly regional meetings or events.

Who Belongs?

MCA boasts people of all ages — from those born before the Turn of the Century to teenagers 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 Ford Mustangs and Shelbys, the exclusive personal car distinction, keeps them driving a vehicle of a past decade. For this company of people, there's a whole 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 feeling that way.

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January, 1994

Vol. 18 , No. 1



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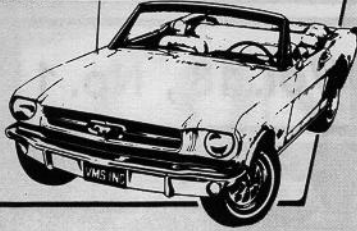
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On Our Cover...

The mean streets of New York City are home to this outstanding 1977 Cobra II. Joseph Intermor has driven this Mustang nearly 80,000 miles and he shows it on a national level. Turn to page 30 for all the details.



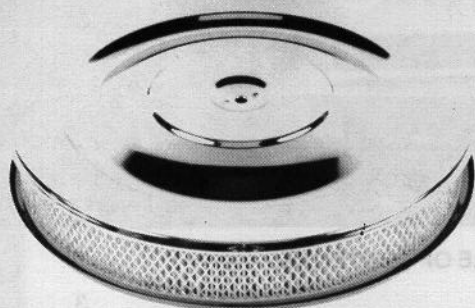
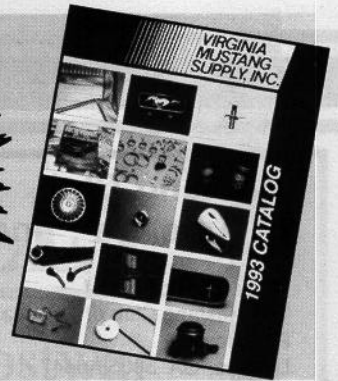
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From The Top . . .

by Bill Dillard
MCA National President



Cherish The Spotlight Because We'll Never Pass This Way Again...

A year is dawning that we've been waiting for. It's here - **1994!** Kind of has a nice ring to it - *doesn't it?* It feels good to write it on a check (forget all about mistakenly writing "1993" on a check), on a notepad, a letterhead, computer keyboard, you name it. Let's all bask in the glow of the spotlight. This is - officially and unofficially - *the year of the Mustang*. And it has been coming for 30 years.

I don't guess that in 1964 anyone dreamed that the Mustang would have the impact that it has had for better than two generations. Maybe I'm biased, but I don't think any marque, except for - *perhaps* - the Corvette, has enjoyed the levels of attention that our Mustang has. And Chevrolet's Corvette doesn't have the numbers advantage that we do. With nearly 7 million sold in 30 years, there are a lot of Mustangers - past and present - out there. Corvette can barely claim one million new owners in its 40 year history. And I won't even start on the Camaro and Firebird - *that* would really be unfair. In the Mustang's 30 year history, it has never been beaten in the sales picture by like competitors. Not the Japanese, nor Detroit, has beaten the Mustang in the pony car stampede. The Mustang was there first in 1964. In 1994, the ol' girl is still first in every respect. Feel the pride and savor the moment because it won't last forever.

Speaking of being first. We're proud beyond words to to announce the 1994 Mustang's status as *Motor Trend's Car of the Year*. We just received word before press time, and we wanted to be the first to tell you - cherished fellow MCA members, about it. Of course, being *Motor Trend's Car of the Year* is nothing new for the Mustang. Back in 1974, the all-new Mustang II enjoyed this honor. Imagine that, one of the most shunned of Mustangs rated the distinction of *Car of the Year*. But we don't expect many people to turn their backs on Ford's entry for 1994. They've done a magnificent job, and they're promoting the marque like never before.

Not even General Motors, with all their corporate advertising dollars, promoted the Camaro and Firebird for their 25th Anniversaries like Ford is the Mustang's 30th. But sometimes it's easy to forget that the competition simply *isn't* a Mustang. Know what I mean? If it doesn't wear the blue

oval and galloping pony - it just simply *ain't* a Mustang. But it's more than a name and a corporate identity. The Mustang and what it represents is a way of life for thousands of people. Over the years, it has been a way of life for millions of people. Show me a Camaro, Firebird, AMX, 'Cuda or Challenger that can make the same statement.

Wanna know something? They can't.

They can't because they simply aren't the Mustang with it's bold following of people. The bold attitude started long before you or I had ever heard of a Mustang. It started with Iacocca's bold stance with Ford management and his subordinates. He had an idea that few inside Ford shared his enthusiasm for. When you're reaching for the next rung on the career ladder, the last thing you want to do is risk hindering your efforts. Iacocca did, and he hung on for dear life until sales figures said otherwise. A bold step for sure.

But the Mustang was more than just a bold step. It wasn't much different than the Mustang of 1994. Ford simply gave the buying public what they wanted. And Iacocca had a nose (still does) for what the buyer wanted. Perhaps all he did was *listen*, and get attuned to God given horsesense. Whatever it was, it netted us a sporty car to like. And all these years later, the passion is still alive.

Take this passion and manifest it as the fiery enthusiasm we'll see around the country beginning in April (and already happening at Ford dealers coast to coast). Despite those claims of pony cars from the country who invented rock and roll, we have the distinction of being followers of the marque who invented the pony car - and its own kind of rock and roll. Don't slow your Mustang down, Sally, punch the accelerator and let it breathe. Show the competition where it came from. This is the year of the Mustang.

I have to admit to feeling a chuckle or two when I read *Car & Driver's* "Camaro vs. Mustang" road test in the December 1993 issue. Seems the boys at the Ann Arbor based

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National Headquarters

The Mustang Club of America

P.O. Box 447

Lithonia, GA 30058

Established 1976

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Commemorative 30th Anniversary Coin For Show Entrants Discussed At November Board Meeting

by Kitty Wilmot
MCA National Secretary

The November MCA Board meeting was called to order by the President, Bill Dillard on Tuesday, November 9, 1993. Roll call was made with 24 directors responding.

Minutes of the October meeting were read and approved, as was the October Treasurer's report. Bob Deale provided the finance report for the 30th Mustang Anniversary Celebration.

Guests included J.C. and Sue MoneyMaker, Jerry Vermillion, Bob and Allie Harrington, Cliff and Peggy Watson, Georgia and Michael Knazovich, Ed Dixon, Bill Flannagen, Glenda Reynolds, and Jo Ann Antrican of the *Tennessee Valley Mustang Club*; and Joel Rawlins, *Metro Obsolete*, Douglas, GA.

OLD BUSINESS

A motion was made and approved to replace Shane O'Neal on the Board due to absences. He was replaced by Bill Vermillion from Kingston, TN.

Bill Koivu advised that plans for the Installation Dinner should be finalized in the next few days.

Nominations were taken for the Board of Directors and the ballot was finalized. This ballot will be run in the December 1993 issue of the *Mustang Times* as required by the MCA By Laws. All ballots must be returned to the MCA National Headquarters by January 3, 1994 and must include either the magazine mailing label or the member's name, membership number, and address.

30th ANNIVERSARY

Jim Osborn said that the Manufacturer's Tent sales are going very well. He added that a special coin has been chosen as the commemorative item to be given to all car show participants. A tee-shirt vendor has been chosen and the *Evening With Ford* banquet has been sold out. The show committee has also purchased four radios for use at the 30th Mustang Anniversary Celebration.

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From The Saddle...

Jim Smart - Editor



Mustang II, Mustang Too!

New Years resolutions are a game we play with ourselves. Some of us resolve to lose weight, others of us promise we'll gamble less, or spend less money on our Mustangs. I'd like to share one of my New Years resolutions with you. I'd like to see more positive attention given Mustang IIs in 1994 and here's why.

Does any of us understand that the Mustang name owes its very survival to the Mustang II? Had there been no Mustang II, there wouldn't be a Mustang today. The Mustang name, much like Camaro and Firebird, nearly lost its life in the early 1970s. Sales took a tumble for Mustang, Camaro, and Firebird in 1972, and Detroit was ready to bail out of the pony car market, a market the Japanese might have conquered had it not been for American muscle. And while the Mustang experienced a brief sales "spike" for 1973, sales figures didn't impress anyone, especially the bean counters who wanted the Mustang dead and buried.

Mustang sales in 1973 topped out at 134,867 units, up nearly 10,000 from 1972, but certainly way down from a high of 607,658 in 1966. The 1974 Mustang II was a battery charging for Mustang sales with a bean counter pleasing 385,993 units sold that first year. It jump started the Mustang movement, inspiring many of us to buy older models. It also inspired many of us to buy new ones. And, Mustangers, Mustang sales haven't been this high since.

In 1979, there was a lot of enthusiasm for the all-new Fox platform Mustang. However, sales reached just 332,024 units, some 54,000 units less than

1974. Sales declined after 1979 to a new low of 108,438 units in 1983. In the years since 1989, sales have dipped below 100,000 units. Yet we favor the flavor of the 5.0 liter ships that can never hope to match the sales of the Mustang II. Tell me something, which generation of Mustang was more popular?

Mustang II, a rebodied Pinto? Indeed it was - and with a lot of engineering refinements. If being a rebodied Pinto is so sinful, then what of the 1965 Mustang - a rebodied Falcon? And 1979? A rebodied Fairmont. Typically, the Mustang has always been a rebodied something because it has always been based on another carline's platform, good economic sense if you want an affordable sporty car. One automotive executive once referred to the 1965 Mustang as a "Hamtramck Falcon," and we're not so certain he meant it all that kindly.

"Mustang II, a rebodied Pinto? Indeed it was - and with a lot of engineering refinements. If being a rebodied Pinto is so sinful, then what of the 1965 Mustang - a rebodied Falcon?"

The Mustang II will never enjoy the popularity of its siblings, but it is just as much an integral part of Mustang history. Even Lee Iacocca posed with the 1974 Mustang II and a 1965 Mustang for Ford press releases and advertisements. Henry

Ford II personally delivered a Wimbledon White 1974 Mustang II Ghia to Japan to prove to the Japanese that America *could* build small cars. Does this not constitute a historical significance for the breed?

When we look at Mustang history, the Mustang II is a logical progression of the breed. Few of us look back at the 1970s with fond memories. Vehicle emissions and safety standards toughened at a rate faster than Detroit could engineer for. As a result, cars grew big ugly bumpers, lost horsepower and driveability, and were harder to work on. This wasn't a shortcoming unique to the Mustang II, it happened to all cars in the 1970s. Yet I don't see 1975 Camaros ignored at Chevy events, nor do I see 1974 'Cudas and Challengers asked to park at the back of Mopar muscle car shows either.

The competition gives each of its generations mutual respect. What does that say for us as Mustang enthusiasts? Are we guilty of automotive prejudiced in our hobby? Shame on us for not being more progressive as enthusiasts.

Mustang II owners face an even greater challenge than struggle with acceptance. They face the challenge of how to restore a vehicle where available parts are few, not to mention technical information and restoration tidbits. Next time you see the beautifully restored King Cobra or Ghia, consider what it took, then count your blessings and compliment the owner's efforts. As owners of 1965 convertibles or even 1973 Mach 1s, we take for granted the resources available to us as restorers. The Mustang II owner has

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30th Mustang Anniversary Bash Taking Shape!

Jim Osborn, Show Chairman

The 30th Mustang Anniversary Celebration continues to grow with a lot going on behind the scenes. First, we would like to announce that there will be tour busses from the Charlotte Motor Speedway going to **Dennis Carpenter Reproductions** nearby, home of a lot of reproduction parts for Fords, Falcons and Fairlanes. This is their manufacturing facility where you'll get to see reproduction parts being made. And this will give you valuable insight into manufacturing and the way parts are made.

Busses will depart the Speedway every 15 minutes, offering quick turnaround for the brief tours. Each fascinating tour is one hour long and very informative.

Where's Your Entry?

Those planning to show a Mustang at the 30th Mustang Anniversary Celebration are encouraged to get their entry in right away. Spots at the concours judged, 300 car event are going fast. If you wait any longer, you could miss out in a big way. We ask that if you're going to attend, please send in your entry form.

A Weekend With Ford

Ford Motor Company is going all out for the MCA and Mustang enthusiasts of all ages with exciting Motorsports exhibits. You can be certain the 1994 Mustang will be on display. And remember, the 1994 Mustang is *Motor Trend's Car Of The Year*, not to mention the car to pace the Indy 500 for 1994. Ford will be

out there in 1994 like never before. And Charlotte will be at the forefront of all this excitement.

Truthfully, we're amazed at the number of enthusiasts headed for Charlotte in April.

Dinner Is Sold Out

Just a reminder, but the *Evening With Ford* is sold out. We're getting a lot of inquiries for tickets to this memorable evening. Unfortunately, tickets are no longer available. Dinner confirmations are on the way to those who responded early.

Have You Made Hotel Reservations Yet?

If not, here is a list of hotels that still have rooms available at press time.

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MANESTREAM

Our Readers Write...

Through The Years...

It was love at first sight when I viewed the first Mustangs to arrive at our local dealership some 30 years ago. I ordered a Caspian Blue convertible with pinstripes and the 289 V-8. It served our family well for five years. It certainly made more of an impression on our son, Bruce, than I ever imagined. Time passed.

Bruce bought a repainted 1965 convertible in White that was originally Caspian Blue when it left the factory. No, it wasn't the same car that we had once owned, but evidently nostalgia for the original car had something to do with it.

I have enjoyed attending Mustang events with our son, and even considered buying an early convertible myself! For various reasons, this is not possible. After driving underpowered little cars, I've developed the urge to own a V-8 convertible with some muscle. A short drive in a late model Mustang moved me over the edge. I ordered a new 1989 Shadow Blue LX convertible with a 5.0L V-8. With a leather interior, it is a super car.

Having recently discovered the Mustang Club of America, I'm pleased to know this club embraces *all* Mustangs! I can enjoy admiring every type of Mustang ever made while being able to attend events with my four year old car that I intend to maintain to original condition as possible.

Gates Willard
MCA #29359
Manhasset, NY

About The Magazine...

I received the November issue and started to glance through it with much interest (as usual) when I noticed something was different. I started reading and, sure enough, a new editor! This is great!

I think I read almost every article and especially appreciated the *For Shelbys Only* section. Although I have been a SAAC member, it seemed that information and articles about Shelbys were hard to come by in the *Mustang Times*.

I am including pictures of my 1968 GT-350 and a copy of the build sheet which I found rolled up under the driver's side seat springs. Perhaps you can use it in a future article.

I'm looking forward to the December issue.

Robert E. Bailey
MCA #20384
Lebanon, MO

Robert, many thanks for your kind words. Our objective is to make the Mustang Times welcomed reading every month. We're going to do this with the help of our readers. With the input of valued MCA members, we're building an exciting new club magazine to be counted on. We ourselves are struggling with some of the changes because constructive change is always challenging. Each issue yields its share. Speaking of Shelbys, yours can be found on page 36. Enjoy!

Ed

Just received the new and improved November issue. The new print and format are great. This, coupled with some of your innovative ideas, will make the *Mustang Times* even more collectible.

Only one small item, however. In the "Mustangese" article, you indicate that the 1994 Mustang's uncorralled galloping horse is here for the first time in history. If you look at the front of the 1993 Cobra, you'll see the horse is uncorralled.

Thanks for a great magazine.

Tony Foley
MCA #21277
Newport, NC

Guess what, Tony. We're both wrong! Ford let the pony out of the corral for the first time in 1969. What's more, the galloping pony remained uncorralled throughout the 1970s. Gee, Tony, I dunno if it's my imagination, but the horse seems more free for 1994. What do you think? Seems the ol' filly could gallop right off the fascia. Maybe we're all so excited about the return of the galloping horse that it's easy to forget freedoms of long ago.

Ed

A suggestion. Why don't we bring our monthly magazine up to other car enthusiast magazine standards? Why don't we add some color appeal to our magazine?

next page please

continued from page 7

Aesthetically, we have the single most uninspiring pictorial presentation of a hobby that embraces literally thousands of automobile enthusiasts and their cars.

If we are going to tout that we have the finest cars in the world, why, then, do we present our treasures in black and white and leave it up to the reader to mentally supply the color? I agree with Jim Smart; we don't have to be a *Mustang Monthly* or a *Fabulous Mustangs* - but lets do be somebody who says more about our fine ponies than, "Isn't this a fine car? Color it yourself!"

Dave Francis
MCA #27500
Monticello, IN

Dave, you're a man after my own heart. There's nothing we would love more than to give MCA members a color packed magazine each month. It always boils down to cost. Annual membership dues haven't kept pace with what it costs to produce a magazine each month, which is an issue the MCA Board of Directors and Publishing Committee are looking into.

In order to have a color packed magazine each month, membership dues would have to go up considerably to cover the increased cost of doing the magazine. We're of the belief, unfortunatly, that few people are willing to pay much more than they already are for an annual membership in the MCA.

We would like to hear from more MCA members about the color issue. Is this a critical issue? And is it worth a substantial dues increase to get it? What do you think?

Ed

Living In A Perfect World...

I am an MCA member, however, I have been involved with Mustangs as an owner, restorer, an enthusiast for about 15 years. One of the most frustrating things about the hobby is having to deal with all the mis-informed and sadly mistaken people who are involved.

After all my years of research, I can honestly say that no one particular writing has accurate, conclusive and factual reporting.

For some strange reason, I expected a refreshing change from that same old problem of wrong information. My expectations were once again wrong! In my very first copy of the *Mustang Times*, I have immediately spotted a mistake in the "Mustangese" section.

One of my examples of a mistake can easily be proven by a copy of my original window sticker off of my 1969 428 SCJ Mach I. The term "Drag Pack" was official and used from the beginning!!! The proof is on my window sticker!!!

I am so discouraged by this type of wrong info' that I no longer believe anything I read. Why can't someone of serious integrity write a book to act as a "bible" for Mustangs? This would be a book that could guarantee and sunstantiate the facts printed in it! Could an accurate book be done? If so, when, and who could write it?

How hard could it be for someone to do the necessary research to produce a book on actual production numbers of cars with certain engines/options for each year? Corvettes and others do. I have many other conflicting facts between what I have read and what the actual truths are if you do the research.

Glenn Benza
MCA #30234
Loveland, OH

Glenn, first - let's look at this realistically. The "Drag Pack" option, based on plenty of the research you mentioned needs doing, wasn't so named in sales literature, nor in the dealer sales publications until the 1970 model year. There's plenty of documented proof of this and it is widely accepted throughout the hobby. That your window sticker mentions "Drag Pack" proves that communication within Ford, like most large corporations, wasn't always swift, nor thorough. We see this again and again with warranty/serial plate codes where codes exist on plates and buck tags, but not in the books.

Glenn, Mustang enthusiasts have struggled with this for years because Ford retained very little documentation. Some issues were never documented to begin with. For example, find us a DSO 75 for the Phoenix district for 1964-66. There was, in fact, a Phoenix DSO for 1964-66, but Ford never published it - anywhere! Find us someone who can explain the '64 1/2 versus '65 hood. Why are these hoods so random in 1964? No one, despite years of research at Ford, can explain this baffling mystery. Can you tell us, Glenn? Can you explain why Ford printed "Drag Pack" on your window sticker and nowhere else?

Glenn, based on 20 years in this business in varying degrees, I can tell you that Corvette buffs enjoy an abundance of information because General Motors simply did a better job than Ford of retaining documentation.

As seasoned researchers, we struggle with what isn't there anymore at Ford. I've never known anyone who could successfully research material that no longer exists. All we can hope for today is those finds that surface from time to time when a contact at Ford makes it available to us. Often this stuff is stumbled upon by accident, and typically when we're

researching something unrelated.

Rest assured, Sir, no one in the hobby has all the answers. Each of us has our areas of expertise, and that's what the hobby is all about - working together for positive results. The ultimate Mustang guru simply doesn't exist. There are, however, a lot of nice people in the hobby eager to help. Glenn, may we help you?

Ed

Anyone With A Fox Mustang Heard This One Before?

After writing to the Ford Motor Company about my problem with a blown heater core on my 1988 Mustang, a representative called me and said they could not be of any assistance.

Based on the way I've taken care of my Mustang and the minimum amount of time that I've used the heater, I am curious if others have had this problem. I believe there's a flaw in the heater core which might prompt a recall. Any assistance that you can provide will be greatly appreciated. Perhaps printing this letter will prompt others to come around.

Johnny C. Whaley
MCA #27541
Hinesville, GA

Johnny, your heater core problem isn't an isolated one. The Fox generation of Mustangs (1979-93), not to mention other Fox chassis vehicles (1980-88 Thunderbird, Cougar, LTD, Marquis, and 1979-86 Capri) have all been plagued with this problem to no avail from Ford. We would like to hear from others who have had heater core problems with their Fox Mustangs.

Based primarily on word of mouth and what we've read in the enthusiast magazines, we've heard

about this problem a lot throughout the 1980s and '90s.

Ed

Reading The Fine Print

I have just finished reading the November issue of your newly formatted magazine. Initially, I had difficulty reading articles that stressed the printing in right justification (type is flush right and flush left) instead of offering those of us with aging eyes, the ease of word spacing. Examples are - "National in Greenville" (page 5) and "to edit the most respected magazine" (also on page 5). I was persistent and read on. Much to my surprise and mechanical enlightenment, your magazine excelled its previous standards with articles that are much more interesting and entertaining.

Keep up the good work and, if possible, keep old folks like us in mind when you print. I am anxiously anticipating your future issues.

Ted Wisniewski
MCA #27314
Baltimore, MD

Ted, we can appreciate your feelings about the print quality of your November issue because we see these problems ourselves. The November issue was our first using Desktop Publishing technology and a PC. We're still working the bugs out of our new computer system and software program, and we still have a lot to learn. For example, we had a lot of word and letter spacing problems in the November issue.

Couple the fresh computer system with a new editor doing the magazine 400 miles away from MCA's Atlanta area headquarters (where our printer is) and you can see the potential for start-up problems. We had serious problems with the November issue - and fewer problems

with December. This issue should, in theory, show improvement over previous months. The Japanese call this "Kaizen" which means, "continuous improvement." This is our goal for the Mustang Times.

We're striving to produce a better club magazine - a humbling learning curve because we're making embarrassing mistakes. As a result, we're looking to MCA members for feedback on how we can improve our performance. It is our belief that the best magazines listen to their readers. After all, what better source is there for good feedback than the people who read the magazine?

Please keep those cards and letters coming! And thanks for writing, Ted!

Ed

Likes The Changes

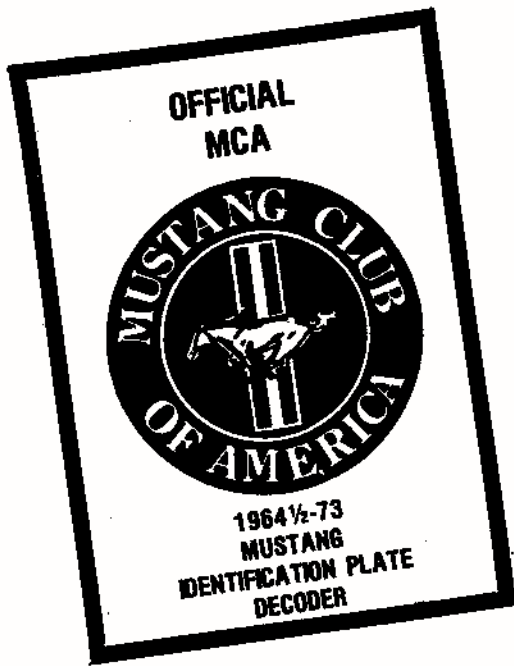
I just finished going through the November 1993 issue for the third time cover to cover. This is the first issue that has captured my interest enough to warrant such a thorough reading since first becoming an MCA member in 1990.

"For Shelby's Only" was the most welcomed addition, even though it will be published on a bi-monthly basis. This is a great improvement over what was available before.

The November issue is proof that I am looking forward to the next issue already. Thanks for all the information and your expertise.

Robert K. Ballard
MCA #22499
Fletcher, NC

MANESTREAM is published monthly and is open to MCA members with something to say. If you have something on your mind, we'd like to hear from you. Please write to us at Manestream, P.O. Box 447, Lithonia, GA 30058.



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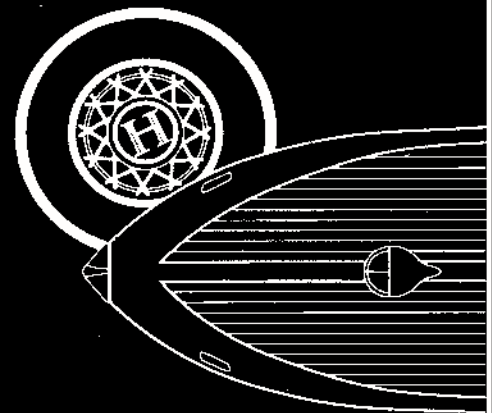
Coming Next Month...

We will continue our coverage of 30th Mustang Anniversary Celebration activities as April looms closer. Jim Osborn, Show Chairman, will bring us up to date on the best to come. Veteran MCA member and enthusiast Jack Yeager will spin the camlobes of his 1993 Mustang Cobra R-Model, the first of its kind to see exposure on the cover of the *Mustang Times*, and we're going to tell you all about it.

We're going to take a trip off the beaten path and test drive the 1994 Mustang in Southern California. Dozens of respected journalists did high in the mountains and low in the valleys last fall. We'd like to share some of that experience with you.

Finally, we'll cover the last of the sneak previews from last fall's October 17th 100-city blitz, not to mention the all-important Regional Group news you're waiting for.

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Mustang II

The Necessary Generation - Lost In A Sea Of Sociological and Technological Changes

Some in the hobby jokingly refer to the 1974-78 Mustang II as the Rodney Dangerfield of Mustangs. No respect to be sure, but there's more to this neglected filly than meets the eye. This year, the Mustang II celebrates its 20th Anniversary, and we're here to tell you all about it.

More than once in its 30 year history, the Mustang has fallen from favor with Ford's upper management and accountants. And more than once in 30 years, the Mustang has lost money and been viewed as a bad risk. Most important to remember is, trying to make this car all things to all people (an impossible task), Ford grew the Mustang away from its original market - the youth market. The Mustang II was simply a means to saving the name and getting back to the marque's original mission - a sporty, economical car for the masses. The Mustang II, despite

smaller powerplants and interior dimensions, was an economical, sporty car nearly anyone could afford, and Ford sold them in great numbers. If you remember the 1970s, you know that Mustang IIs were as common as the original copy from 1965. And they were purchased for much the same reasons as they were in 1965. Economical, yet fun, transportation.

Steadily falling sales had an adverse effect on the Mustang's destiny. Former Ford President, Lee Iacocca, had grown frustrated with what was happening to the name he and a talented few brought to market just five years earlier. The time was 1969. Iacocca saw the Mustang drifting away from its original market at an alarming rate. While then Ford President Semon "Bunkie" Knudson (hired away from General Motors) put his oats behind a larger generation of

Mustangs (1971-73), work on a more "politically correct" Mustang was in the works behind the scenes - masterminded by Iacocca.

Known by insiders as the "Arizona Project," the target was a "Mustang" market type of automobile, with a scheduled introduction date of 1975. Fuel for this project came from what Iacocca knew still existed in the marketplace. Iacocca saw the success of the new 1970 Ford Maverick (introduced on April 17, 1969), with a base sticker price of \$1,995, and he understood what needed to be done. The Maverick's success was on a par with the Mustang's. While no one ever drove through a showroom window to see the Maverick, nor were bids taken for the humble Falcon replacements, the new Maverick nibbled at the Mustang's original market - sporty and very affordable. What's more, Ford sold nearly 600,000 Mavericks the first year! There was clearly a market in search of a sporty, affordable car.

More than a half-million units is nothing to sneeze at. Ford understood there was a market to fill, and not much to fill it. Marketing studies were conducted and Ford discovered that people were interested in the new influx of European and Japanese sporty subcompacts entering the U.S. Cars like the new Datsun 240-Z, Toyota Celica, and Mercury Capri were selling well, and the Ford Division didn't have an entry. The Capri offered buyers European sportiness, but European ergonomics. Simply put, it lacked the comforts and hairy chestedness of the original Mustang. Ditto for the 240-Z and Celica sporty subcompacts. Celica looked suspiciously like the 1969-70 SportsRoof Mustangs.



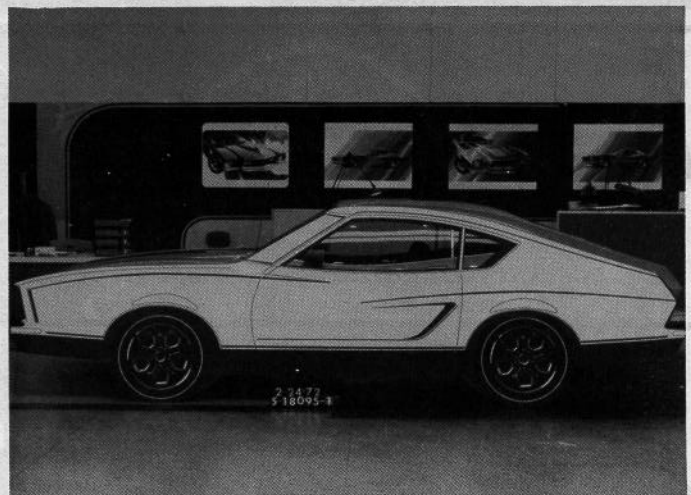
1974 Mustang II Mach 1

So Ford management conducted another design competition similar to the three-way showdown that took place in 1962. In 1962, the Joe Oros, Dave Ash, Gail Halderman "Cougar" stole the show and ultimately became the 1965 Mustang. In 1970, it was the Alejandro de Tomaso Ghia version that stood apart from the rest. As in 1962, Ford had a clear winner in 1970. The Ghia concept would witness further development. Other Mustang II concepts

considered were the "Acona" from the Lincoln-Mercury studios; and the "Anaheim" from Advanced Design. There were dozens of others, including the "Ohio" project based on the Maverick platform.

Mustang II development often found itself centered around old technology - in-line sixes and Windsor V-8s. In 1972, Mustang development centered more on V-6 power available from Germany. The Capri's 2.6 liter "Vulcan" V-6 (based on the 3.0 and 4.0 liter V-6s of today) seemed the logical powerplant, uprated to 2.8 liters for the Mustang. An overhead cam 2.3 liter in-line four under development was also a contender. The 302 V-8 was never seriously considered due to its size and weight. This in itself would prove costly for Ford in lost Mustang sales later.

As in 1962, there was much debate over which Mustang body style should go to market, including a convertible, which ultimately never appeared. It took a number of consumer clinics to settle the fastback versus coupe (notchback) issue. Some favored the fastback while others the coupe. In the end, both went to market in the fall of 1973. Iacocca continued in his quest for a more "Mustang" like Mustang. His input for a revised beltline and grille which reminded people of the original 1965 Mustang led to familiar styling cues we've come to know from the Mustang II.



Ford's endless fascination with the two-seater. They did this in 1965 with the original Mustang, which never flew. And it happened again in 1973 when they considered this two-place II.

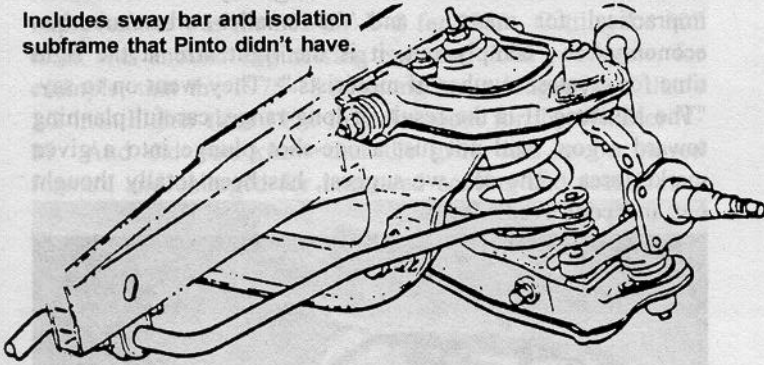
Don DeLaRossa of Advanced Design pulled heavily for the notchback Mustang, which almost didn't make production. Feelings favored having only a hatchback with the slippery fastback roofline. DeLaRossa saw the notchback Ghia model as a natural extension of the original 1965 Mustang coupe. The notchback was ultimately approved at the eleventh hour in the wake of favorable consumer

feedback and thrust into production.

Earlier, we mentioned Ford's consumer clinics. Conducted in Southern and Northern California, Ford viewed these clinics as a good cross-section of typical American buyers, and what people wanted to see from the Mustang. Ford discovered that they had a 400,000 buyer potential from the market, despite numbers already consumed by the Maverick and other competing vehicles.

Iacocca felt that the all-new Mustang had to stand head and shoulders above the original. "It will have to be a little jewel," he was once quoted as saying. It was his belief that the new Mustang would have to be an exceptional small car, outperforming other "like" small cars in areas of comfort, fit, finish, and something automotive engineers call "NVH" (noise, vibration, and harshness).

Includes sway bar and isolation subframe that Pinto didn't have.



1974-78 Mustang II Front Suspension

To give the Mustang II exceptional NVH, powertrain and suspension had to be upgraded, without overspending the budget. The key to the Mustang II's NVH was a single, "U-shaped" component called the "toilet seat," an isolated subframe mounted to the underbody. This subframe isolated the powertrain from the unbody, absorbing both powertrain vibration/buzz/hum and road shock. Ford engineers took the NVH issue a step further by using a larger diameter driveshaft and increasing the size of the bolt circle between the engine and bellhousing of the 2.3 liter four. This meant having to retool engine block and bellhousing castings. Abundant rubber insulation was used throughout the Mustang II to isolate powertrain and road noise. Another material still used today that started in the 1974 Mustang II was a carpet underlayment that was laid into place, then melted during paint bake to form a tight, soundproof layer. Never had there been more attention paid to comfort and quiet in the Mustang's developmental history.

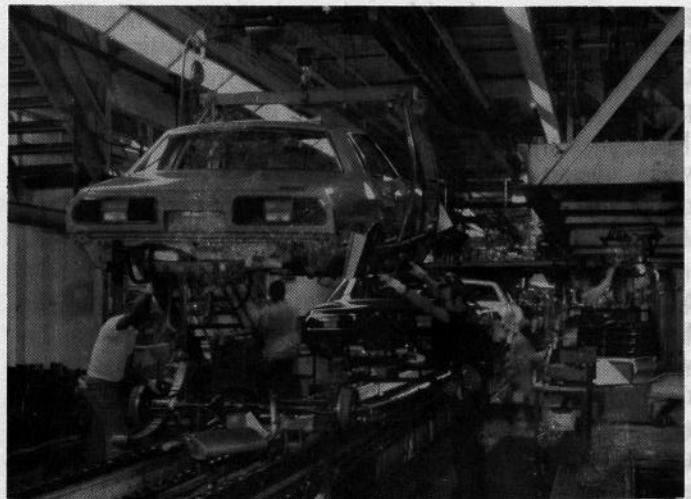
This development evolved into thousands of hours and miles in development vehicles in Michigan, Arizona, Minnesota, and Florida to test materials and systems in different climates. More testing was performed in Dearborn on Ford's vibration analysis equipment that simulated road conditions via computer. Front and rear suspensions were

greatly revised over both the 1973 Mustang and the Pinto already in production. The result was improved handling and ride. Rack and pinion steering was a first for the Mustang in 1974. Power rack and pinion steering would be optional.

The all-new 2.3 liter four was the first all-metric engine produced by Ford in the United States. According to Ford, the 2.3 was expected to be comparable to the 200 cubic-inch six once available as standard in the Mustang. The 2.3 would have self-adjusting hydraulic cam followers, and would be a more emissions-free powerplant. The optional 2.8 liter V-6 based on the 2.6 already available in the Capri gave the Mustang II plenty of added torque from its revised block. It was no match for a V-8.

Perhaps it's a standing cliché, but Ford looked to Mercedes-Benz for valuable engineering refinements (they *really* did) in the Mustang II. The Mustang II owes its body refinements to the Mercedes connection. The key here was to take each and every component and analyze to the limit how it could be improved. Bolt and screw heads were hidden where they were once exposed. Methods of fastening body parts and trim pieces were improved to both inhibit corrosion and refine appearance. Even the process of joining body panels was improved, using concealed butt sleeve joints instead of overlap joints like we see in 1965-73 Mustangs. Urethane body parts were hand trimmed in assembly to eliminate unimproved edges.

The result of all this detail was the best built Mustang in the marque's history at that time. All things considered, both good and bad about the Mustang II, it was a car of exceptional quality for the era. When compared with its competition, Camaro, Firebird, AMX, Barracuda and Challenger, the Mustang II was clearly better in terms of quality and workmanship. It was certainly a quality competitor for the imports of the era. And many engineering refinements and manufacturing improvements at Ford owe their very existence to Mustang II development.



The Mustang II set new standards for quality in the 1970s. Ford looked to Mercedes-Benz for a few pointers on design and construction. The result? A better Mustang for 1974-78.

From A Gallop To A Trot

An all-new Mustang should have an all-new logo, or so Ford felt at the time. According to Gary Witzenburg's *Mustang! The Complete History of America's Pioneer Pony Car*, Charles Keresztes, a Hungarian-born Ford interior designer, and accomplished horseman and animal sculptor, is responsible for the Mustang II's revised galloping pony. He studied paintings of American mustang horses in the wild, then created some sketches and clay sculptures for Ford management. There was one figure, in particular, that was a hit with Ford management. And this is the one we've come to know as the Mustang II galloping horse.

Iacocca Takes A Spin...

On December 8, 1972, the first time Lee Iacocca took a drive in the restyled Mustang, he knew the added attention to detail paid off, according to Witzenburg's book. He commented that the isolated subframe had been worth the added cost of development and execution. After spins around the Dearborn test track in two different Mustang IIs, Iacocca knew that Ford had a hit for 1974.

And So Does Revson

Six months later in May of 1973, race car driver Peter Revson was invited by Ford to the Dearborn test track to put the Mustang II through its paces. He piloted a four-speed Mach 1 with the 2.8 liter V-6. Revson was pleased with the new import fighter.

Despite all the Mustang II's good points, Ford was concerned about the growing small car marketplace and the hatchback's similarity to the Pinto. There was concern over how to successfully market a new, *smaller* Mustang, one that was heavier and slower than the 1965 model. How was Ford to sell the public on *reality* - fuel economy, cleaner emissions, and safety? This was a tall order considering press comments and snickers about the Mustang II's "Pinto" heritage. Press comments were generally optimistic, however, there were complaints of decreased leg room and reduced power. When the Mustang II hit the dealers in September of 1973, there wasn't the rush of buyers Ford expected. Most who came in to view the new Mustang were shocked and disappointed by heavily optioned models they couldn't afford. As a result, sales for 1974 got off to a sluggish start.

Ultimately, as the public came to know the all-new Mustang II - and gas shortages as a result of the Arab Oil Embargo - sales picked up at a brisk clip. Sales that would have gone to the larger Galaxies and LTDs went to the more fuel efficient Mustang II. Automotive magazines of the period slammed Ford for a Mustang that had missed the mark. They didn't feel the Mustang II was competitive enough for the flood of imports it was designed to beat. Witzenburg's book quotes *Road & Track* who said, "As usual, with such a compromised design, the Mustang lacks

the excitement of a more single-purpose car like the 240-Z or even the European of its cousin, the Capri." Magazines complained of the lack of power, which Ford was already hard at work on. For 1975, there would be a 302 V-8.

Despite the negative comments of the automotive magazines, Mustang II sales the first year neared 400,000 units - Ford's target. On top of that, *Motor Trend Magazine* selected the 1974 Mustang II as their *Car of the Year*. What's more, Ford added Mustang II production to San Jose in March of 1974 in order to meet demand. There hasn't been a better Mustang sales year since 1974. Increased competition is largely the reason.

Motor Trend explains their reasons for selecting the 1974 Mustang II as *Car of the Year*, "Mustang II represents an excellent balance between a highway cruiser - now impractical for many - and the smaller urban/suburban economy car. Simply put, it is the right size at the right time for greatest number of motorists." They went on to say, "The Mustang II is the result of long-range, careful planning toward a goal, and not just a one-shot plunge into a given market area. The car, we suggest, has been totally thought out and conceived."



The Mustang II's interior was richer and more elegant, sporting comfortable bucket seats, full instrumentation, and even a digital clock as standard equipment. This one has AM/FM stereo.

The Mustang Club of America

Sporty Standard Features

The sporty Mustang II came with standard features the 1965 Mustang did not - like a tachometer and four-speed transmission, front disc brakes, rack and pinion steering and a vastly improved suspension system. This author remembers the Mustang II introduction and that first drive. The car's cockpit feel, full instrumentation, and positiveness of rack and pinion steering were good first impressions at the time. The snappy attitude of the 2.8 liter V-6 made a solid difference in traffic. It appeared to offer more torque than the 200 Six of 1965, with improved fuel efficiency.

As In 1964 - Improvement Of The Breed...

The Mustang II witnessed improvements in the years to follow - 1975-78. The first and most notable improvement was the 302-2V V-8 for 1975. Getting the 302 to fit was another engineering exercise. Did you know, for example, that the 1975-78 Mustang has a longer hood that's 1/2-inch higher than 1974 to make room for the Windsor V-8? And did you know that the grille had to be moved forward and enlarged for improved cooling and access?



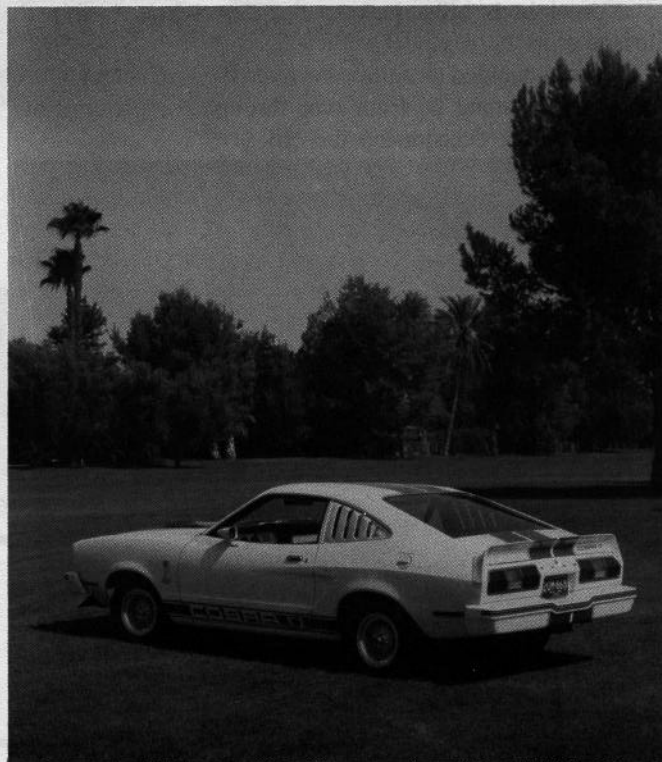
The Cobra vanished for a time, only to reappear on the 1976-78

For 1975, radial tires became standard while Ghia buyers got an "opera" quarter window. New options included cast aluminum wheels, steel belted radial tires, and even a 3.5 gallon auxiliary fuel tank. With the optional 302 V-8 came a C-4 Select-Shift automatic transmission, power steering and brakes, stiffer springs and shocks, and anti-sway bars. Even Gabriel adjustable shocks were optional. The nasty seat-belt interlock "feature" went away mid-year 1975 when the government backed off on this silly, "people found a way to by-pass" safety device. For those who don't remember, the seat-belt interlock feature prevented engine start until seat belts were fastened. A combination of hate mail and mechanical problems with this safety device put an end to its use in new cars from Detroit.

Mustang II MPG debuted in 1975, offering buyers a specially tuned and modified (*modified?*) 2.3 liter four with

a 3.18:1 axle ratio. This helped the pinch of higher fuel prices, but did nothing for performance. The Mustang II, MPG was EPA rated at 34 miles to the gallon.

What excites Mustang buyers isn't fuel economy, which Ford promoted most, but performance. Performance was a dirty word in 1975-76, and Ford did little in terms of advertising to reflect its availability. The hot news was gas mileage and safety, not cubes and performance.



The Cobra II debuted for 1976, sporting either 2.3 liter four cylinder or 302-2V V-8 power. With the V-8, performance was adequate.

On the lighter side, performance was available in the new 1976 Cobra II, which outperformed its Chevy Monza competition with ease. It also outsold Monza, Olds Firenza and Buick Skyhawk combined. Available with either the 2.3 liter four or 302 V-8, the Cobra II was an image car in search of respect. With the 302 V-8, it was a match for any American production car of the day, and could toss doors in the weeds with moderate effort - and with a 302 smogger.

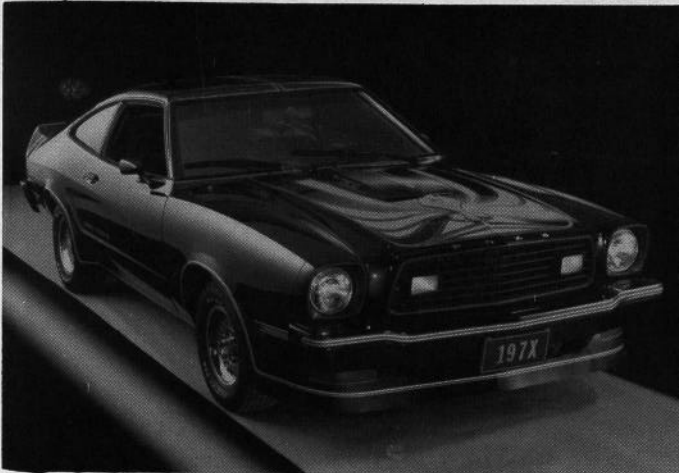
Originally conceived by Jim Wangers' **Motortown** of Detroit, the Cobra II was expected to fail because few at Ford believed it would pass for a performance vehicle. The Cobra II was so successful, however, that Ford went from farming its production out to **Motortown**, to assembly and Cobra II conversion at the Dearborn assembly plant. Jim Wangers is the father of the Pontiac GTO, by the way.

Sales of the Cobra II panned out to be more successful than anyone expected, despite laughter at Ford's attempt to bring back the Shelby image in a lesser vehicle. Cobra II sales encompassed 25,259 units that first year.

A Bureaucracy At Work - 1977 vs 1978

For 1977, sales declined to a disappointing 11,948 units, including an small, undetermined number of 1978 models sold as 1977 serial numbered and titled vehicles. The reason the first 1978 models were re-serial numbered as 1977 models is simple. Both the Senate and the Congress passed separate bills to extend 1977 emissions requirements into 1978. Then they went on recess *before* acting on a measure that affected both bills, leaving the automakers unable to build and ship 1978 model vehicles.

Ford decided to build carryover 1977 vehicles (Pinto, Bobcat, and Mustang II) from June through August until the Congress made a decision on the bill.



With a future unknown, different concepts were tried to help keep the Mustang name alive. This is a concept we came to know as the 1978 King Cobra.

Another performance oriented Mustang II, the *Stallion*, appeared for 1976. However, it didn't see much recognition. Comprised of blackout treatments and catchy graphics, the Stallion was a subtle alternative to the flashy Cobra II. Later renamed *Stallion II*, the idea never really caught on and Cobra II stole the show.

For 1978, the single biggest step for the Mustang II emerged in the King Cobra. The King Cobra was a bold step for the Mustang carline, drowning in a sea of emissions and safety requirements which seriously injured its performance image. Perhaps a little too late in the game, the King Cobra served to enhance the Mustang II's reputation.

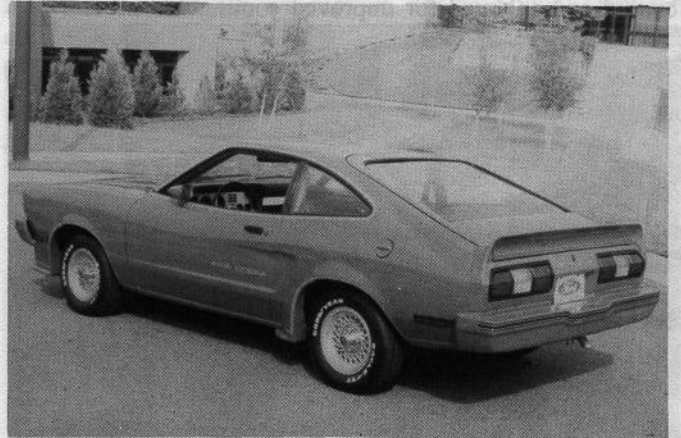
Internally, the King Cobra wasn't much different than the 1978 Cobra II. Both were handlers. The King Cobra enjoyed chassis refinements and brake cooling ducts not available for Cobra II buyers. Its shocks and springs were as unique in function as the car was in appearance.

Produced in very limited numbers during the last half of the 1978 model year, the King Cobra had unique "snake" hood decals with "5.0" graphics and a reversed hood scoop. There was a rear deck spoiler, front air dam, blacked-out grille sans emblems, and even an optional T-Roof

with a Targa band. Three colors were available for King Cobra buyers - Silver Metallic, Bright Red, and Black. Less than 5,000 units were produced, making the 1978 King Cobra one of the rarest Mustangs out there.



The more exotic Motortown IMSA Cobra was one consideration that never made the grade. The IMSA Cobra proved just how good a Mustang II could look with some imagination.



A beautifully restored 1978 King Cobra. Owner: Danny Owens.

It's easy to want to kick the Mustang II around, like the ugly little red-headed step kid most feel it is. But the Mustang II was a valuable learning curve that lead Ford to better pony cars in the 1980s. Though it has been said many times, the 1974-78 Mustang II was the right car at the right time because it kept the name and the spirit alive, for which it is owed a great debt.

The Mustang II brought Mustangers better suspension and steering packages, lighter weight V-8 performance, and styling that was exceptional for the time. Let's tip the hat and give credit where credit is due. While there's little to like about the Mustang II MPG, there's everything to like about the Ghia, Mach 1, and Cobra models because they offered comfort, performance, and choice in a pretty little filly that kept the dream alive during one of the most challenging periods in automotive history - the 1970s.

How To:



Choose A (Good) Resto' Shop

If you're like most of us, a full scale restoration is intimidating. Where to begin? How far to go? Who will tackle the body work? Is the local machine shop experienced enough to handle my 289 rebuild? And a host of other questions you should be asking yourself. For each, there's an answer - not always the one you were hoping for.

Restoring a Mustang is an extensive job, a project you must be prepared to dedicate yourself to, including the task of finding someone who will do your steed justice. Based on hundreds of stories we've heard over the years from Mustangers who farmed out their restorations, we're here to share some good advice.

Start With A Plan

Restoring a car is just like building a house. You wouldn't think of building a house without some sort of a plan. Why tackle a restoration without one?

First, some homework. You must first be realistic about what you can afford and what your capabilities are. Forget the big dreams and far fetched plans. A concours restoration is reality - and a lot of hard work. While you may be able to perform a sizable portion of your restoration project, there are always areas that must be farmed out. Perhaps your talents don't run toward hand craftsmanship and your goal is to farm 100 percent of the project out.

Whatever the objective, your goal should be to handle your restoration in the most efficient manner possible. Even if you have a lot of cash to blow (and most of us don't), spending the least amount of money for the most quality possible should be your objective. Money saved is money earned.

Choosing a reliable restoration shop isn't an easy task. Handle it like you would choosing a doctor. Plan to interview several shops, insist on seeing examples of their work, and expect to visit with several of their customers. It's *that* important.

Making the right decision always boils down to what happens when you leave the car, and/or

components in their care, and what you get when it's time to pick it up.

Anyone can hang out a shingle and call themselves a restoration shop. It's done all the time, especially since the classic car movement got started in the early 1980s. It's amazing the number of crash and bump shops that became "restoration" facilities overnight. But there's a huge difference between a body shop and a restoration facility. No matter what they'll tell you, a body shop focuses on speed and a job done quickly. A resto' shop works the job to perfection because they seek quality.

Ideally, your restoration shop should be priced reasonably and interested in show quality. What's reasonable? Hourly rates on the order of \$20 to \$30 an hour, plus materials. If rates are in the \$50 to \$70 an hour range, the shop in question better be able to show proof of their worth in the form of show winning examples. If not, shop elsewhere.

In seeking a restoration facility, take a good look at the shop itself. How organized is the place? Is there a teardown area, with parts cataloged and safely stored. Or are the teardowns performed in the same area as paint and finish work? Are parts scattered or thrown in a box? How organized is the assembly process? Does the shop specialize in Mustangs, or do they restore just anything?

You're advised to consult a shop with Mustang restoration experience. Why? Because someone who restores Chevelles or Barracudas isn't going to fully understand what's correct for your Mustang. All the resto' experience in the world doesn't help if they color key your engine compartment because "Chrysler does it that way." It takes seasoned experience when it comes to a concours restoration - simply knowing what's correct and what isn't. And this means someone who isn't afraid to research correctness.

Does the restoration shop farm anything out - such as the engine or transmission rebuild? Most do because no one shop can do it all. If your powertrain will be rebuilt elsewhere, you'll need to interview the subcontractor as well. If there's a warranty, who stands behind it? A warranty isn't worth beans if the shop blames the subcontractor and vice-versa. Someone has to support the warranty if problems arise. And no matter what you think, there are always problems to some degree because we're dealing with machinery here. When things go wrong after a restoration, it's nice to know you've chosen a shop who will stand behind their work. And for the money you'll be spending, you deserve the best quality possible.

What's It Going To Cost?

Cost for a complete restoration varies greatly depending on how far you intend to go, how much of the work will be farmed out, and the shop in question. You're always advised to get an estimate for any work to be performed. On a full scale restoration, each segment of the job must be estimated out. Body work and painting must be itemized separately from engine and chassis work, for example. Interior work is yet another area of focus.

Never expect a flat rate for the entire restoration because you're bound to wind up on the short end. Reason being, any shop needs incentive to finish the job right. By targeting each segment of a restoration, and paying for it as you go, you're not only focusing on each segment, you're getting a good idea of where your restorer really shines. If things get tough, you can always stop at a given point and look to someone else to complete the job.

Paint and body work on a restoration alone can range from \$1000 all the way up to \$10,000, depending



Choosing the right restoration shop takes persistence, and a lot of conversations with shop owners. Bob Gelsi of Gelsi's Mustang World (right) has restored hundreds of vintage Mustangs over the years, including a few national champions. Here, he explains to the owner of a 1966 Mustang what's in store.

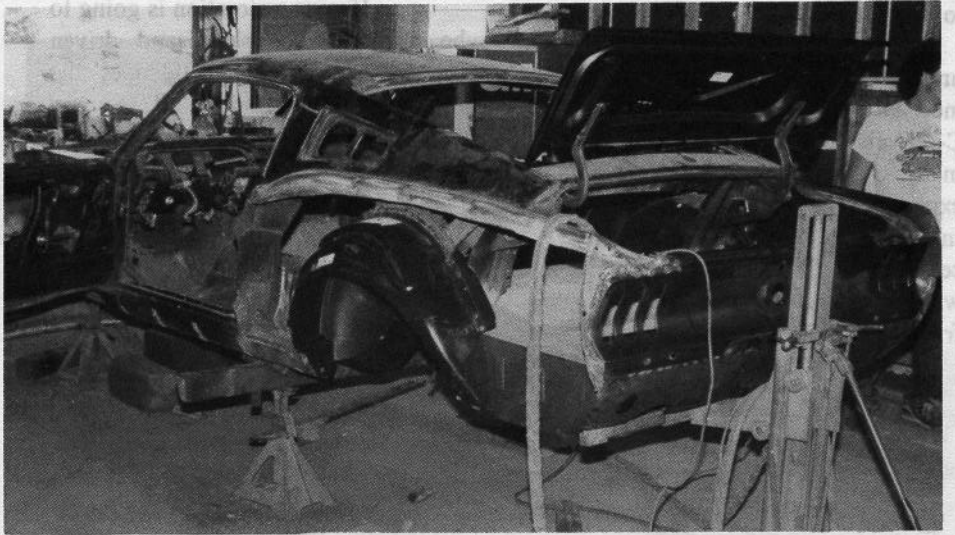
on the condition of the body. The more sheet metal work required, the more you can expect to spend. Body work is a labor extensive art, make no mistake. And this is where the hourly rate comes in. Give your restoration shop a cost window, and ask them to clear it with you if it looks like it will go beyond your budget. Paint and body work become cost intensive whenever there's detail. For the street driver, less detail is required. If concours competition is your objective, expect to spend more.

Body work and paint become an art form when your objective is a factory finish. Restoration shops such as *Perkins Restorations* in Wisconsin, specialize in factory finishes, with just the right amount of orange peel in the finish. There *is* a difference here, both in authenticity and cost. It takes a special talent to reproduce the same finish found on Dearborn, Metuchen, and San Jose units of the 1960s because it's hard to duplicate. And it's costly to achieve.

Detail also includes getting the finish to a truly flawless state. Whether you're restoring for street use or the show circuit, no one wants to see a repaint with dings and ripples the body shop simply didn't work out. And there's not much more insulting than a run in the finish - or not enough paint to begin with. Some flaws can be rubbed out. If the paint is too thin, forget it, you'll have to start over again - in the paint shop.

Another detail issue is what's correct for a Mustang, such as a satin black finish in the engine room, red primer underneath, body color in the wheel tubs, and so on. This is detail that's not only important to an authentic restoration, it's costly.

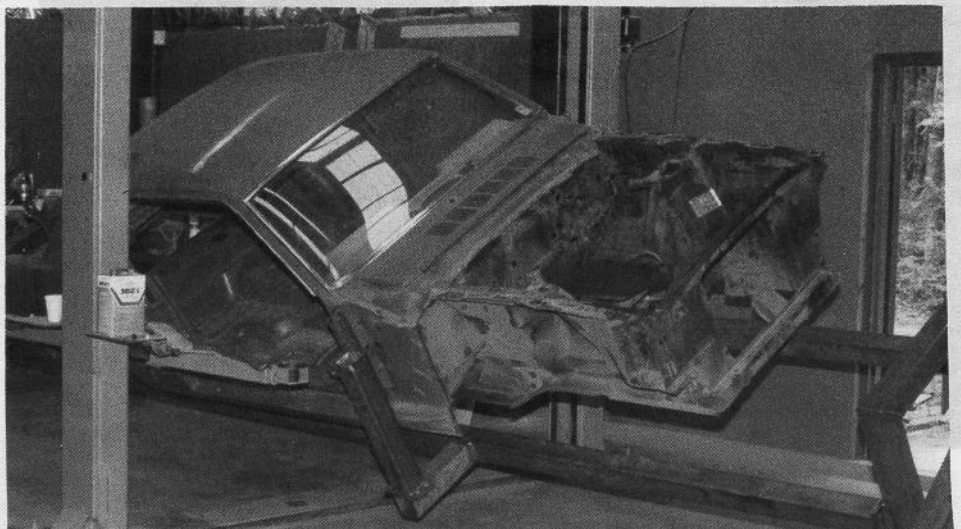
When it's time to delve into the powertrain (engine, transmission, and rear axle), it pays (literally), to know what's necessary and - what isn't. It also pays to know who's going to do the work. An estimate is critical in this area because you need



Extensive sheet metal work on this 'fastback ran more than \$8,000



The paint booth should be dedicated, clean, and dust free.



Seasoned restoration shops typically have one of these.

to understand what you're paying for.

If you don't possess a clear understanding of an engine's mechanicals or the inner workings of a C-4 Cruise-O-Matic, there's no shame in this. Let this be a learning experience for you, the job manager. Insist on an explanation of why a certain step is necessary and what it will gain you. If possible, bring a friend who does understand.

If your restoration is going to be primarily for show and driven rarely, then ask yourself, does the engine need rebuilding at all? Sure, a restoration is a restoration, however, if you have a solid and reliable engine to begin with, then why rebuild just to say the engine's rebuilt?

Reasons for rebuilding an engine are simple ones. Is the engine performing up to par? Does it burn

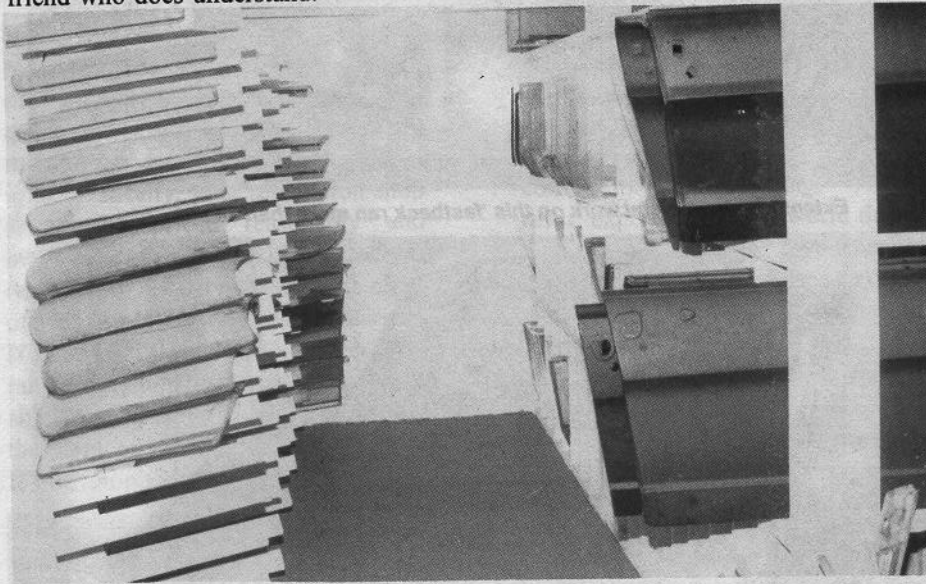
oil? Is there piston ring blow-by (combustion gasses that "puff" from the oil filler cap when the PCV valve is removed). Is there engine noise (rocker arm tap, rod, piston skirt or pin knock)? How does the engine feel when the car is driven?

Checking the engine's vital signs is always a good idea before seriously considering a rebuild. A compression check is a good place to start, followed by an oil pressure check at a hot idle. Compliment these two checks with a manifold vacuum reading. Compression pressures should be uniform (within 10-15 psi of each other). Oil pressure should hold steady at 20-30 pounds at a hot idle. Manifold vacuum on a healthy engine at a hot idle should be 20-25 inches.

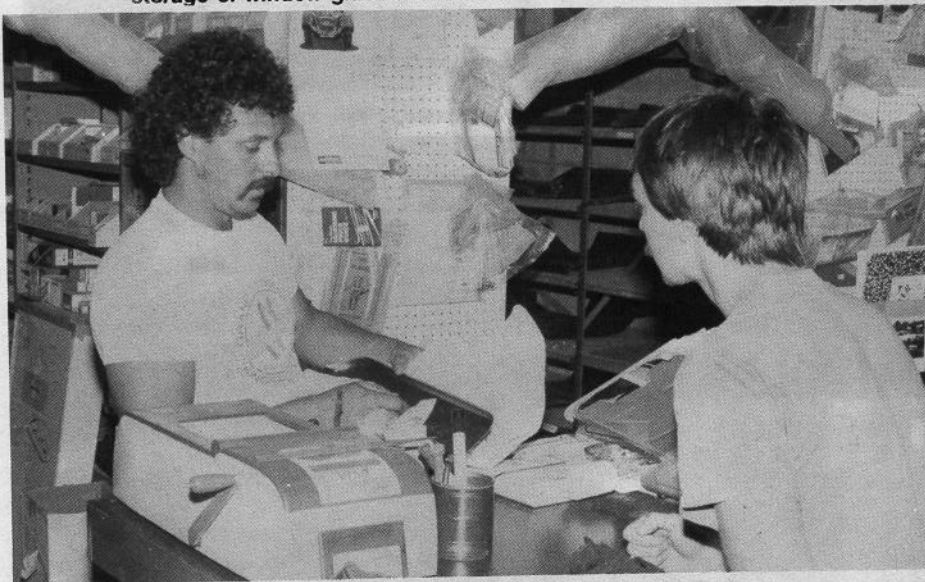
If all of this criteria is met successfully and you're not restoring the car for extensive driving, you can save a bundle by foregoing the rebuild and looking to cosmetics instead. Call this cheating, or you can call it good, conservative horse sense for the 1990s. If it ain't broke, don't fix it.

Transmissions, especially automatics, can always use a good going over no matter what. Freshen up your Cruise-O-Matic or Select-Shift with new soft parts (clutches, bands, and seals). Look to a respected and reliable transmission shop for this detail, and shop wisely. Manual transmissions like the "RUG" Toploader four-speed and the "RAN" three-speed are rugged and very durable units. If they shift smoothly, it's wise to leave them alone. If they leak, go for the soft parts (seals and gaskets) and fresh lubrication. Simply clean them up and detail to perfection.

While many restorers rebuild the rear axle as part of their restorations, we question the need for a complete differential overhaul. Reason for this logic is cost. Rare is the rear axle that fails. Unless the ring and pinion are especially noisy, leave well enough alone. When you arrive at the rear axle, replace the axle



Does the restoration shop keep an inventory of good new and used parts? How do they store the used parts? Note the careful storage of window glass and doors.



Well rounded restoration shops offer solid advice that you can use. If they are genuinely interested in customer satisfaction, they won't mind your questions. Here's a good example.

bearings and replace all soft parts.

Getting Started...

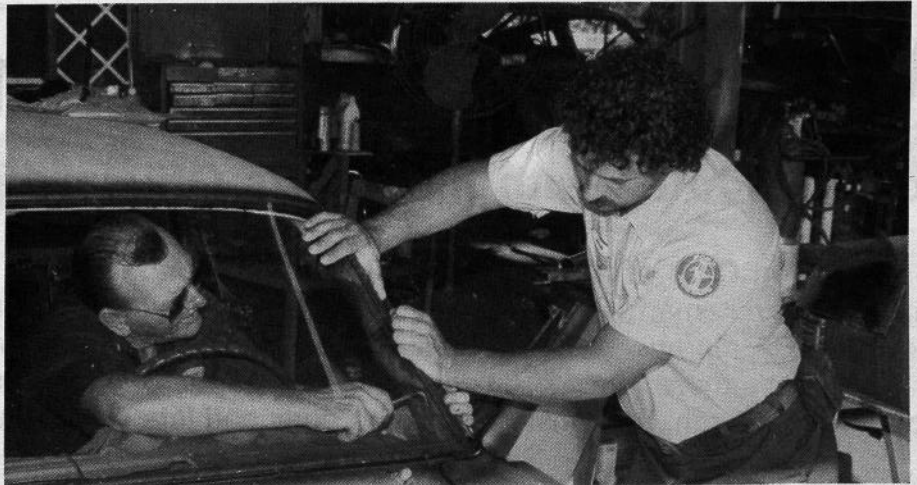
If you have to rebuild, always get a written estimate going in. Engine rebuilds range from \$1,000 for a remanufactured version to \$10,000 for a very detailed blueprinting. For most us restoring Mustangs, a stock rebuild tends to be the rule. For even smoother operation, do a mild blueprinting on your engine. This means a balancing job on the bottom end, milling the block decks and heads, checking the line-bore, and boring the block to the next piston oversize (typically .030-inch), uniformly sizing the combustion chambers (for equal compression), and even installing screw-in oil galley plugs. It's always a good idea to have nickel-hardened valve seats installed for use with unleaded fuels.

Earlier we mentioned remanufactured engines. If your Mustang sports the original, matching number engine, you may not want to go the remanufactured engine route. With some engine rebuilders, you can specify getting your engine returned. We found this to be true with Ford Authorized Remanufacturers, such as Fred Jones out of Oklahoma City, OK. And this service is available through your local Ford dealer.

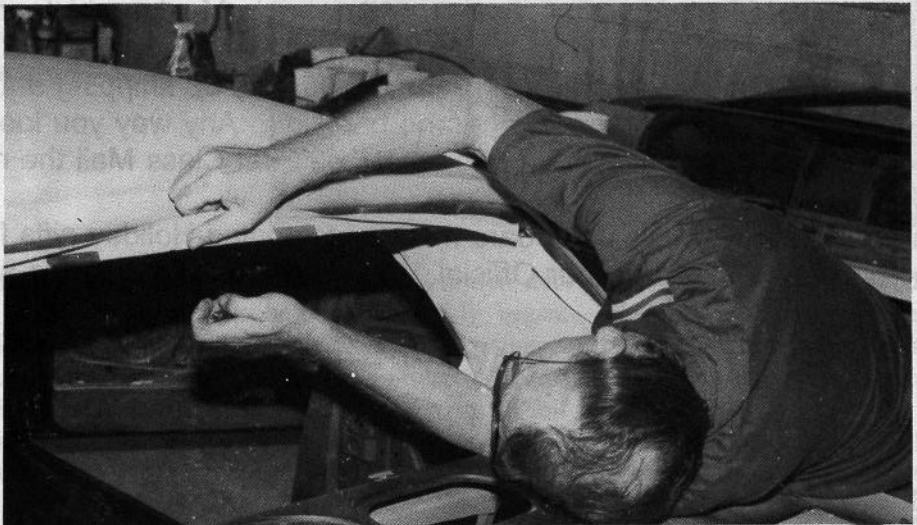
For interior work, the same rules of restoration apply. Get an estimate and examine their work. When it comes to quality, the auto upholstery business is hit and miss. Our best advice is to check around, and listen to word of mouth.

And that brings us to our conclusion. Tackling a restoration can be an overwhelming task. But if you take it step by step, look to the most talented (and cooperative) restorers in your area, the rewards can be many.

Rewards come with the benefits of owning and driving a collectible Mustang. And in the Mustang's 30th year, we certainly want to look our best when we're driving them - *don't we?*



The better restoration shops have a team approach to everything.



Because they believe in quality, they deliver so you'll come back.



Gratification comes when the steed is home.

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Celebrate MUSTANG'S 30th

For 16 months with the MCA's Official 1994 Calendar!

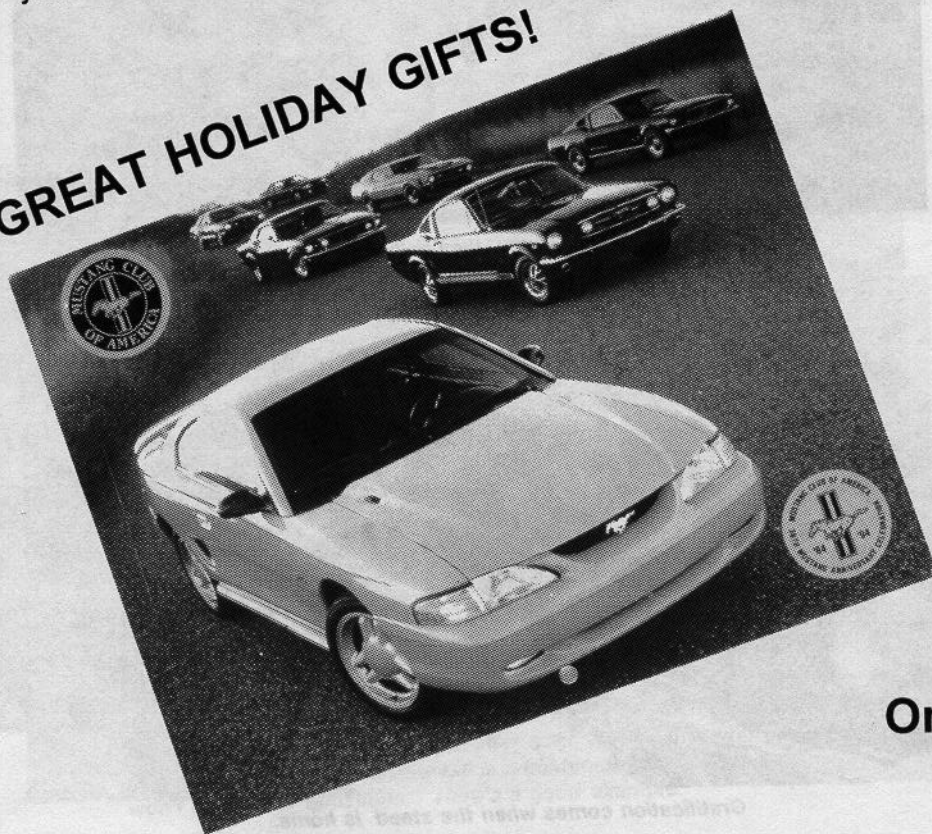
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To Restore Or...

NOT!

Lessons Learned At The University Of Hard Knocks... Class of '67

By Jim Smart

Restoration projects are always jamb packed with hopes and dreams, and most of us approach them this way. There are the stacks of parts catalogs, classified ads from all the trader publications and special interest magazines, and nights spent in the garage anticipating a finished product.

Ideally, a restoration should progress at a steady pace, with ground covered each weekend, during vacation time, and a few nights each week. As finances and time permit, a beautifully restored piece emerges from the void that was once a tired and humbled steed. It is the mental images of that restored pony that keep most of us going. And when we're getting ready to tackle a restoration, enthusiasm is what gets us started and gets the car stripped in the first place.

But are you *really* ready to tackle a full-scale restoration? This question carries with it a lot of emotional baggage because I've been there and back. That's right, this article is written First Person based on experience - and a story that began nine years ago in Central Florida.

At the time, Summer 1985, I was the Editor of *Mustang Monthly Magazine* and seemingly on top of the world. To me, the timing seemed right to start a full-scale restoration on an aging 1967 Sport Sprint coupe that had been in my family since 1974. The car certainly had no real world value. It didn't have a "K" serial number, nor was it a 390 GT. But it had a lot of sentimental value and an abundance of memories. To me, it was worth the added time and investment to go all out and make it like new again.



But there were a lot of things I didn't stop to consider before disassembly began - like a lot of us who begin restorations with visions of grandeur. I didn't plan my restoration project, and I failed to take an accounting of what *could* easily happen to foil restoration progress. I'd like to share a few of these facts with you in hopes you won't make the same mistakes I did. To me, every restoration should wind up an achievement of dreams. To achieve those dreams, proper planning should be the cornerstone of any restoration, including a bailout clause should things get rough. The bailout clause gives you the courage to accept that you're in over your head, and either sell or part-out the vehicle.

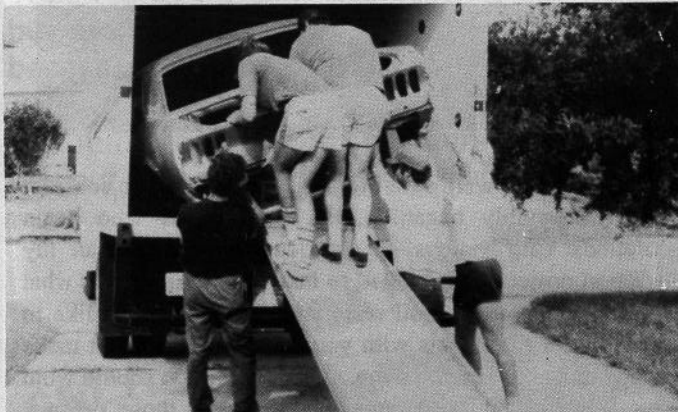
Restorations and Life's Unexpected...

None of us can plan for every situation that could come up during a restoration project. Life tosses each of us a curve ball now and then. Sometimes restorations begin and people lose jobs, divorce one another, die unexpectedly, you name the play. Certainly I never expected my life to change to the degree that it did during 1985-86. And change it did. As solid and secure as life seemed in the summer of 1985, there couldn't have been a better time to begin a restoration. As restorations go, it was a textbook perfect beginning. A Mustang coupe that had served so well (162,000 troublefree miles), was getting its just reward, a full scale restoration to do it proud. It had served as Mom's grocery getter, and as reliable and predictable transportation throughout most of my

own adult life. An old and familiar companion it was. To part with it was unthinkable.

Stripped to the bone, with all restorable parts cataloged and in boxes, the body was hauled to **Redi-Strip of Central Florida** and stripped of its finish and rust decay. Then it was washed with phosphoric acid in preparation for sheet metal repair, primer, and paint. It would never see any of those things. Life had greater things in store. Prepared for them I wasn't.

A year later, I became jobless, followed by a divorce the following year. I'd hit an all-new low that was hard to accept. I spent most of the years to follow trying to deny the losses, bumps and scrapes. I had derailed both professionally and personally. So I hung onto the most tangible link with my past and my youth, a dismantled 1967 Mustang that had been so much a part of life for many years. That's human nature, to hang on to what makes us feel good. Sometimes what the heart wants isn't always what's practical in the real world. Often incompleting projects are reminders - reminders of what we haven't accomplished in life. It's a feeling of defeat.



At one point during load-up in Central Florida, the Mustang was nearly dropped as witness this "lean-to" shot. This is a big job for even six.

In the summer of 1987, I packed up an empty house in Central Florida, loaded a 26-foot Ryder truck, and headed for St. Louis, Missouri to start a new life. The payload included a 1967 Mustang body and all related components. My good friend at the time, Earl Davis, Technical Director for **Super Ford Magazine**, came to my rescue as he often did in those days. In a matter of hours, we had a truck loaded and said our tearful goodbyes. Twenty-four hours later, Dixie, my wife now of five years, and I arrived in her native St. Louis.

Oh yeah, there was a Mustang to unload, then reload in a move to follow a short time later.

The Mustang would be loaded and unloaded several times in the months and years to follow over several moves. The pitted steel body would come to see several treks on and off car trailers, in and out of storage buildings, and up and down several stretches of interstate - and *not* under its own power either. It became a giant paper weight that didn't even

serve *that* purpose well.

See - I was waiting for perfection. Waiting for the perfect garage to restore it in. Waiting for the perfect body man to do the sheet metal work - *my way*. Waiting for the available time while in business for myself. Waiting, waiting for the *perfect* moment that never arrives. In the nine years that **7T01C295675** has been silent and apart, there never has been a perfect moment because *perfect* is unobtainable.



When was the last time you saw someone stuff a Mustang in a truck? With a lot of help, roughly six healthy guys, we loaded a Mustang. Stripped and bare, the 1967 Mustang coupe body weighs about 600 pounds. I wonder why these guys left in such a hurry?

The pursuit of perfection is expensive. It encompasses storage building rental fees, transportation fees every time the dismantled vehicle has to be moved, domestic squabbles over what it's costing to store or move it, and a host of other things. Each check written is a reminder of the job you haven't finished. The spirit (and the wallet) aches for completion.



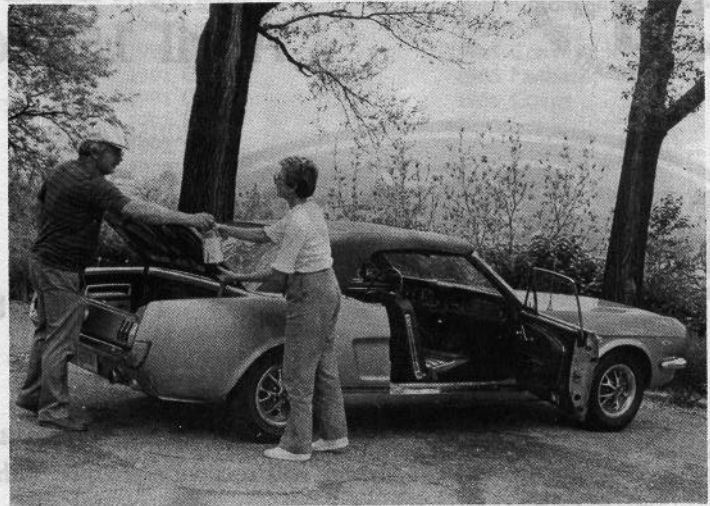
Loaded for the trek from St. Charles, Missouri to Paris, Tennessee in 1989. Obviously I still hadn't gotten the message to get started. The Mustang would sit in storage for four more years. Translated, monthly rental fees and transportation costs. Education is expensive.

Okay, so what's the message here? If you've started a restoration, or if you're planning one, don't wait for *perfection*, because you'll not likely ever find it. Simply chart your course, seek talent that you can afford, grab the tools and get started. Above all, get *finished*. Because, in reality, *perfect* never arrives and the clock *is* ticking. When I started dismantling the Mustang in 1985, my son of five, Brad, was three years away from being born. Today, he's been a reality for five years, has started school, and is asking Dad when we're going to work on the Mustang. Questions like this give one pause to the passage of time.

What's more, he's asking when he'll be able to drive it. However, I don't believe I'm going to wait another *nine years* for the perfect moment or those elusive lottery winnings. I'm going to grab the torch, wire brush, spray gun, and our son - and get started because - *perfect* never comes, except in the eyes of a child or someone who has been at rock bottom. Brad, you're going to need something "Mustang" to drive in just a few short years - let's go to work!

And hey, don't pick on me - I was only waiting for the *perfect* moment.

MT



Don't wait for the "perfect" moment. Get busy - get started!

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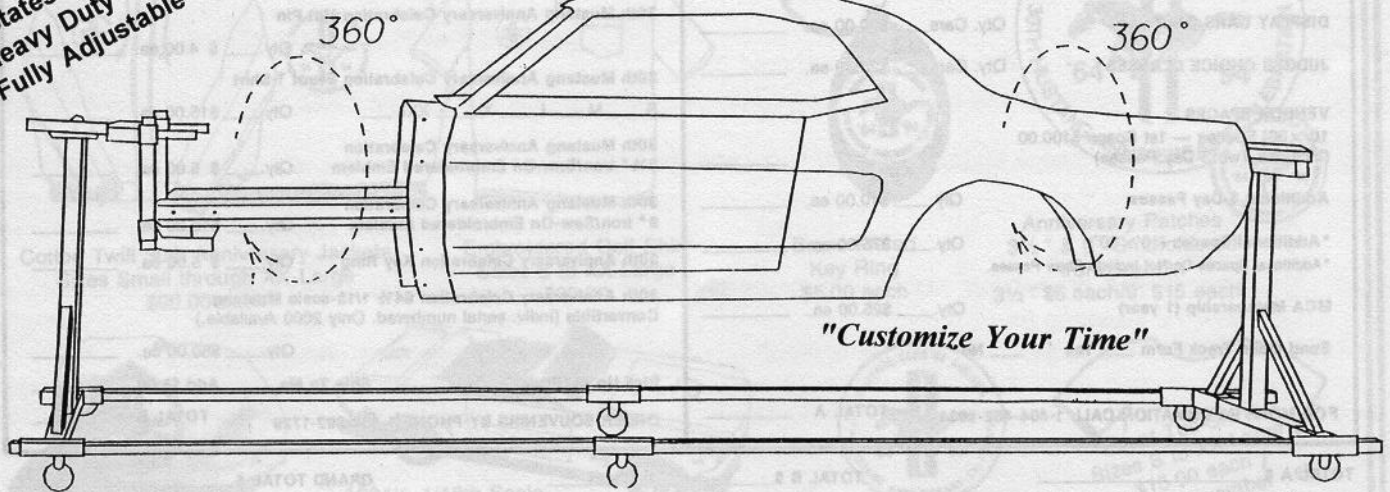
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3-Day Entrance Pass. 1 Required for Each Person Over 12 Years of Age.	Qty. Required _____ \$10.00 ea. _____	30th Mustang Anniversary Celebration Jacket	
		S _____ M _____ L _____ XL _____ XXL _____	Qty. _____ \$90.00 ea. _____
CAR REGISTRATION (See other side for classes)		30th Mustang Anniversary Celebration Golf Shirt	
		S _____ M _____ L _____ XL _____ XXL _____	Qty. _____ \$30.00 ea. _____
CONCOURS JUDGED CLASSES (Judged with M.C.A. Abbreviated Rules)	Qty. Cars _____ \$50.00 ea. _____	30th Mustang Anniversary Celebration Baseball Hat	Qty. _____ \$12.00 ea. _____
DISPLAY CARS ONLY	Qty. Cars _____ \$20.00 ea. _____	30th Mustang Anniversary Celebration Hat Pin	Qty. _____ \$ 4.00 ea. _____
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1965 Coupe
1965 Fastback
1965 Convertible
1966 Coupe
1966 Fastback
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1967 Fastback
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1968 Coupe
1968 Fastback
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1969 Coupe
1969 Fastback
1969 Convertible
1970 Coupe
1970 Fastback
1970 Convertible
1971 Coupe
1971 Fastback

1971 Convertible
1972 Coupe
1972 Fastback
1972 Convertible
1973 Coupe
1973 Fastback
1973 Convertible
1965 Shelby
1966 Shelby
1967 Shelby
1968 Shelby Fastback
1968 Shelby Convertible
1969-70 Shelby Fastback
1969-70 Shelby Convertible
1969 Boss 302
1969 Boss 429
1970 Boss 302
1970 Boss 429
1971 Boss 351
1974-78 All Except Cobra
1976-78 Cobra-King Cobra
1979 Pace Car
1979-80 All

1981-82 All
1983 Open
1983 Closed
1984 Open
1984 Closed
1984 SVO
1984 Anniversary
1985 Open
1985 Closed
1985 SVO
1985 Saleen
1986 Open
1986 Closed
1986 SVO
1986 Saleen
1987 Open
1987 Closed
1987 Saleen
1988 Open
1988 Closed
1988 Saleen
1989 Open
1989 Closed

1989 Saleen
1990 Open
1990 Closed
1990 Limited Edition
1990 Saleen
1991 Open
1991 Closed
1991 Saleen
1992 Open
1992 Closed
1992 Saleen
1993 Open
1993 Closed
1993 Saleen
1994 Open
1994 Closed
1994 Saleen
Special Interest Mustangs
SAAC-McLaren-Python-Viper, Steeda, etc.
Race Cars 1964-73 Mustangs
Race Cars 1974-94 Mustangs
Race Cars 1965-70 Shelby

Gold, Silver, Bronze Trophies

Concours Classes

1964 1/2 Coupe
1964 1/2 Convertible
1965 Coupe
1965 Convertible
1965 Fastback
1966 Coupe
1966 Convertible
1966 Fastback
1967-68 Closed
1967-68 Open
1969-70 Closed
1969-70 Open
1969-70 Boss 302
1969-70 Boss 429
1971 Boss 351
1971-73 Closed
1971-73 Open
1974-78 Closed
1979-84 Closed
1982-84 Open
1965-66 Shelby
1967-68 Shelby
1969-70 Shelby

Show Schedule

Thursday, April 14 Registration and Souvenir Stand at Hilton (1:00 p.m. until 8:00 p.m.) No track admittance.
Friday, April 15 Registration and Souvenir Stand at Hilton (8:00 a.m. until 6:00 p.m.) Speedway Open 8:00 a.m. until 5:00 p.m.
Saturday, April 16 Registration at Hilton (8:00 a.m. until 3:00 p.m.) Souvenir Stand at Hilton (9:00 a.m. until 6:00 p.m.)
Speedway Open 8:00 a.m. until 5:00 p.m.
Sunday, April 17 Souvenir Stand at Hilton (9:00 a.m. until 6:00 p.m.) Speedway Open 8:00 a.m. until 5:00 p.m.

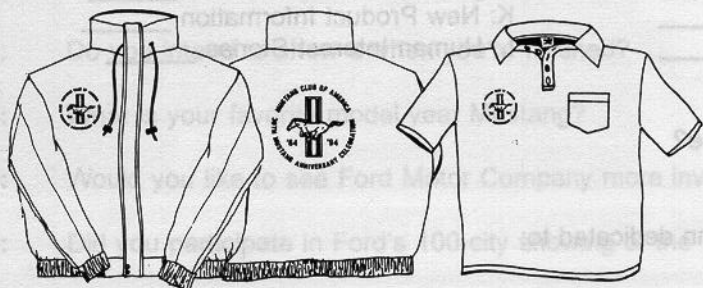
All Concours and Judges Choice Cars must be in place by 10:00 a.m. Sat., April 16 and in by 10:00 a.m. Sun., April 17 — **NO EXCEPTIONS!**

Trophy presentation starts at 2:00 p.m. April 17.

Speedway will provide security for cars and vendors left inside speedway.

Speedway Must Be Vacated By 6:00 p.m. Each Day — NO EXCEPTIONS.

GREAT HOLIDAY GIFTS FROM THE MCA!



Cotton Twill 30th Anniversary Jackets
Sizes Small through XX-Large
\$90.00 each

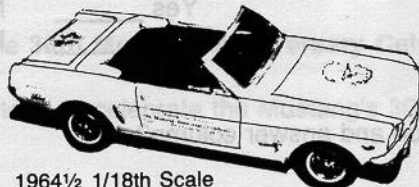
Embroidered Golf Shirt
Sizes S to XX-Large
\$30.00

Brass Plated
Key Ring
\$5.00 each

Anniversary Patches
3 1/2" & 9" Embroidered
Iron/Sew-On
3 1/2" \$5 each/9" \$15 each



Anniversary Baseball Hat
\$12.00 each



1964 1/2 1/18th Scale
Die-Cast Model
Individually Numbered
Only 2,000 Available
\$50.00 each



Anniversary Hat Pin
\$4.00 each



Event Tee-Shirts
Sizes S to XX-Large
\$15.00 each /
Available November 1st

Phone Orders: (404) 992-1729 / Mail Orders: P.O. Box 870527 • Stone Mountain, GA 30087

Credit Card Orders Only By Phone / Make Checks Payable to 30th Anniversary Mustang Celebration / Add \$5 Per Order For Shipping / No CODs



1st Annual

Mustang Times Reader's Survey

We invite your participation in the first ever Annual **Mustang Times** Reader's Survey. Needless to say, we're asking MCA members what they want and need from their monthly magazine. That's why it's important that you fill this out and send it in right away. With your thoughts and suggestions, the **Mustang Times** can be better than it's ever been!

1: What do you like most about your **Mustang Times**?

2: What do you like least? Please include an additional sheet of paper for your suggestions.

3: Which would you like to see more of in your **Mustang Times**?

A: 1965-66 _____
B: 1967-68 _____
C: 1969-70 _____
D: 1971-73 _____

E: 1974-78 _____
F: 1979-81 _____
G: 1982-86 _____
H: 1987-94 _____

I: Restoration Information _____
J: Performance Information _____
K: New Product Information _____
L: Human Interest Stories _____

4: What do you think the **Mustang Times** should be?

5: Would you like to see a special bi-monthly column dedicated to:

A: Shelby Mustangs
B: Saleen Mustangs
C: Other limited production, high performance Mustangs
D: 1974-78 Mustang IIs
E: 1979-94 Mustangs

Yes _____ No _____
Yes _____ No _____
Yes _____ No _____
Yes _____ No _____
Yes _____ No _____

6: Would you like to see a good technical question and answer column?

- 7: How long have you been a **Mustang Club of America** member?
- 8: What is your membership number?
- 9: What attracted you to the **Mustang Club of America**?
- 10: Would you recommend the **MCA** to a fellow enthusiast? If yes, why? If no, why?
- 11: Is your local Mustang club an **MCA** regional group?
- 12: If not, are they considering a charter with the **MCA**? If not, why? If so, when?
- 13: Have you ever been to an **MCA** national show?
- 14: If so, what did you like about it?
- 15: What did you *not* like about it?
- 16: Have you ever restored a Mustang?
- 17: Do you intend to show it when you're finished?
- 18: What is your favorite model year Mustang?
- 19: Would you like to see Ford Motor Company more involved with clubs and enthusiasts?
- 20: Did you participate in Ford's 100-city showing of the 1994 Mustang? If yes, where?
- 21: Did you like the 1994 Mustang? Yes _____ No _____
- 22: Do you intend to buy a 1994-95 Mustang? Yes _____ No _____
- 23: Are you coming to the **30th Mustang Anniversary Celebration** in April, in Charlotte?
- 24: If not, how do you intend to celebrate the Mustang's 30th birthday?

Please send this Reader's Survey to: **Mustang Times Reader's Survey, P.O. Box 447, Lithonia, GA 30058.** Many thanks for your participation.



On Our Cover...

MISSING LINK

The 1977 Mustang Cobra II - Understanding The Theory Of Evolution

Put everything in perspective, be honest with yourself, and try to remember what we were all feeling in the 1970s. Seems few of us like to remember the 1970s for what they were - a decade of struggle for Americans trying to find themselves. Heavy, huh? Deep, too! Not only was a nation of people trying to find itself, Detroit and Washington were trying to find each other. Seems Washington had this idea for safer, more fuel efficient, cleaner burning automobiles, and Detroit wasn't working fast enough to achieve the goal. So Detroit toiled day and night, focusing on safety, fuel efficiency, and cleaner emissions - with little time for much else.

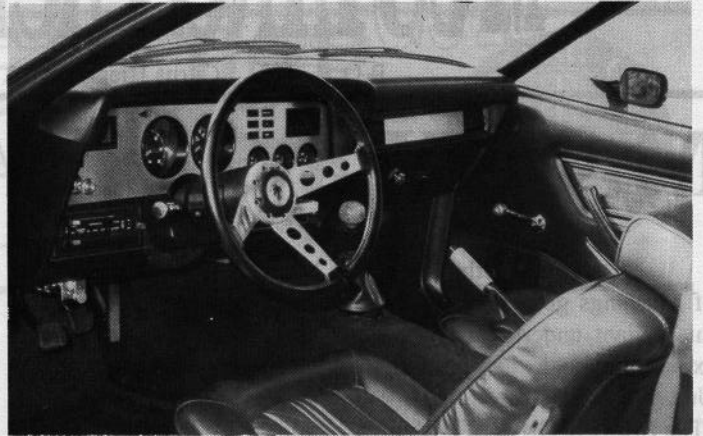
If you want to understand the car Detroit was building

in the 1970s, look no further than pressure from Washington and the insurance companies. Each wanted something from Detroit, who nearly collapsed under the load of heavy demands. What's more, the buying public, brainwashed by all the psycho-babble from Washington, safety advocates, and the media, was insisting Detroit follow suit and meet these demands as quickly as possible. All things considered, Detroit, in particular - Dearborn - shaped and honed the best Mustang possible for the era.

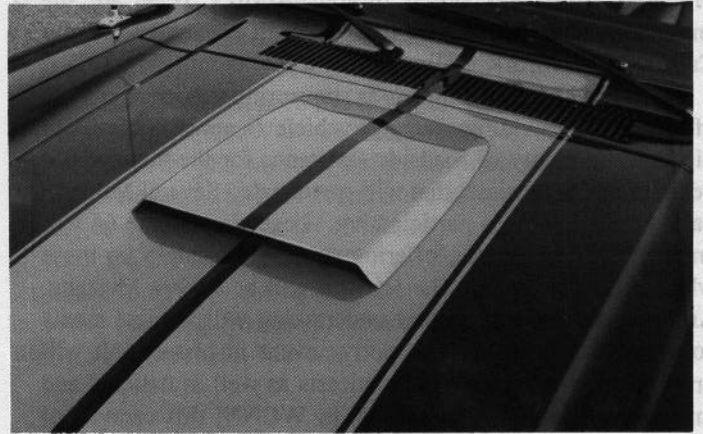
Joseph Intermor (MCA#20623) of New York City liked what he saw in 1976-77. He ordered this striking Black 1977 Cobra II, drove it daily through the early 1980s when he

and preserve what he had. Imagine that - such dedication for the breed Mustangers like to bash most. Maybe this logic isn't so bad, folks, because it preserves a segment of Mustang history that might have otherwise been lost.

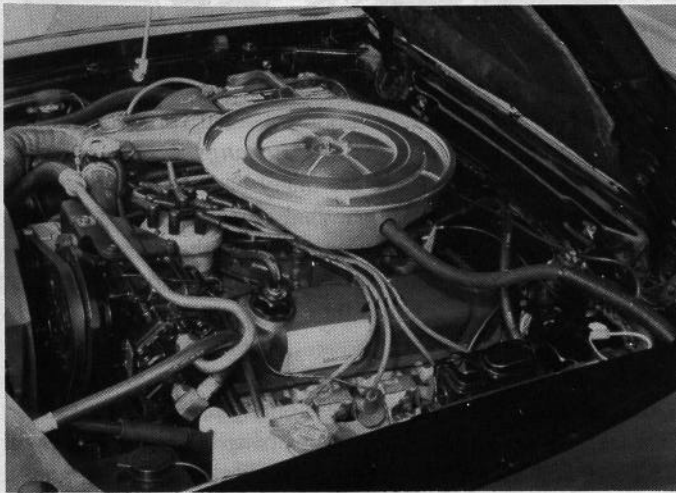
Look at this black and gold deuce and tell us you couldn't have a little fun with it. Within this Cobra II beats the heart of a 1965 Mustang - or a 1985 Mustang GT - or a 1994 GT convertible. It's Windsor powered - with 302 cubic-inches - 5.0 liters - volumes of air and fuel which generate cubic power the American way - with a V-8. This same spirit lived in 1977 when Joseph walked into his local Ford dealer to saddle up. In 1977 - this was a Mustang - and the name was secondary because we had nothing newer to measure it against. Seated behind the wheel in a bucket seat far more comfortable than that in your '65 GT convertible, twist the ignition key. The 302 sports a throaty sound on a par with the early 289 two- and four-barrel V-8s. Horsepower is down, but not by much. Grab the shifter - a four-speed - and aim this filly for the freeway.



As in 1976, brushed aluminum was the order of business for the Cobra II for 1977. Sporty and comfortable bucket seats address the full instrumentation.



The hood scoop is sporty - though non functional.



For 1977, the 302-2V V-8 received a lightweight aluminum air cleaner, improved Dura-Spark ignition, and a slight improvement in horsepower - up seven horses from 1976 at 140.

Performance for 1977 was good behind the wheel of the Cobra II. Better suspension, radial tire technology, and a revised steering package (rack and pinion), make this a better handling Mustang than the '65 GT parked in the garage. Noise levels within the cabin are down from 1965 too. This is all a part of the evolution that is building a better Mustang in 1994. Ford downsized and refined. Destination - Fox-4.

Joseph halted the odometer trek of daily use when 80,000 miles began looming on the horizon. He detailed and restored for an authentic look, however, he's never had to repaint. Look closely, that's the original factory finish, blemishes and all, applied by Dearborn. Check it out. Bet you never dreamed the theory of evolution could be this exciting!



Styled steel wheels and Radial T/As greatly enhance handling. Original equipment was the Firestone Steel Radial 500 tire.



MUSTANGS ACROSS AMERICA

P.O.B. 4131 Citrus Heights, CA 95611-4131 USA (916) 723-5925

Make Way, It's A Stampede!!!

Better clear the interstates because there's a caravan of Mustangs getting ready to cross the continent. They call this gallant undertaking *Mustangs Across America* and it is expected to be the largest convoy of Mustangs ever to cross the United States. These folks call *Mustangs Across America* "The Mustang Drive of a lifetime," and it is. Without a doubt, there will never be a celebrated year for the Mustang again that will parallel 1994, and the enterprising members of the *Sierra Mustang Club* will prove this in April. They are the enthusiasm and fuel that will forge a swath of excitement from California to North Carolina in just a few months.

Ford Motor Company is sponsoring this great convoy of Mustangs, providing a support vehicle (a new F-Series Ford pickup) and plenty of roadside assistance for the hundreds of vehicles and enthusiasts that will participate. Several Mustang parts vendors are also participating. Legendary Route 66 will entwine the mighty trek, offering an air of nostalgia for those who start in the West. The lead car will be a 1994 Mustang. And you can bet this gallant undertaking will witness media coverage like no other automotive event in history. It will grace local television news broadcasts as well as national and international levels. From CNN to WCNN, this caravan of Mustangs will bring the 30th Anniversary into living rooms all across the land. What's more, *Mustangs Across America* will arrive in Charlotte to tell us all about it.

Mustangs Across America is extending an invitation to Mustangers from coast to coast. Come one, come all, on the pilgrimage to Mecca - the Charlotte Motor Speedway where we'll all pay a great tribute to a grand American tradition - motoring in high style with the original pony car.

Saddling Up In Sacramento

The *Sierra Mustang Club* leaves Sacramento on Friday, April 8, 1994, headed for Southern California. There will be an overnight stay in Ontario, California. The next morning at 9 a.m., the caravan heads East for Needles at the Arizona border, with an ultimate destination of Flagstaff that night. On Sunday morning at 9 a.m., the cluster of ponies heads for Gallup, New Mexico and Santa Rosa. Monday morning, 9 a.m. sharp, grilles will be pointed toward Amarillo, Texas and Mustang, Oklahoma. Mustangs and their owners will rest overnight in Mustang. They will join the *Oklahoma Mustang Club*. Throughout the journey, there will be dozens

of clubs and enthusiasts to hook up with. It's sharing the mania like you've never shared it before.

Tuesday morning, April 12th, the larger caravan heads for Fort Smith and Little Rock, Arkansas. April 13th, Mustangs head for Memphis and Nashville, Tennessee. Thursday morning, April 14th, the Mustang momentum drifts toward Knoxville and Charlotte. Hundreds of Mustangs will trot into hotels and motels around Charlotte around 5 p.m. on April 14th. Each city along the way will offer much to see and do. Local Mustang color will welcome the excitement.

When the **30th Mustang Anniversary Celebration** is over in Charlotte April 17th, the *Mustangs Across America* caravan will head West on Monday morning, April 18th.

To Ride, Register Now

This incredible undertaking mandates proper planning. If you're going to hook up with *Mustangs Across America*, you need to register. There are many benefits to registering. First, there are discounts to be had along the way at hotels, motels, auto parts stores, restaurants, and others for *Mustangs Across America* card holders. The card will also be proof that you participated in a 2,800 mile cross-country event never to be equalled again.

When you register for *Mustangs Across America*, you will receive a nice monthly professionally published newsletter updating you on planning and sponsorship benefits. There will be hotel and motel listings for the overnight stops, helpful travel tips and scheduling refinements, lists of parts stores, vendors, and service outlets. It's an unbeatable newsletter for an unbeatable event.

To register, call or write to *Mustangs Across America* for your application. Or, to speed things up, just send a check or money order for \$15 payable to: *Mustangs Across America*, P.O. Box 4131, Dept. MCA, Citrus Heights, CA 95611-4131. If you wait until February, there's a penalty, and the cost will be \$20. Extra dash plaques are \$3. Window stickers are \$2.50 each. T-shirts will be available soon.

Mustangs Across America is expected to be the biggest caravan of Mustangs ever to cross the North American continent. What about yours? Come join the fun in 1994!

REGIONAL GROUP NEWS



MCA Happenings From Around The Globe...

Vintage Mustang Club of Kansas City Elects New Officers And Board Members For 1994



The *Vintage Mustang Club of Kansas City* recently held its annual election at the October meeting and installed its new officers and Board of Directors for 1994. They are as follows -

• President	-	Charlotte Leach
• Vice President	-	Jeff Taylor
• Secretary	-	Bonnie Taylor
• Treasurer	-	Lynn Self
• Show Director	-	Jack Botic
• Social Director	-	Grace Botic
• Past President	-	Jack Sell
• At Large	-	Paul Faltermeier
• At Large	-	Rick Lage

New York Area Mustangers See A New Face In An Old Familiar Place

One of the more powerful Mustang markets is the New York Metro area. And you can bet Ford wasn't sleeping when it came to introductions for 1994. Not only did the new Mustang make its debut there, but the all-new Aspire (Festiva replacement)

and Windstar (Aerostar replacement). Lucky enthusiasts from New Jersey and New York were granted sneak peeks last fall at new Fords the rest of us will have to wait to see later on in the spring of 1994.

The *Garden State Region Mustang Club* enjoyed such an opportunity back in September when Ford invited them and the *New Jersey Shelby Club* to the **Phase III Salesperson Training Seminar** for the 1994 Mustang. This seminar consisted of a video on the 1994 Mustang, followed by a speech by Robert Lusko, Ford's New York Regional Sales Manager. Held at the Meadowlands Hilton Hotel, New York and New Jersey Mustangers enjoyed a fresh look at the new Mustang before anyone else. Some of the sneak peek entailed television commercials we're all about see shortly, and the slogan for '94, "Mustang... It is what it was!"

On October 17th, Ford's New York Area Sales District introduced the 1994 Mustang at the site of the original introduction in 1964, Flushing Meadows, where the 1964-65 New York World's Fair was held. Mustang... *indeed it is what it was!*

Mobile Bay Mustang Club Plays Host To 1994 Mustang Sneak Peek!

What a place for the newest bomb shell but Battleship Park in Mobile, Alabama! The *Mobile Bay Mustang Club* hosted Ford's 100-city blitz on the Gulf Coast. Albert Kleinke, of Ford Motor Company, told the club that it was Mustang enthusiasts who saved the Mustang name at Ford. Massive public outcry from enthusiasts helped redirect Ford on its most successful nameplate.

More than 300 enthusiasts and 114 Mustangs attended this event. Several Mustang clubs also attended - *Mississippi Coast Mustang Club*, Gulfport, MS; *Gulf Coast Mustang Club*, Pensacola, FL; *Emerald Coast Mustang Club*, Fort Walton Beach, FL; and the *Panama City Mustang Club*, Panama City, FL. Door prizes were given away by several Ford dealers and Ford Motor Company.

The Mustang Debuts In *Mustang* - And So Does An Edsel!

It can be safely said that October has become the second official month of the Mustang - both the marque and the town. If you've never been to Mustang, Oklahoma, maybe it's time you visited the place. Located just a short drive southwest from downtown Oklahoma City (you can see it from the Will Rogers World Airport on final approach), Mustang, Oklahoma has become a place legend is built on. Just ask anyone who attended the unveiling of the 1994 Mustang there.



On October 17, 1993, Edsel B. Ford II, son of the late Henry Ford II, made a surprise visit to Mustang, Oklahoma for Mustangers from the Oklahoma City area. The **Oklahoma Mustang Club** tells us that 80 Mustangs turned out for the unveiling of the 1994 Mustang. What's more, Governor Walters officially proclaimed October 17th **Mustang Day** in the State of Oklahoma. Imagine that! Oklahoma is the Sooner State because they made **Mustang Day** official *sooner* than anyone else!

Northwest Arkansas Mustang Club Forges Ahead, Despite Wet Weather Woes

All six Arkansas Mustang clubs gathered on top of Petit Jean Mountain (where President Clinton's Mustang is displayed) to welcome Glenn Ray and Ken Dabrowski of Ford Motor Company, and the all-new 1994 Mustang. You've got to hand it to these dedicated Arkansas Mustangers, they put on a show despite the weather. More than 100 vintage Mustangs turned out for this event - the first of its kind where all six Arkansas clubs turned out.

Jerry Lawson of the NWAMC spoke fondly (and realistically) of the vintage Mustangs when he said, "With water dripping on my feet, I tried to make the best of a bad situation."



Dedicated to the Preservation of the Original
"Pony Car"

Michiana Mustangs Get A Break Today At The First All Mustang McDonald's!

How 'bout that **Michiana Mustangs** Regional Group. These folks held their **10th Annual All Mustang Car Show** at the Wilshire Plaza McDonald's in Mishawaka. In recorded history, it's the largest gathering of Mustangs ever at a McDonald's - 126 of them - a 20percent increase over last year's event. More than 800 spectators turned out for McFood and McMustangs at this concours judged and participant vote show. There were plenty of goodies on hand as well - custom embroidered hats and jackets, mugs, and other door prizes. Adding spice to this McShow was the **West Michigan Mustang Club** from the Grand Rapids area with 15 Mustangs competing. An outstanding group of people, the **West Michigan Mustang Club** plays host to an exceptional annual Mustang show themselves. Clubs commute from all over Michigan and Indiana to take part. Ditto for the **Michiana Mustangs**, who did an outstanding job in Mishawaka last October.



The Mustang Club of America

Winning Attitudes In Mishawaka, Indiana!

PARTICIPANT VOTE

CLASS	WINNER	Year/Bodystyle
1964-66		
1st Place	Vince Springer	1965 Coupe
2nd Place	Guy Raymond	1966 Coupe
1967-68		
1st Place	Jaleeen Yanties	1967 Convertible
2nd Place	Carl Kindig	1967 Fastback
1969-70		
1st Place	Morie Stillely	1969 Mach 1
2nd Place	Jerry Gruble	1969 Mach 1
1971-73		
1st Place	Helen Springer	1973 Convertible
2nd Place	Robert Siereveld	1973 Mach 1
1974-78		
1st Place	Chuck Nash	1978 King Cobra
2nd Place	Joe Rudnick	1977 Mach 1
1979-83		
1st Place	Bruce Mrogan	1979 Hatchback
2nd Place	Ronald Wilton	1983 Convertible
1984-88		
1st Place	Kevin and Dorsey Kane	1987 GT
2nd Place	John King	1985 SVO
1989-93		
1st Place	Bob Coulston	1993 Cobra
2nd Place	Clair Stewart II	1990 GT
Boss		
1st Place	Jeff Talley	1969 Boss 302
2nd Place	Gary Weaver	1970 Boss 302
Shelby		
1st Place	Becky Christena	1968 Shelby
2nd Place	Shawn Long	1968 Shelby
Modified		
1st Place	Sue Messenger	1970 Coupe
2nd Place	Frank Abrahams	1965 Fastback

CONCOURS

1964-66 OPEN		
1st Place	Kurt Schlesselman	Raven Black Convertible
2nd Place	Steve Grandfield	Red Convertible
3rd Place	Brad Milliken	Vintage Burgundy Convertible
1964-66 CLOSED		
1st Place	Dan Reynolds	Rad Coupe
2nd Place	Phillip Higley	Turquoise Coupe
1967-68 CLOSED		
1st Place	Daniel Bohart	Lime Gold Coupe
2nd Place	Brad Blank	Candyapple Red Fastback
3rd Place	Dale and Becky Michael	Lime Gold Coupe

1969-70 OPEN

1st Place Leroy Lasiter Candyapple Red Convertible

1969-70 CLOSED

1st Place Ron and Louise Vedmore Candyapple Red Fastback
 2nd Place John Eversole Ornage Mach 1
 3rd Place Ron Stratton Candyapple Red Mach 1

1971-73 OPEN

1st Place Carol Podemski Gold Convertible
 2nd Place Paul Houseman Black Convertible

1971-73 CLOSED

1st Place Bob Christene White Mach 1
 2nd Place Bob Relos Blue Mach 1
 3rd Place Neal Decker Gold Grande

1974-78 ALL

1st Place Amrk Vanderboegh Silver Coupe
 2nd Place Chris Pastemak Blue Cobra II

1979-83 ALL

1st Place Dennis Bodie Silver Hatchback
 2nd Place Daryl Westphal Red GT

1984-88 ALL

1st Place Terry McCoy Red Convertible
 2nd Place Brian Salyer Red Convertible
 3rd Place Betty Burkowski White GT

1989-93 ALL

1st Place James Quinn Red GT
 2nd Place Bill and Lois Rettig Red Convertible

Boss

1st Place Tom Pedmeski Green Boss 302
 2nd Place Jeff Talley Blue Boss 351
 3rd Place Don Bergman Pewter Boss 351

Shelby

1st Place Robert and Marlene Fields Red GT350
 2nd Place Jerry Sullivan Black/Gold GT350
 3rd Place Bob Flickinger White GT350

Modified

1st Place James Murphy 1967 Red Coupe
 2nd Place Jeff Abigt 1987 GT
 3rd Place Mark Rajski 1966 Red Coupe

Judges' Choice

Daniel Bohart 1967 Lime Gold Coupe



Photographs & Memories...



Shelby GT 350 - The Spirit Was Alive In '68

Missouri is the Show Me State, and rightfully so. Clad in Candyapple Red, this 1968 GT 350, owned by the Bailey family (MCA#20384), will show you beauty and performance all wrapped up in 183.6 inches of striking steel and fiberglass. Southwest Missouri, Ozark country by any measure, is home to a lot of beautiful Mustangs like this one. Hard to believe there can be so much beauty in one location. Southwest Missouri seems to have it all - Shelybs, Mustangs, and terrain unmatched.

A Totally Tantalizing Tennessee Topless!

Iacocca told the troops, "Change it, but don't change it," when he issued directives for 1967. Seems a lot of people liked what they saw for '67. Doug Kalmer of Middle Tennessee (MCA#30268) couldn't agree more. His Frost Turquoise convertible conveys Iacocca's message beautifully. The classic lines of the traditional Mustang are still there, enhanced by heavily sculptured lines and a more elongated appearance. A 200 Six provides the power. Originally sold new in the Phoenix area, what we have here is a nicely restored Mustang convertible ready for a Sunday drive.



The Mustang Club of America

Mustang GT - A Celebration Of Success!

On April 17, 1965, Ford celebrated the Mustang's first successful year with a surprise - Mustang GT, and all the things the GT Equipment Group was. Billy G. Jones (MCA#19809) of Oklahoma celebrates the Mustang's First Anniversary whenever it's time to saddle up. This unusual 1965 GT convertible sports a bench seat (another first year celebration option), Rally-Pac, 289-4V, and four-speed. Sold new at Fred Jones Ford in Oklahoma City, this was, and is a Mustang celebration!



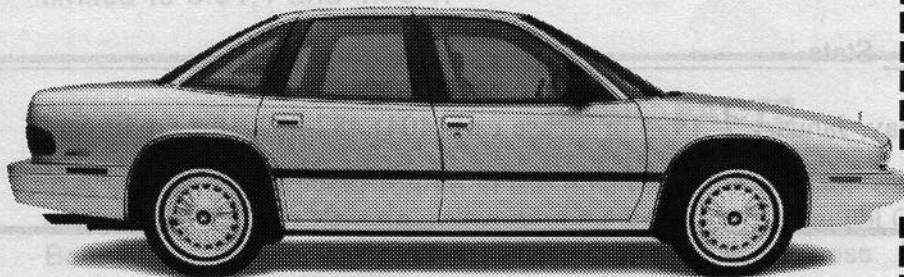
10 24 '83

Collect Two Great Offers From Alamo.

Now association members can collect two great offers from Alamo. Enjoy **\$15 OFF ANY WEEKLY RENTAL OR A FREE UPGRADE** with Alamo's Association Program. And as always, you'll get *unlimited free mileage* on every rental in the U.S., U.K. and now Switzerland. In addition, you'll receive frequent flyer mileage credits with Alaska, Delta, Hawaiian, United and USAir. Alamo features a fine fleet of General Motors cars and all locations are

company-owned and operated nationwide to ensure a uniform standard of quality.

As a member, you'll receive other valuable coupons throughout the year that will save you money on each rental. It's easy to collect a great deal from Alamo. For member reservations call your Professional Travel Agent or Alamo's Membership line at **1-800-354-2322**. Use **Rate Code BY** and **ID# 93058** when making reservations.



Alamo features fine General Motors cars like this Buick Regal.

\$15 OFF or ONE FREE UPGRADE

- Certificate valid at locations in the U.S.A. only. Once redeemed, certificate is void. Must be presented at the Alamo counter on arrival.
- One certificate per rental, not valid with any other certificates/offers.
- This certificate and the car rental pursuant to it are subject to Alamo's conditions at the time of rental.
- This certificate is null and void if altered, revised or duplicated in any way.
- A 24-hour advance reservation is required.
- Offer valid 09/01/93 through 05/25/94 except: 11/24/93-11/27/93, 12/16/93-01/01/94, 02/10/94-02/12/94 and 03/31/94-04/02/94.

If \$15 option is chosen:

Valid for \$15 off a weekly rental (minimum 5 days, maximum 28 days) on an intermediate through luxury car category. The maximum value of this certificate which may be applied toward the base rate of one rental is \$15 off. The base rate does not include taxes and other optional items. No refund will be given on any unused portion. Certificate is not redeemable for cash.

If Upgrade option is chosen:

Valid for one free upgrade to next car category. Valid from a compact car and above, luxury and specialty cars excluded. Upgrade subject to availability at time of rental, as certain car types may not be available. Valid on rentals up to seven days. Certificate does not include taxes and other optional items.

For reservations call your Professional Travel Agent or call Alamo's Membership Line at 1-800-354-2322. Request **Rate Code BY** and **I.D. # 93058** when making reservations.

U89B Upgrade

D22B \$15 Off



Where all the miles are free*

36995AS

IMPORTANT NOTICE TO ALL MCA MEMBERS

You're invited to the *Annual Meeting and Installation Dinner* to be held **Saturday, January 15, 1994** at The Mansion, 179 Ponce De Leon, in Atlanta, Georgia. Cocktail hour begins at 7:00 p.m. Eastern Time, with Dinner at 8:00 p.m. After dinner and formalities, dancing and a cash bar will continue until 11:00 p.m. We're looking forward to seeing you.

Built in 1885, The Mansion has become one of Atlanta's finest surviving examples of High Victorian, Shingle Style homes. The utmost of care has been taken to preserve the original architectural intent inherent of this fine structure. "The ornaments of a home are the friends who frequent it" reads the inscription on the stone hearth. In this spirit, we invite you to join us at The Mansion for the MCA's *Annual Meeting and Installation Dinner*. This is an outstanding way to ring in the Mustang's 30th year.

Out of town guests have many options for an overnight stay, and there's a lot to see and do in the Atlanta area which warmly welcomes its visitors. Here are a couple of suggestions for an enchanting overnight stay: **Woodruff Bed & Breakfast, (404) 875-9449 or (800) 473-9449 (\$75/2 Guests - Includes Breakfast)**, 1/2 block from The Mansion. **Days Inn, (404) 874-9200, (\$59/2 Guests)**, located 2 blocks from The Mansion.

Reservation Form

Please send this form to the **Mustang Club of America , P.O. Box 447, Lithonia, GA 30058**

Please make reservations for _____ at the 1994 Annual Meeting and Installation Dinner.

Check is enclosed for \$30.00 per reservation or charge my

VISA _____ or MC _____ Exp Date _____

Name _____ Phone (____) _____

Address _____

City _____ State _____ Zip Code _____

Reservations must be received by Friday, January 7, 1994 or please call (404) 482-4822 for credit card reservations.

Pony Profile...1969

The Last Year Of The Sixties - The Year Of The Mach

1969 Mustang Facts At A Glance

BASIC SPECIFICATIONS

Wheelbase:	108.0"	Luggage Space:	9.8 cu/ft
Length:	187.4"	Head Room:	N/A
Width:	71.3"	Leg Room:	N/A
Height:	51.3"	Hip Room:	N/A
Base Curb Wgt:	2832 lb.	Shoulder Room:	N/A

Standard Engine:	200 CID Six/115 hp	
Optional Engines:	250 CID Six/155 hp	302 2V V-8/220 hp
	302 4V Boss/290 hp	351W 2V V-8/250 hp
	351W 4V V-8/290 hp	390 4V V-8/320 hp
	428 CJ V-8/335 hp (All)	429 4V Boss/375 hp

Transmissions:	3.03 Three-Speed Manual	Toploader Four-Speed
	C-4 Cruise-O-Matic	FMX Cruise-O-Matic
	C-6 Cruise-O-Matic	

Axles:	2.50:1 (Bandito)	2.75:1	2.79:1	2.80:1	2.83:1	3.00:1
	3.20:1	3.25:1	3.50:1	3.91:1	4.30:1	

Note: All axle ratios were available in conventional and Limited Slip. Traction-Lok was limited to 3.91:1 and 4.30:1.

BASIC FACTS

The Mustang's fifth year roared in like a lion with the new for '69 Mach 1. Another class act was the distinctive Mustang Grande, a luxury pony catering to potential Cougar buyers. Ford introduced the Boss 302 and Boss 429 early in 1969 for springtime madness. The Boss 302s sold well, however, the Boss 429s proved difficult. SportsRoof (fastback) sales surpassed coupes sales for the first time in Mustang history in 1969, thanks to the hot selling Mach 1.

SADDLE BAG



News & Informative Tidbits From The World of Mustangs

**GOODBYESOLONGFA
REWELLGOODBYESO
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GFAREWELLGOODBY**

Poling Says "Thanks" To Mustangers And - "Farewell!"

Bill Koivu, Executive Director for the *Mustang Club of America*, recently received a nice letter from retiring Chairman and Chief Executive Officer of Ford Motor Company, "Red" Poling. Poling had the following to say:



Harold "Red" Poling

Dear Mr. Koivu,

Many thanks for the 30th Anniversary Mustang calendar and magazine. Without question, credit for keeping the Mustang "alive and well" goes to you and your enthusiastic club members.

I'm pleased I had that opportunity before retiring to attend the Mustang meet in Virginia and share in the excitement for not only the classics, but also our new 1994 Mustang.

Early reaction to the new Mustang has been fantastic. I believe we have another winner on our hands and another model sure to be a classic.

Sincerely,

H.A. Poling

Carlisle To Incorporate All-Ford Nationals In 1995

Ford followers have something exciting to look forward to. **Carlisle Promotions**, promoters and producers of the legendary **Carlisle** collector events at the Carlisle, Pennsylvania Fairgrounds, have announced the addition of the **Carlisle All-Ford Nationals** to its 1995 roster of events.

Bill Miller, co-owner of Carlisle Promotions, said, "The strong desire voiced by Ford enthusiasts, hobbyists, manufacturers, and vendors compelled us to evaluate the addition of an all-Ford event."

The **Carlisle All-Ford Nationals** offers enthusiasts all the traditional

elements of Carlisle's ongoing success. There will be an expansive flea market, car corral, show fields, and tech seminars. You can count on special attractions for women, live entertainment, drag racing, and even special participation from Ford Motor Company. By all expectations, the **Carlisle All-Ford Nationals** will challenge the limits of the expansive 82-acre site in just a few years.

For more information on this event, contact the Carlisle Productions Hotline at (717) 243-7855. Tell them you read about it in the *Mustang Times*.

?!?!?

Understanding The Carjacking Risk

There was a day when we never dreamed we would have to publish something like this in the *Mustang Times*, but we feel compelled to warn enthusiasts of the ever increasing carjacking risk.

Authorities say that carjacking is becoming the fastest growing crime in America. For example, did you know that there were more than 5,000 carjackings in Los Angeles, 2,600 in Chicago, 1,000 in New York, and startling numbers in moderate sized cities like St. Louis, Washington, D.C., Atlanta, Dallas, and dozens of others. It's up to you to ensure your own safety

by following these rules of the road from the **Coalition For Vehicle Choice**.

- Drive your vehicle in the center lane of traffic to avoid being approached.
- Close your windows and lock your doors.
- Be very wary of the "bump and rob" artists. These are the clowns who tap your back bumper, then rob you when you get out to examine the damage. If you are hit from behind, stay in your car and signal the other driver to follow you to a police or fire station.
- Stay very alert because this is your key to survival. Victims are often caught off-guard because they simply weren't paying attention. Watch the world around you because it only takes a few seconds to get nailed.
- As always, park in well-lit areas. Look around you *before* getting out of your car.
- If confronted by a carjacker, cooperate and save your life. Don't reach for a wallet or purse, nor do you make any sudden movements that will

excite the carjacker. Simply exit the vehicle, escape with your life, and call the police. Take extra care to remember what the carjacker looks like, the direction they headed, and a detailed description of the vehicle.

By following these simpler rules of the road, you and your loved ones (including your Mustang), can stay safe. For more information on the **Coalition For Vehicle Choice (CVC)**, contact them at 1440 New York Avenue, NW, Suite 310, Washington, D.C. 20005, (202) 628-5164, FAX (202) 628-5168. Call Toll Free 1-800-AUTO-411. This organization is one of the voices who represents automotive enthusiasts in Washington. If you're concerned about legislation that can hurt the old car hobby, contact the **CVC**.

Speaking Of Legislation...

MCA members on the West Coast might be interested in this tidbit from the **California Association of Car Clubs**. A bill voted into law (AB758) by the State Assembly in 1991 has been changed to exempt cars older than 11 years. AB758 is a tax levy for dated vehicles, an incentive for people to get rid of old cars because it promises costly annual taxes if you keep them. At first, it applied to *all* older vehicles. With pressure from classic car enthusiasts in California, and a pinch of common sense in Sacramento, AB758 was modified to exempt older, classic cars beyond 11 years.

However, California car buffs aren't out of the woods yet. AB758 now includes a new depreciation schedule

which calls for a 15 percent minimum fee after the 11 year period—a 10 percent increase over the old schedule. What did old car enthusiasts gain from this "exemption?" AB758 also calls for the reporting of any chassis or body modification in an amount exceeding \$200. This way, the State of California can levy higher personal property taxes on the vehicle because it's worth more.



Enthusiasts in California are discouraged with this kind of legislation that promises to tax old car buffs right out of their classic automobiles. If you believe this problem is isolated to California, think again. Tougher environmental laws and the endless governmental appetite for increased taxes promises that most of us will be paying through the nose to keep our vintage Mustangs. It's up to each of us to keep abreast of "klunker bills" that call for taxation and elimination of collectible automobiles.

What sort of "klunker bill" legislation is going on in your state? What about the federal government? We'd like to know. Whenever you read or hear anything that affects old car legislation, please let us know at the **Mustang Times** and we'll report it to MCA members. Write to Klunker Kapers, c/o **Mustang Times**, P.O. Box 447, Lithonia, GA 30058.

Yet Another Voice For The Classic Car Enthusiast

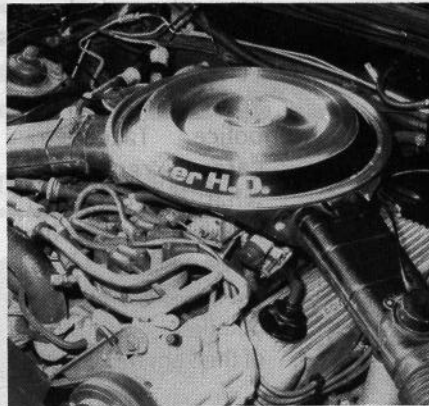
It goes without saying that classic car enthusiasts are under the gun from inside the Beltway, which may have a direct effect on what sits in the driveway. Mark Warden, co-founder and President of the **Council of Vehicle Associations (COVA)**, has kicked off this organization to help enthusiasts fight the sea of red tape legislation looming on the horizon in Washington, not to mention state and local government.

At last count, at least 30 state and area groups of the **COVA** have been formed and are active. A listing of these groups, plus good advice on how to form one, is available from the **COVA** free of charge, 10400 Roberts Road, Dept. MT0194, Palos Hills, IL 60465, 1-800-227-7166.

MCA Annual Meeting And Installation Dinner Date Set

The **MCA Annual Meeting and Installation Dinner** will be held January 15, 1994 at **The Mansion**, 179 Ponce De Leon, Atlanta, Georgia. Open to all MCA members, this year's festivities begin with Cocktail Hour at 7:00 p.m. and dinner at 8 p.m. The cost per person is \$30. After dinner and formalities, dancing and a cash bar will continue until 11:00 p.m.

Built in 1885, **The Mansion** has become one of Atlanta's finest surviving examples of High Victorian, Shingle Style homes. The utmost of care has been taken to preserve the original architecture. We invite you to join in this annual event at **The Mansion**. Out of town guests have several options for an overnight stay. See the MCA application on page 38 for more details.



Windsor 5.0 Production To End After 1995 Model Year

Say it ain't so, Henry! The venerable 5.0 liter (302 CID) V-8 is scheduled to be phased out of production by the end of Ford's 1995 model year.

Reasons for the Windsor's demise as Ford's workhorse V-8 are simple - efficiency, weight, and tougher emission standards. We've seen this coming since the new 4.6 liter Modular V-8 debuted in the Lincoln Town Car in 1991. In 1992, it appeared in the restyled Crown Victoria and Grand Marquis. For 1993, a four-cam Modular V-8 in the new Mark VIII. This year, the Modular V-8 debuts in the Thunderbird and Cougar. The Mustang is a logical next step for this engine in 1995-96. Ford insiders speak of a 4.6 liter four-cam Cobra for mid-year 1995, with the single overhead cam version becoming standard in GT models for 1996.

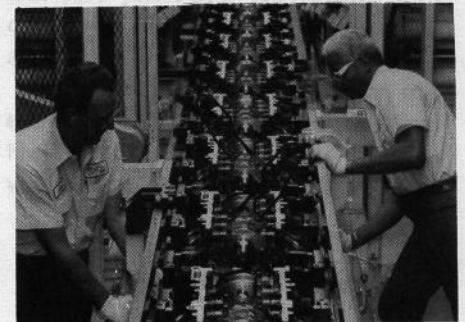
Despite our love for the ol' reliable, better technology has come to pass in the new overhead cam Modular V-8 made in Ford's state-of-the-art Romeo, Michigan engine plant.

The Modular V-8, and soon family of all-new engines that includes a Modular V-6 and the Zeta in-line four, are taking the place of dated designs long in need of a phase-out. These smoother, cleaner burning, more fuel efficient engines will comprise the Ford

engine line-up throughout the remainder of the 1990s and into the next century. It promises to get exciting.

While the 5.0 liter Windsor is scheduled for a '95 phaseout, there's no word yet on what will happen to the 351 (5.8 liter) Windsor. Expect to see the 351 in extensive truck and van use for a while, but gone completely by the end of the decade. Ditto for the larger 460.

Expect to see an abundance of new engine technology you've never seen before. Detroit, especially, is working harder to extract more horses from fewer cubes/liters.



Plastic engine components (oil pans, valve covers, baffles, intake manifolds, and even engine blocks), modular cams and cranks, distributorless ignitions, and even cooling systems without coolant are expected to become the norm in Detroit.

Coolantless cooling systems will eliminate the radiator and enable the automakers to completely change their approach to automobile design because there won't be the dependance on air flow through the grille. Coolantless engines will be made possible by controlling combustion temperatures and through the use of materials that can withstand intense levels of heat without failure. Ceramic engines are one example of a coolantless powerplant because ceramic materials can withstand temperatures beyond 2,000 degrees F. Engines that run lean and hot will also burn cleaner. Get the picture?

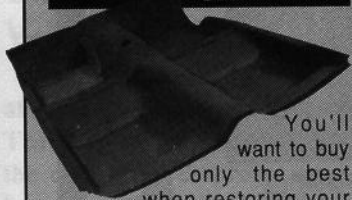
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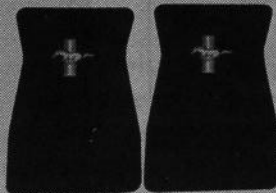
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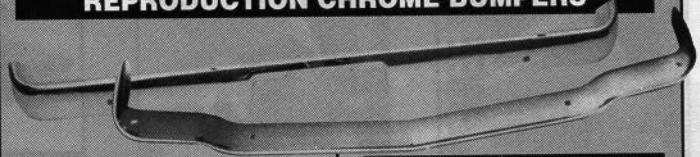
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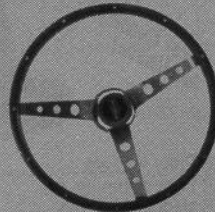


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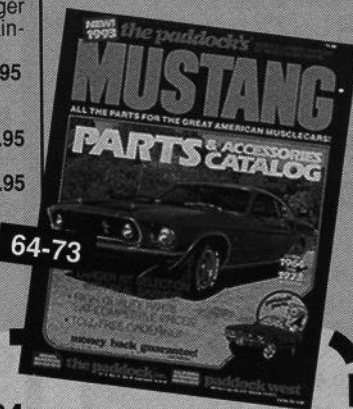
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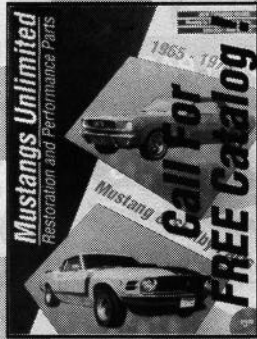
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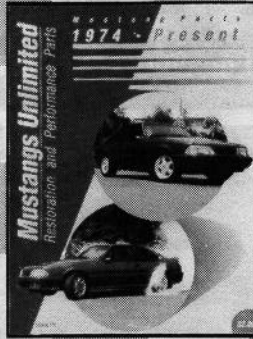


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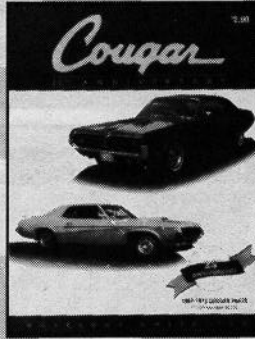
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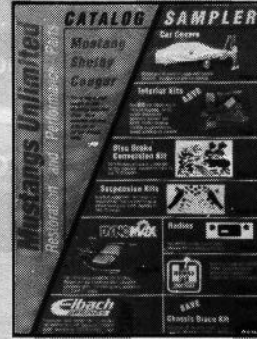
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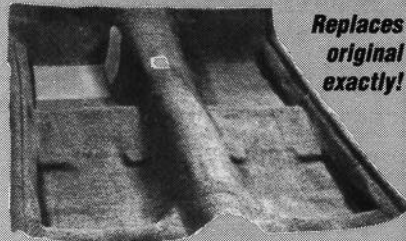
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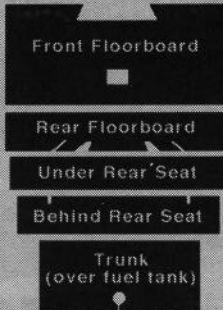


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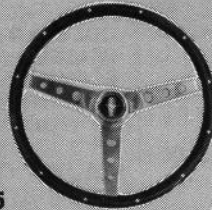
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 '69-70 models (black only) **\$349.00**
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 Molded dash covers also available

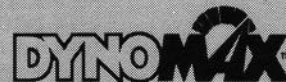
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Highest quality available!
 Bolt kit **\$9.00**
 '65-68 front or rear **\$77.95**
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Useful Information For Shelby Owners and Enthusiasts

Camshaft "Chucking" All 1965-66 289 V-8s - And The Fix

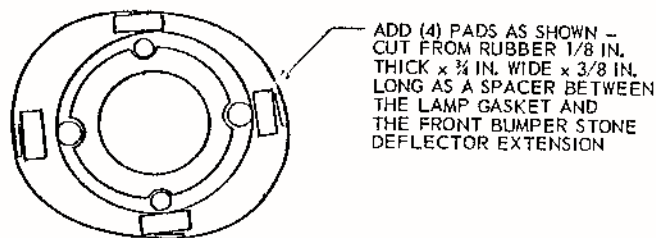
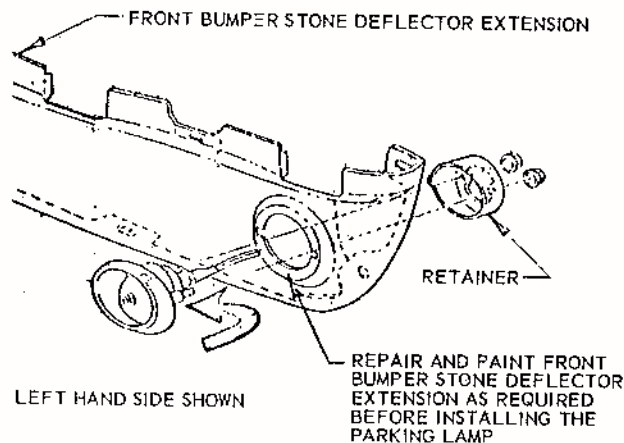
The small-block Ford can exhibit knocking at low rpms and at normal operating temperature. This is due to excessive camshaft "chucking" which is the camshaft reciprocating back and forth in the block (excessive end play). This sound is most apparent in the area of the bell housing. Camshaft end play can sometimes knock the rear camshaft plug out of the block, causing oil leakage sometimes thought to be a rear main seal. When camshaft end play is any more than .005-inch, it should be corrected.

There is an oversize thrust plate fix for the 289 V-8 which takes up the end play while affording the necessary clearance for proper operation. Check end play by, first, unloading all rocker arms for ease of checking and prevention of damage to cam sprocket and timing chain. Install a dial indicator on the front of the engine, fitted to the camshaft sprocket retaining bolthead. Push the camshaft toward the rear of the block and zero the dial indicator. Position a large screwdriver between the camshaft sprocket and the block. Pull the camshaft forward and release. Observe the dial indicator. If end play is beyond .005-inch, the thrust plate should be replaced. See your local Ford dealer for more information on standard and oversize camshaft thrust plates. A thrust plate offering desirable camshaft end play will yield .001 to .003-inch.

Speedometer Ticking Noise - 1965-66 All Shelby Mustang Instrument Panels

Speedometer noise need not be mysterious. First, proper lubrication is very important to reliable speedometer operation. A dry cable or speedometer head are the most common reasons for failure. Ignoring the "ticking" or bouncing needle is asking for failure. Speedometer operation should be silent and smooth. Unless the speedometer is worn out or defective from the start, maintenance is straightforward. We tend to concentrate on cable lubrication while often neglecting the head itself. Massage white grease into the cable, then slide it back into the conduit. Then inject a modest amount of the white grease into the cable insertion hole in the speedometer shaft. Reassemble instrument panel.

The Mustang Times/January 1994



ENLARGED VIEW - DIRECTION OF ARROW

Paint Chipping Cure - 1965-66

If you've ever restored a 1965-66 Shelby, only to discover paint chipping and rusting of the front valance panel (called a "front bumper stone deflector extension"), this problem may be caused by a sharp edge on the parking lamp housing where the casting meets the sheet metal. Ford corrected this problem in production on June 25, 1965 by adding a rubber tape spacer between the lamp mounting pad and the valance panel. Following the example here from Ford secures the fix. This problem was also common to 1965-66 Mustangs.

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MCA #16547
(913) 631-2027
6-9 p.m. CST

Sonny Buchta
4112 Lake Villa Drive
Metairie, LA 70002
MCA #12507
(504) 888-3234
6-9 p.m. CST Weekdays

Johany Blackston
17 Lawnview Ct.
Greenville, SC 29611
MCA #22528
(803) 246-7444
after 6 p.m. EST

Melvin Little
P.O. Box 918
Sapulpa, OK 74066
MCA #6252
(918) 227-0678 (office)
(918) 224-1121 (home)

Horace Wood
3653 Altadena Dr.
Birmingham, AL 35243
MCA #1821
(205) 967-1705

Wally Short
12825 Cedarbrook Ave.
Albuquerque, NM 87111
MCA #10576
(505) 299-4573 MST

Richard Ciaffredo
1791 Valla Drive
San Jose, CA 95124
MCA #18779
(408) 448-7241

Fred Glazier
531 Wambold Rd.
Scuderton, PA 18964
MCA #788
(215) 723-9674

Dave Zimmerman
6 Tainter Street
Box 213
Peapack, NJ 07977
MCA #7993
(908) 234-0535
6-9 p.m. EST

Ferrel Buis
399 Maycrest Drive
Cincinnati, OH 45237
MCA#10287
(513) 821-4928
6-9 p.m. EST

John Hall
13222 Laurel Lake Ct.
St. Louis, MO 63131
MCA #4333
(304) 965-4779

Al Friedel
10423 Lockcrest Drive
Cincinnati, OH 45231
MCA #12417
(513) 771-4558

Jim Fannin
RR3, Box 109
Bloomington, IL 61704
MCA #18064
(309) 829-3359

Larry Harvey
205 Wiegand Dr.
Bridge City, LA 70094
MCA #12769
(504) 436-1555
(after 7 p.m. CST)

1966

Pat Holloway
6403 Oriole Dr.
Lafayette, IN 47905
MCA #20118
(317) 447-1910

Ray Boismenu
16 Brittany Lane
Bellville, IL 62223
MCA#6673
(618) 235-4634 (after 7)
(618) 397-3807 (days)

Sonny Buchta
4112 Lake Villa Drive
Metairie, LA 70002
MCA #12507
(504) 888-3234
6-9 p.m. CST Weekdays

Charles Hampton
822 Sharonwood Dr.
Anderson, SC 29621
MCA #1230
(803) 225-7260

John Murphy
P.O. Box 845
Pawnee, IL 62558
MCA #7600
(217) 625-7183
weekday eve. 7-11 pm

John Hall
13222 Laurel Lake Ct.
St. Louis, MO 63131
MCA #4333
(304) 965-4779

Bobby Dodd
Rt. 1 Box 1508
Danville, VA 24541
MCA #4729
(804) 685-3653
6-10 p.m. EST

Don Phillips
410 Holly Hill Rd.
Murfreesboro, NC 27855
MCA #10730
(919) 398-4405 (after 8)

Barry Phillips
410 Holly Hill Rd.
Murfreesboro, NC 27855
MCA #13596
(919) 398-4405 (after 8)

Bobby Summers
P.O. Box 378
Gibsonville, NC 27249
MCA #599
(919) 449-7565

Tommy Gilstrap
6113 White Horse Rd.
Greenville, SC 29611
MCA #16647
(803) 269-1232

Scott McNair
2250 N 1075 E
Layton, UT 84040
MCA #8723
(801) 771-8611

Melvin Little
P.O. Box 918
Sapulpa, OK 74066
MCA #6252
(918) 227-0678 (office)
(918) 224-1121 (home)

Horace Wood
3653 Altadena Dr.
Birmingham, AL 35243
MCA #1821
(205) 967-1705

Richard Ciaffredo
1791 Valla Drive
San Jose, CA 95124
MCA #18779
(408) 448-7241

F. Dennis Havens
1660 Marblehead Rd.
Clemmons, NC 27012
MCA #9501
(919) 945-3480

Gene A. Millsbaugh
2225 Woodthrust Drive
Baton Rouge, LA 70819
MCA #3799
(504) 275-6460 (home)
(504) 664-7131 (work)

William Hendricks
8000 W. 88th Street
Overland Park, KS
66212
MCA #19425
(913) 341-2630

Daryl Silvers
38240 W. 151st Street
Eudora, KS 66025
MCA #16543
(913) 882-6202

Wally Short
12825 Cedarbrook Ave.
Albuquerque, NM 87111
MCA #10576
(505) 299-4573

Mark Brockman
2207 Thunder Rdg Blvd.
Apartment 6A
Cedar Falls, IA 50613
MCA #18068
(319) 277-5340

Luke York
2709 Evergreen Drive
Greensboro, NC 27408
MCA #17870
(919) 632-0079

David Finner
9505 Shoup Ave.
Chatsworth, CA 91311
MCA #14906
(818) 998-8671

Tom Sherman
510 Fulton Street
Gillespie, IL 62033
MCA #18841
(217) 839-2404

1967-68

Floyd Soranton
61 Ronald Dr.
Decatur, IL 62526
MCA #3498
(217) 877-0604
(4:30-9 CST)

Junior Downer
145 Rolling Hills Dr.
Chattanooga, TN 37343
MCA #3370
(615) 842-4293

Mark Lien
7206 W. Appleton Ave.
Milwaukee, WI 53216
MCA #10567
(414) 461-9544
(414) 464-5500

Jeff Speegle
1223 Huntington
Manteca, CA 95336
MCA #18053
(209) 239-6050

Don Oehrlein
720 Milbank Dr.
Modesto, CA 95354
MCA #18749
(209) 527-7217
After 5 p.m. PST

Dave Finner
9505 Shoup Ave.
Chatsworth, CA 91311
MCA #14906
(818) 998-8671

Jim Warren
4912 Reynolds Rd.
Ft. Worth, TX 76180
MCA #9424
(817) 281-4875

Scott McNair
2250 N 1075 E
Layton, UT 84040
MCA #8723
(801) 771-8611

Dave Zimmerman
6 Tainter Street
Box 213
Peapack, NJ 07977
MCA #7993
(908) 234-0535

Leonard McCoy
13240 Applewood Dr.
Grandview, MO 64030
MCA #17065
(816) 763-7534

Jim Alderson
R.R. 3, Box 44
Carlinville, IL 62626
MCA #17609
(217) 839-2739

Ferrel Buis
399 Maycrest Ave.
Cincinnati, OH 45237
MCA #10287
(513) 821-4928
6-9 p.m. EST

1969-70

Jack Staples
P.O. Box 61
West Point, GA 31833
MCA #12373
(205) 576-3377

Jim Osborn
101 Ridgecrest Drive
Lawrenceville, GA
30245
MCA #376
(404) 962-7556

Bob Vickery
1470 Stephenson Road
Lithonia, GA 30058
MCA #3411
(404) 482-7044

Jeff Speegle
1223 Huntington
Manteca, CA 95336
MCA #18053
(209) 239-6050

Ron Myska
Box 886
Vacaville, CA 95688
MCA #24134
(707) 447-8367

Steve Ames
4161 Rolling Springs
Tampa, FL 33624
MCA #17269
(912) 962-2936

Shane O'Neal
410 N. Campbell Rd.
Landrum, SC 29356
MCA #22945
(803) 895-3080

1971-73

Jack Yeager
4378 Glenhaven Drive
Decatur, GA 30035
MCA #411
(404) 289-3468

Bob Coulston
5716 Bar-Del E. Dr.
Indianapolis, IN 46241
MCA #15454
(317) 856-6204
4-10 pm CST

Robert L. (Bob) Black
9182 N Cherry Hills Dr.
Columbus, IN 47201
MCA #9300
(812) 526-9493
after 4:30 CST

Teresa Vickery
1470 Stephenson Rd.
Lithonia, GA 30058
MCA #3411
(404) 482-7044

Marvin Scothorn
6250 Germantown Pk.
Dayton, OH 45418
MCA #9145
(513) 866-0690

Tom Podemski
1526 W. Calvert St.
South Bend, IN 46613
MCA #17084
(219) 289-1920
FAX: (219) 234-5419
Evenings & Weekends

Franklin J. Deibert
3196 Flinthill Road
Coopersburg, PA 18036
MCA #11335
(215) 282-1275
6-10 p.m. EDT

Shane Bryant
515 Milford Church Rd.
Taylors, SC 29687
MCA #16727
(803) 895-3372

John Statsny
1530 11th Street
Fennimore, WI 53809
MCA #16997
(608) 822-6301
6-9 p.m. CDT weekdays

Debbie Ames
4161 Rolling Springs
Tampa, FL 33624
MCA #17269
(913) 962-2936

William J. Meade
Rt. 3, Box 122-A
Honaker, VA
MCA #1126
(703) 889-5994

Bonnie Breaux
Rt. 2, Box 130
Lumberton, TX 77656
MCA #20178
(409) 755-1470
(318) 625-2650

1965-1966 Shelby

Bruce Weiss
731 Washburn Road
Melbourne, Bch, FL
32935
MCA #19243
(407) 259-9089

Skip MacDougall
3950 Tarrytown Ln.
Agora Hills, CA 91301
MCA #17488
(818) 707-2173

1967-1970 Shelby

Jack Staples
P.O. Box 61
West Point, GA 31833
MCA #12373
(205) 576-3377

Bob DeCardenas
102 N. Indian Circle
Cocoa, FL 32922
(407) 631-2891
After 7 p.m. EDT

Charles Hampton
822 Sharonwood Dr.
Anderson, SC 29169
MCA #1230
(803) 225-7260

Bruce Weiss
731 Washburn Road
Melbourne Bch., FL
32935
MCA #19423
(407) 259-9089

Jim Osborn
101 Ridgecrest Drive
Lawrenceville, GA 30245
MCA #376
(404) 962-7556

Bruce Cunningham
19025 Laurel Drive
Los Gatos, CA 95030
MCA #17725
(408) 354-4674

Boss Mustang

Bob Perkins
N. 3183 Hwy. 26
Juneau, WI 53066
MCA #16859
(414) 696-3788

Ricky Simmons
P.O. Box 387
Demorest, GA 30535
MCA #17874
(404) 778-6329

Bill Dillard
2536 Rome-Dalton Rd
Calhoun, GA 30701
MCA #7
(404) 625-2677

Jim Osborn
101 Ridgecrest Drive
Lawrenceville, GA 30245
MCA #376
(404) 962-7556

Bill Weaver
304 Foster Dr.
Rocky Mount, NC 27801
MCA #19098
(919) 446-6639

Doug Monroe
797 Brookside Drive
Columbus, OH 43209
MCA #23576
(614) 236-1410

Ed Hockaday
5925 Sovereign
Houston, TX 77036
MCA #21753
(713) 342-0753

Bernie Doty
Box 233
Strasburg, IL 62465
MCA #20433
(217) 644-2673

Bob DeCardenas
102 N. Indian Circle
Cocoa, FL 32922
(407) 631-2891
After 7 p.m. EDT

Jim Cunningham
4920 Willow Road
Zionsville, IN 46077
MCA #5447
(317) 873-5984
After 7 p.m. EST

Ray Bryan
12204 Chicamauga Trail
Huntsville, AL 35803
MCA #23922
(205) 880-1429

1974-78

Tom Podemski
1526 W. Calvert Street
South Bend, IN 46613
MCA #17084
(219) 289-1920
FAX (219) 234-5419
Evenings & Weekends

1974-Present

Tom Bader
1818 Cairnbrook Dr.
Montgomery, AL 36106
MCA #16449
(205) 271-1019

1979-1991

Randy Church
P.O. Box 318
Mount Airy, GA 30563
MCA #17916
(706) 776-7379

Al Krasich
7432 Creek Ridge Lane
Citrus Hgts, CA 95601
MCA #26310
(916) 729-0453

R.A. Pitcairn
6462 Calbeldn Cresc.
Delta, BC V4E1R3
Canada
MCA #22228
(604) 594-5146
(604) 599-8342 (fax)
Steven Prichard
734 E Perry Street
Indianapolis, IN 46227
MCA #23854

Rick Fowler
59 S State Street
Danville, IL 61832 2
(217) 443-3099
MCA #22807

Dan Adams
4627 Wilcox
St. Louis, MO 63116
MCA #25571
(314) 351-4014

Modified

Rodney "Shorty" Brown
17930 Kendrick Rd.
Robertsdale, AL 36567
MCA #3233
(205) 946-4180
6-8:30 p.m. CST

Larry Linton
1405 West Oscala
Broker, Arrow, OK 74011
MCA #13187

Rodney P. Breaux
1216 Post Oak Rd Lot 9
Sulphur, LA 70663
MCA #20178
(318) 625-2650
(409) 755-1470

Tom Sherman
510 Fulton Street
Gillespie, IL 62033
MCA #18841
(217) 839-2404

Larry Wells
Rt. 1, Box 29
Essex, IL 60935
MCA #21931
(815) 426-6429

Thoroughbred

Bob Perkins
N 3183 Highway 26
Juneau, WI 53039
MCA #16859

Ricky Simmons
P.O. Box 387
Demorest, GA 30535
MCA #17874
(706) 778-6329

Bill Dillard
2336 Rome-Dalton Rd
Calhoun, GA 30701
MCA #7
(706) 625-2677

Bruce Weiss
731 Washburn Road
Melbourne, Bch FL
32935
MCA #19423
(407) 259-9089

Bill Weaver
304 Foster Drive
Rocky Mount, NC 27801
MCA #19098
(919) 446-6639

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

Floyd Scranton
61 Ronald Drive
Decatur, IL 62526
MCA #6115
(217) 877-0604

NEW GOLD CARD JUDGE
1964 1/2 1965

F. Dennis Havens
MCA # 9501
1660 Marbelhead Road
Clemmons, NC 27012
(919) 945-3480

CORRECTIONS

Please address any corrections to any information included in this listing to MCA National Secretary Kitty Wilmot in care of MCA National Headquarters, P.O. Box 447, Lithonia, GA 30058. Also, indicate on any correspondence the year and/or model Mustang to which your Gold Card certification applies.

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In Search of Mustangs

with Jim Smart - Jim Haskell

"Documenting Ford Mustang Production History Since 1979"

In Search of Mustangs Celebrates Its 14th Year With New Books, Exciting Finds!

Nineteen ninety-four has been the year to anticipate -and it will be the year to remember. This month in the *Mustang Times*, we're going to celebrate the 14th year of *In Search of Mustangs* by looking back, and, more importantly - looking ahead.

Fourteen years ago in the December 1979 issue of the *Mustang Times*, one of the first color cover issues, *In Search of Mustangs* debuted as a letter to the editor. In those days, MCA Board member, past president, and current 30th Mustang Anniversary Mustang Celebration Show Chairman Jim Osborn (what else have you been, Osborn?) was doing the magazine. The MCA had less than 5,000 members. And the Mustang's 20th Anniversary was five years in the future.

It's impossible to believe that so much time has passed since this project's beginnings a long time ago on a kitchen table in Southwest Oklahoma. At the time, I was active in the United States Air Force as an aircraft maintenance specialist on C-5A and C-141 airlifters. I used to wonder just how many Mustangs could be shipped by air in these big cargo planes. Ironically, both types of airplanes were made in Marietta, Georgia where the MCA holds its Board meetings the first Tuesday of every month today.

In the wake of that first letter to this magazine, dozens of letters poured in from interested enthusiasts. Curiosity evolved into obsession. More had to be known about the Mustang and the way Ford built them. "In Search of Mustangs" went from describing intent to becoming a project name. Letters from fellow Mustangers asked many of the same questions I had been asking - "How many other Mustangs were built like mine?" "Where's the Mustang behind mine on the line?" "Was mine actually built August 4, 1967?" "Who was the original selling dealer?" "Are consecutive unit numbers based on the assembly plant, model year?" And dozens of others.

There was another guy back home in the Washington, D.C. area who would prove a great asset to this project years in the future. I came to know Jim Haskell for the first time in a letter in 1983 inquiring about 1964 1/2 Indy 500 Pace Car coupes. Without really paying sufficient attention to his letter,

I told him that his color code of "C" indicated Honey Gold, with an interior trim code of "42" indicating white vinyl with blue appointments. Just envision a Mustang based on the data just described (?!?!?!).

Meanwhile, Haskell learned that his paint code of "C" indicated Pace Car White, per a local auto paint supply store, not the Honey Gold I had related to him. He responded to my letter with the facts. Red faced, I had to apologize. Haskell and I grew to know one another in the years to follow. In 1987, we joined forces and put our respective researching talents to work to really get this project off the ground.

Though Haskell joined this project eight years after its founding in 1979, it's impossible to remember a day when he wasn't involved. He took our data and made it live in the dark corridors and highways of IBM's d-Base III soft wear. Today, we have the most extensive Mustang production data base on the planet outside of Ford Motor Company. From 1964 1/2 - 1973 alone, we have more than 60,000 Mustang warranty/serial numbers and related data. Literally thousands of Mustang enthusiasts have participated. We owe our very existence to the thousands of you who have made this project what it is today. What's more, we're finally making it available to the enthusiast as the long awaited **Mustang Production Guide Series, Volumes 1 and 2** (\$19.64 for Volume 1, \$19.67 for Volume 2, plus \$3 shipping each from *In Search of Mustangs*).

In Search of Mustangs has long been a labor of love because it affords us the opportunity to research Mustang production history that yields answers for fellow enthusiasts. The greatest pleasure of all is sharing our finds with you, fellow MCA members and Mustang enthusiasts. After 14 long years of research, we understand that Mustang production research is ongoing, with no end in sight. And that's good because research should be ongoing. As we unearth new information, we'll pass it along to you in the *Mustang Times* and future printings of the **Mustang Production Guide Series**.

Often we're asked, "Just what is *In Search of Mustangs*?" *In Search of Mustangs* is the largest registry and census project of its kind in the world, focusing on the

Mustang production picture like none other. We look at the Mustang production picture as a whole, from its birth in March of 1964, through crisp units being started on the Dearborn line today. Our data base encompasses primarily 1964 1/2 through 1973 production - originally some three million units. We have quite a cross section of production over a 60,000 Mustang data base. From our data base, we have determined frequency of color and trim codes, DSO, axle and transmission designations. What's more, we've been able to determine when certain changes occurred in production, like the infamous 1964 1/2 to 1965 transition date. We know where a lot of the surviving Mustangs are today, which ones have been stolen, and even some data from Ford dealer new car files. With the warranty/serial number that you give us, we can determine the approximate scheduled date code when the door plate is missing. Literally hundreds of enthusiasts have filled in the empty blanks on their repro' warranty plates thanks to the data base we have developed. Look no further than the exciting and informative **Mustang Production Guide Series** to learn more about yours and where it fits in.

Now that *Volumes 1 and 2* of the **Mustang Production Guide Series** are ready for publication, we can begin focusing our attention on 1974-94 Mustang production, which promises to be a new frontier, and a monumental undertaking for a couple of guys who have been doing this for a long time. But we wouldn't have it any other way.

We're now reaching out to Mustang owners and enthusiasts who like the 1974-78 Mustang II, and 1979-94 Fox Mustangs. We're not seeing the feedback we need from late model Mustang buffs in order to build a substantial data base. As our efforts stand now, we're years away from a published work (*Volume 3 of the Mustang Production Guide Series*) because we simply don't have the data base necessary to complete an informative book. That's why we're looking to you, the late model Mustang buff, who wants to know more about your Mustang. So we're going to make it easy for you with an application on this page. Please fill it out, taking extra care to fill in all of the blanks.

If you would like to know more about *In Search of Mustangs* and the **Mustang Production Guide Series**, drop us a line and we'll do our best to serve you.

In Search of Mustangs
P.O. Box 727
Paris, TN 38242
(901) 642-0064

Please Include An SASE If You Desire A Reply

In Search of Mustangs

We encourage your participation in *In Search of Mustangs*, the international registry and census dedicated to 1964 1/2 through 1994 Mustangs of all types - Shelys, Saleens, Mustang IIs, etc. Data from more than 60,000 Mustangs has already been documented for our data base - what about yours?

From this project, you'll see updates in the *Mustang Times* that will, hopefully, answer questions that you may have on your Mustang. All you have to do to be a part of this huge data base is fill out the applications below and send it to us for data entry. Your participation is very important. Please feel free to include some history about your Mustang.

The information we are seeking can be found on a metal warranty plate (1964-69) or a certification sticker (1970-94) on the lefthand door jamb.

NAME _____

ADDRESS: _____

CITY: _____ STATE _____ ZIP _____

TELEPHONE: _____

Year ____ Is it GT, Mach 1, T-5, etc? _____

Serial Number _____

Body ____ Color ____ Trim ____ Date ____ DSO ____ Axle ____

Trans ____ Other Codes _____

Please mail this application to:

In Search of Mustangs
P.O. Box 883
Annandale, VA 22003
Attn: Jim Haskell

Please Include An SASE If You Desire A Reply

CALENDAR OF EVENTS

February 13 Lakeland, FL
 The *Imperial Mustangs of Polk County* in association with the Central Florida Auto Festival celebrate the 30th Anniversary of the Mustang with a special car show and swap meet at Marchant Stadium on Lakeland Hills Blvd, just south of Exit 19 on I-4. Fifteen judged classes for all years of Mustangs using Florida Council of Mustang Clubs show rules. Over 800 space swap meet area, Toy and Collectible show, cars for sale corral, and much, much more! For information call (813) 667-0235, or write to the Central Florida Auto Festival, 1403 Dawn Heights, Lakeland, FL 33801.

March 11-12 Jackson, MS
 The *Mid-Mississippi Mustang Club* will host the **Eighth Annual Biggest Little Indoor Show of The South**. For more information, please write to the MMMC, P.O. Box 2063, Jackson, MS 39225-2063. Or call Lee Lüstig at (601)

April 9 Clovis, CA
Ford Mustang's 30th Anniversary Show and Shine, hosted by the *Central Valley Mustang Club* and Clovis Chamber of Commerce in Old Town Clovis. Limited to the first 500 Mustangs. A 1964 1/2 Mustang raffle car and other cash prizes. For more information write to the *CVMC*, P.O. Box 9864, Fresno, CA 93764-9864, or call Jim (209) 229-1576 or Dave (209) 227-2975.

April 15-17 Charlotte, NC
 The *Mustang Club of America* will host the **30th Mustang Anniversary Celebration** at the Charlotte Motor Speedway. The MCA will rent the entire speedway for the Anniversary weekend. This event will include a car show, swap meet, product demonstrations, and tech seminars. CMS will sponsor an open track event. The weekend long celebration will commemorate the 30th Anniversary of the introduction of the Ford Mustang. For more information on this event, see the larger advertisements throughout the magazine.

May 20-22 Overland Park, KS
Kansas City MCA National Show and Swap hosted by the *Vintage Mustang Club of Kansas City* at Corporate Woods. For more information contact *VMC of KC*, P.O. Box 40082, Overland Park, KS 66204, Jack (913) 631-2027, or Rick (913) 432-6913.

June 4 Calhoun, GA
Cherokee Regional Mustang Club will host their **14th Annual Show** at Prater Ford, 704 S. Wall Street in Calhoun. Classes for 1964 1/2 through 1994 Mustangs, Bosses, Shelbys, SVOs, and Saleens, plus a Special Interest Class for Ford powered vehicles. Pony Corral - Vendors Welcome. Contact Richard Jones at (706) 629-9176, Barry Hobgood at (706) 926-1967, or Russ Gilbert at (706) 629-3667.

June 5 Dearborn, MI
Motor City Show & Go XIX, sponsored by the *Shelby American Automobile Club - Motor City Region*. Car Show, Swap Meet, and Open Track Event. Ford powered cars only. Held at Ford's World Headquarters on Michigan Avenue at the Southfield Freeway. For more information call (313) 427-2449.

June 5 Topeka, KS
 The *Topeka Mustang Club's 13th Annual All Ford Show and 30th Anniversary Mustang Anniversary Party* will be held indoors at the Kansas Expocentre at 17th and Topeka Blvd. There will be 69 awards in 23 classes. Open to all Ford powered vehicles. Many door prizes for participants. Entry fee is \$15. Pre-registration is highly recommended because space is limited and on a first come, first served basis. Contact Terry Fritts at (913) 246-0155, or write to the *Topeka Mustang Club* at P.O. Box 1423, Topeka, KS 66601.

June 16-19 Mustang, OK
 The *Oklahoma Mustang Club*, the City of Mustang, Oklahoma, and the Mustang Chamber of Commerce will host the **Stampede Nationals '94**, an MCA National Show. Hospitality comes Thursday evening, with early registration Friday morning beginning at 8 a.m. Saturday Registration. MCA Judging starts at NOON on Saturday. Saturday night - a Western rodeo. Awards banquet held Sunday. The host hotel is the Comfort Inn on I-40 and Mustang Road. Telephone (405) 324-1000, or FAX (405) 324-1348 for reservations. The first 500 entries will receive a City of Mustang belt buckle. For more information call Show Chairman Steve Hendrix at (405) 376-4103 from 9 a.m. to 3 p.m., or President Robert Dudgeon at (405) 376-3115 from 6 p.m. to 9 p.m. Central Time.

June 16-18 Frisco, CO
 The *Rocky Mountain Mustang Roundup* will be held at the Holiday Inn. This event includes a driving event Friday, People's Choice car show Saturday, and even a Bar-B-Q along with other activities. For more information contact Bob Cloutier at (303) 430-0433, or FAX at (303) 430-4070.

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- Weatherstripping Kits
- Owner's Manuals \$5/ea.
- 1965-73 Upholstery Kits
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- Chrome Export Brace \$57.50
- Black Export Brace \$45.70
- 1965-73 Heater Cores \$30.00
- 1965-73 Rechromed Bumpers
- 1965-66 Armrest Pads \$7.50/ea.
- 1965-66 Armrest Bases \$5.00/ea.
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- 1965-68 Kick Panels\$27.00 pr
- Battery Tray 1965-66\$11.60
- 1967-68\$14.50
- 1971-73\$11.60
- Convertible Top Repair Manual\$5.95
- Shop Manual 1965-68\$29.00
- Floor Pans, Front 1965-70\$36.95
- Rear 1965-70\$32.95
- RH Battery Apron 1965-66\$30.95
- 1967-68\$37.40
- LH Apron 1965-68\$30.00
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- 1965 Black Camera Case\$37.50
- 1966 Black Camera Case\$31.50
- 1965-66 Woodgrain\$39.50
- 1967 Black Camera Case\$63.00
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- Radio Bezels 1967-68\$39.20
- 1969-70 Black\$27.00
- 1969-70 Woodgrain\$33.00
- Lower A-Arm w/Ball Joint 1965-66\$51.55 ea.
- 1967\$61.20 ea.
- 1968-70\$39.50 ea.
- Coil Spring 1965-66\$62.75/ea.
- 1967-68\$55.05 ea.
- Vinyl Top Chrome 1965-66\$80.00 pr.
- Vinyl Top Chrome 1967-68\$60.00 pr.
- Spring Saddles 1965-73\$39.50 ea.
- Tailight Bezel 1965-66\$14.25 ea.
- Tailight Lens 1965-66\$4.50 ea.
- Tailight Body 1965-66\$16.00 ea.
- Vinyl Tops 1965-73\$54.70
- Watersheds 1965-73 Coupe/Conv.\$10.95
- 1965-73 Fastback\$9.95
- Drip Rail Mouldings 1965-68 Coupe\$69 pr.
- Dash Pads 1965\$159.00
- 1966\$169.00
- 1967-68\$189.00
- 1969-70\$449.95
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- Windshield Weatherstrip 1965-68\$22.95
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Classified ads are *free to all members* of The Mustang Club of America.

To take advantage of this service, submit your ad to *The Mustang Times*, P.O. Box 447, Lithonia, GA 30058. Please include your *membership number* on your advertising copy to insure its inclusion in our next issue.

Advertisements are *limited to one insertion of no more than 50 words per month*, per member. Advertisements exceeding 50 words will be edited or refused, at the discretion of the staff. *The Mustang Times* will not be responsible for the correction of illegible advertising copy. *Please type or print plainly* to help us avoid errors. It is also essential that you include an *area code* for all telephone numbers to be listed in the classified advertising section. Ads submitted without area codes will not be published. Non-member commercial advertising is not permitted in the classified advertising section.

All correspondence relating to classified ads must be handled by mail. *We are not able to return long distance 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 *45 days in advance* of the cover date, i.e., the 15th of October for the December issue, the 15th of November for the January issue, etc.

Display Advertising

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

One-time insertion rates and discounted contract advertising rates are available.

Display advertising deadlines are *45 days in advance* of the cover date, i.e., the 15th of October for the December issue, the 15th of November for the January issue, etc.

All advertising must be accompanied by full payment. Advertising submitted without full payment will be returned unpublished. Contract advertisers are required to submit two months' pre-payment with their initial copy and will be billed monthly thereafter.

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CLASSIFIED ADS

Cars For Sale

1968 Shelby GT-350 Convertible. Approximately \$112,000 invested in ground-up restoration. Red with white top and interior featuring Recaro seats, Pioneer stereo, automatic, 302 V8, PS, PB. Too much to list. Sacrifice \$54,000 OBO. (304) 664-8947 after 6 p.m. MCA #14623

1967 Shelby GT350, S/N 67200F7A01385, completed 3 1/2 year restoration in October of 1992. Lime Gold, concours trailered, narrow HB headlights, Magstars, E70x15 tires, four-speed, 584/600 points at Pensacola '93. Price: \$67,000. Howell Hooper, 8817 Bridlewood Drive, Huntsville, AL 35802, (205) 544-2948 nights, or (205) 544-4074 days. MCA#20994

1993 Special Service Mustang. Here's your chance to own one of the last police package Mustangs. Available with less than 30 delivery miles, all documentation is included. Vibrant White with Opal Grey interior. Call Mustang Dynamics at (703) 818-9892 for more information. MCA#21700.

1970 Boss 429, KK 2128; September of 1969 production date. This is a show quality southern car that is completely correct. Grabber Blue with White interior, 28,000 original miles. Will consider trades for 1965, '66 Shelby or 1965-70 Mustang convertible. Will take or pay cash depending upon trade quality and value. Call George at (614) 459-5235. MCA#26422.

1970 Mustang SportsRoof, restored, new everything, 351W-2V, Auto, PS, A/C, Factory Tach' and rear spoiler, hood scoop. Grabber Blue with White standard interior. Price: \$11,500. Call Steve at (214) 370-3911. MCA#29022.

1973 Mustang Convertible, 302 V8, PS, PB, Auto, AM/FM. New Dark Green paint, White top, and White interior. Very nice and drives perfect! Price: Only \$9,350. Call Tom Rennolds at (912) 727-2550. MCA#16738.

1966 Shelby Hertz, No. 1042, with matching number engine, 10-spokes, R-Model valance. Restored in 1984. Red and Gold. Price: \$26,000 OBO. Call Pat (303)

986-6890 Days or (303) 980-1581 Eves. MCA#27684.

1967 Mustang GTA, 390, C-6, 3.25:1 Traction-Lok, PS, AC, Tach, Clock, Woodgrain, Console, Tail Panel Applique, SS Wheels, Deluxe Interior. Complete mechanical and bare metal restoration completed in 12/92. No expense spared. Three 1993 MCA concours judged wins. White w/ white. Price: \$25,000. Shelby trades considered. (615) 790-9944. MCA#23172.

1968 California Special, 302-4V, Automatic, AC, PS, PDB, GT Options, Meadowlark Yellow w/ black vinyl top. Standard black interior, AM/FM, 49,000 miles, proven MCA street driven 1st Place winner - 1992 Grand National, 1991/1992 national shows. Flawless, extremely clean, and rust free. Price: (314) 346-1330. MCA#22722.

1971 Mustang Convertible, 302-2V, Auto, excellent condition, many new parts. Price: \$5,900. 1973 Convertible, 302, Auto, AC, Price: \$2,900. Misc. 1965-66 parts, no rare items, just basic restoration items - fenders, quarters, chrome, floor pans, frame rails, etc. Call with your needs, (609) 854-5866 from 9 a.m. to 9 p.m. ET, New Jersey. MCA#17241.

1967 Mustang Convertible, 289-4V, w/ White top. Red Interior. Rust-free Arizona car. Won four 1st Place national awards. One 1st Place Grand National in 1993 in concours driven class. Car security system. Call for details. (219) 347-4653, Betty and Winn Keep. MCA#12642.

1967 Mustang convertible, 200 Six, 3-speed. New Turquoise paint, Aqua interior, AM/FM cassette. Southern car with matching numbers. Price: \$6,850. (615) 722-5031. Doug Kalmer. MCA#30268.

1965 Mustang Fastback, VIN 5F09K302605, Data 63A, Y, 22, 28J, 24, 8, 5. Silver Blue w/ blue interior. Rust in lower rear quarters only. Send SASE to Rich at Box 1511, Hayes, KS 67601. Asking \$4,500. MCA#14415.

1966 Mustang C-Code Fastback, 1990 MCA Grand National 1st Place, AACA 1st Place Jr. Night mist Blue, Parchment Interior, SS wheels, Redlines, Auto, full console, Rally-Pac, factory AM/8 Track, woodgrain wheel, engine dress up kit, numbers match, complete and correct in every way. Price: \$17,500. (201) 288-5823. MCA#17627.

1973 Mustang Convertible, 12 1st Place awards including River City National '93 and Street Driven Best of Show, Tuisa '91. Red w/ black top/interior, stripes, front spoiler, Exterior Decor Option, Magnums, NACA hood, original AM/FM, 351, Auto, PS, AC, console. A beautiful car. Price: \$15,000. (405) 692-8009. MCA#28848.

1966 Mustang Coupe, RustFree, 289 engine w/ less than 9,000 miles, new clutch: Four-speed Toploader, new radiator, Candyapple Red w/ Pony Interior, wire wheel covers, . Excellent condition inside and out. Price: \$6,000. Please call (803) 542-8805. MCA#29580.

1966 Mustang Convertible, 289 w/ four-speed, Candyapple Red w/ White top and Red interior. New Tires, wheel covers. Garaged and driven less than 5,000 miles since interior and engine resto. Price: \$10,500. Call (215) 983- 9831 evenings, or (215) 337-5015 days. MCA#26897.

1990 Mustang Limited Edition Convertible, Emerald Green, White Top, White Leather Interior. All options. All receipts, sales literature, window sticker. Six year/60,000 mile warranty. Kept in heated garage w/ 2,300 mile. All original and showroom new. Call (718) 886-7612. MCA#23785.

1973 Mustang Grande, Maroon w/ Saddle Interior, AT, AC, PS, PB, w/ 20,000 miles on rebuilt 302 V-8. Good mechanical condition. Needs cosmetics. Price: \$2,700. Call after 6 p.m. (404) 978-7479. MCA#26503.

1966 Factory GT Convertible, Candyapple Red w/ White top. Parchment Pony Interior. Burgundy appointments. AT, PS, PT, AC, console, Rally-Pac, disc brakes, luggage rack, five original SS wheels with Redlines, 36,000 miles. Excellent driver. First Place at SAAC-16/Charlotte. Price: \$18,500. Call Randy Riggie at (304) 744-5540. MCA#23419.

1968 Shelby GT500KR Fastback, 100% restored to the last nut and bolt. This KR is one of the finest in the world. Black w/ black. Restored with mostly NOS parts. California car. Price: \$85,000. Serious buyers only. (818) 998-8671. MCA#14906.

1966 Mustang, 289 engine, Auto, PS, 2-speed wipers, emergency flashers, Candyapple Red, Red Pony Interior, new tires, 61,000 miles, show winner. Price: \$11,500 neg. Call (304) 622-5388. MCA#24574.

1964 1/2 Mustang Coupe, 289, AT, console, vinyl top, 172,000 miles, unrestored. Registered in Georgia until 1986. Registered in Massachusetts until 1992. Driveable. Structural and underbody in good condition. Fenders dented, roof rusty. 5F07D194086. Price: \$950 OBO. Call Doug at (508) 836-6541 daytime only. MCA#27086.

1966 Mustang Convertible, Dark Green Metallic, black top and interior, 289-2V, automatic, disc brakes, PS, PT, factory AC, original paint and interior, 64,000 original miles, spinner wheel covers. Asking \$11,000, neg. Call Pat at (516) 483-1557. MCA#11573.

For Sale or Trade, 1965 Mustang Convertible, Rangoon Red w/ White, 6 cyl, matching numbers, show condition, 100% detailed. Price: \$10,500 or will consider trade for newer 5.0 liter Mustang or T-Bird.

1968 Mustang Fastback, 289-2V, Auto, AC, PS, Two-Tone, Tint, FDRS, Sprint Package, Acapulco Blue, Standard Blue Interior, professional restoration, all Ford sheet metal, all new chrome, new interior, fresh engine, transmission, five new tires. Photos, transportation. Price: \$12,000. (605) 361-4129 SFSD. MCA#24409.

1968 High Country Special, Candyapple Red, Red Interior, console, AT, 302-4V. Pages 62/65 of High Country Special Registry. VIN 8R01J167122. Price: \$9,150 firm. Call Jim at (712) 546-4045. MCA#11111

1989 Mustang GT Convertible, 5.0L, Medium Light Canyon Red w/ White top/interior. Fully detailed and completely original. Loaded with everything. Garaged and covered. Driven to shows and functions. Price: \$13,500 OBO. (205) 626-5744. MCA 22523.

1967 Mustang Fastback, A-Code 289-4V, Auto, PS, PDB, floor and overhead consoles, Deluxe interior, SS wheels, GT fog lamps, new tires, brakes and exhaust system. New front suspension. Rebuilt engine. Never seen winter. Body is very solid. Red w/ black. Price: \$9,000. Call Fred at (416) 434-5875. MCA#27638.

1968 Mustang Coupe, 75,000 miles. Original paint and interior. Light Blue, 289, Auto, A/C, PS, PB, AM/FM cassette, 3rd owner, solid body, excellent condition. Price: \$4,900. Call Dan at (502) 295-6556 or Bob at (502) 685-4205. MCA#20411.

1966 Mustang Convertible, 289 V8 with 4-speed. Candyapple Red with White top. Restoration completed in June of 1992. Less than 5000 miles. Excellent condition. Passed state emissions test. Garaged since purchased in 1985. Call Rich at (215) 983-9831. MCA#26897.

1972 Sprint SportsRoof, White w/ Blue and Red appointments, 302 V8, Auto, A/C, PS, PB. All original except paint. Full console and rear spoiler added, 70,000 miles, no rust. Appeared in the July 1983 *Mustang Times*. Price: \$3,200, negotiable. Call Gene at (615) 332-3318. MCA#760.

1971 Mustang Convertible, good looking and strong running. Medium Blue Metallic, Argent stripes, White power top, a real head turner. Valve job less than two years ago. Automatic. New springs, charging system, starter, radiator, all-new chrome, new carpet and paint, plus much, much more. Price: \$6,800. Call Janice at (908) 745-7238. New Jersey. MCA#30044.

1966 Mustang Fastback, 289-4V, Ford A/C, short console, factory tinted glass. Silver Blue metallic. Dual exhaust. Digital AM/FM cassette (USA-01) with four speakers. New P205/70SR14RWL tires. Correct styled steel wheels and just 800 miles since restoration. Trophy winner. Price: \$9,850. Call David at (501) 568-8473. MCA#27784.

CARS WANTED

1965 Mustang Convertible, Dynasty Green, Pony Interior (Turquoise/White), 289 V8, A/C, or K code, four-speed or automatic. Any condition. Vin Berger, 883 Woodridge Court, Mahtomedi, MN 55115, (612) 429-4632 days or (612) 773-9122 evenings.

1970 Mach 1n #3 or #4 condition with 351C or 428 CJ, automatic, air conditioning, Shaker and fold down seat desirable. Must be a solid, drivable, close to original car for under \$7,000. Contact Scott Hollenbeck, 7334 Golden Horseshoe Court, Springfield, VA 22153, (703) 569-3308. MCA#29411.

PARTS FOR SALE

Closeout On Used Mustang Parts, Parts Cars, (4) '67s, (3) '68s, (5) '69 coupes, (2) '69 fastbacks, (1) '69 convertible, (6) '72 coupes, (1) '72 fastback, (4) '73 coupes, (1) '73 fastback. Call weekdays (717) 523-3903. MCA#25110.

1965-66 A/C Underdash, \$140, Pony Door Handles, \$20 pr; Pony Lights, \$25 pr; '67 Woodgrain Steering Wheel, No Cracks, \$225; 65/73 consoles; 65/66 Rally-Pacs; 1966 Pony Grille Light, \$90; 1965 NOS Dash Pad/Blue, \$150; Pony Door Panels, \$75 pr; 65/66 NOS Wheel Covers (13 & 14") \$20. There's more, call Joe at (914) 628-4866. MCA#21337.

1969 Mustang GT gas cap, 1969 200KPH speedometer, 289 Hi-Po distributor, Cobra (S3MS) Intake and Valve Covers; Space Saver Spare Tire Inflator; NOS 1969 Headlight Aimers; 1969 Til/Tile-Away; 1971 AM/FM; 1971-73 Sport Mirrors; 1971 Mustang Underdash A/C. NOS Rotunda Tach. WANTED - Boss 429 & 427 SOHC parts. Call (708) 448-6782. MCA#4976.

Now Available! Rear Leaf Spring Band Clips for 1965-73 Mustangs and other cars with 2 1/2" springs and four leaves. Exact die-stamped reproductions with rubber insulators. Price: \$35 a set plus shipping. One set does 2 springs. Dealer inquiries are welcome. Rodney Harrold, 6985 Leigh Avenue NW, North Canton, OH 44720, (216) 497-9683 after 6 p.m. MCA#22673.

One Set Of Show Quality Clear Carlite door and quarter window glass for a 1969 Mustang convertible. Price: \$650 plus shipping. Ed Koper (815) 744-4127. MCA#23861.

USED PARTS - 1968 radiator fan shroud, C8ZE-8146-B, \$125; 1971-73 Sport Mirrors, \$75 pair; 1965-73 rare radio block-off plates. Pete Geisler, Orlando Mustang, (407) 859-0800. MCA#25047.

NOS Obsolete E3ZZ-6144268-A Ford Window Louvers for 1979-86 Mustang in the box, \$300. E5ZZ-6644210-A rear spoiler Gullwing design for 1979-85 Mustang, Cougar, and Thunderbird, \$120. C9AZ-14527-A driver's door chrome power switch bezel for 1971-72, \$25 plus actual shipping. Contact Sorenson, 19 Lisa Lane, Methuen, MA 01844, (508) 689-9600. MCA#4321.

1968-71 428CJ/SCJ/390/GT/429 CJ USA Made, and MCA Approved Replacements. Clutch Rod adaptor C80Z-7A535-A used on 1968-71 four-speed, big-block Mustangs, Torinos, and Cougars. \$14.95 each. Upper clutch rod for 1969-70 Mustangs and Cougars, C9ZZ-7521-B, \$24.95 each. Call Bill Upham at Mansfield Mustang, (508) 339-5086. MCA#26356.

Available! Correct AutoLite, FoMoCo radiator hoses, battery cables, fan belts, vacuum lines, heater hoses (all MCA approved). 1965-73 door plates and stickers, build tags, ownercards, 3M factory stripe kits.

Kevin Marti, Marti Auto Works, 5816 W. San Miguel, Suite A-4, Glendale, AZ 85301, (602) 937-4122. (602) 937-0008 FAX. MCA#24193.

1965-66 AM/8-Track w/ Mint Faceplate, all wires intact, just \$225. We still have a large inventory of 1964 1/2 - 73 NOS, New, and Excellent Used Parts. Large list includes easy to read Ford part numbers and descriptions. Please include a 52-cent large SASE with your inquiry. Mickey Neustaedter, 4664 Cliffcrest Drive, Pacific, MO 63069, (314) 458-3917. MCA#26221.

1971 And 1973 351C 4V Heads, \$150. Shelby Dual Quad Small-Block Intake, \$350. 1971-73 Ginger Standard Steering Wheel, Mint, \$200. 1971-73 Tach, \$100. 1971-73 Convertible Top Frame, Motor & Cylinder, \$450. TRADE: 1971-73 351C 4V Heads for a good pair of 1970 351C 4V heads. Tim Woodruff, 2262 Harbor View Drive, Dunedin, FL 34698, (813) 733-7892. MCA#28832.

Parting Out A 1986 SVO, Red. Excellent engine. Hit in the right side. Call Steve at (412) 695-7740. MCA#28252.

428 Cobra Jet And Boss 302 Parts. Free 21 page catalog of concours correct parts. Specializing in underhood details. Show quality distributors, snorkles, smog, PCV, clutch linkages, fuel pumps, pre-bent lines, and much more! Pony Car Specialists, 8520 Benson Road, Carroll, OH 43112, (614) 837-3820. MCA#18324.

1969-93 Mustang Fenders, \$125 each. Complete doors, \$175 each. No Rust. 1971 NACA Hood, Mint, \$270. 1969 Mach 1 Hood with scoop, \$300. Call for needs. Alex, Palm Springs, CA. (619) 327-6833. MCA#29456.

1978 Mustang II Rear Bumper, (46-Green). Offenhauser Dual-Port intake manifold and smally Holley 390cfm four-barrel carburetor for a 2.3 liter (2300cc) four cylinder. Call John at (414) 332-5616. MCA#29202.



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NOS 1965-66 Woodgrain Console Door, \$85, 1965-66 Ratchet Jack Handle, Excellent Condition, \$35. NOS 1967-68 Console Light, \$45. 1966 AM-8-Track with speaker grilles, \$600 OBO. 1965-66 center trim piece with snaps for convertible, \$70. Call Larry at (813) 791-0248. MCA#19039.

All NOS: C7ZZ-9034-A, Pipe, Fuel Tank Filler; C7ZZ-13A805-A, Horn Button Bar; C7ZZ-13520-B, Seal, Rear Lamp Body; C7ZZ-17B876-A, Bracket, Rear Bumper Guard; C7ZZ-16929-A, Dowel, Hood Latch; C5TZ-6A666-A, PCV Valve; C7ZZ-6540584-A and 85-A, Panel Assembly, Rt & Lt Lower Applique. Call Mike at (412) 276-2156 Evenings. MCA#22109.

NOS Parts For Sale, Autolite Group 27F Battery, \$1500; 1965-66 Fastback Quarters, \$1500 a pair; FoMoCo. Autolite starter solenoids, \$35 each; 6 or 8 cyl distributor caps. Call (813) 996-2001. MCA#18057.

NOS Spot Light / Mirror (Unity brand); Remote trunk release, C6AZ-65432A200-A, just \$150; 1967 radio knobs, C7ZZ-18830-A and C7GY-18817-A; 1968 radio knob for A use with console, C8ZZ-1817-D. Pete Geisler, Orlando Mustang, (407) 859-0800. MCA#25047.

Parting Out Many Rust-Free Mustangs; 1969-70 Red Mach 1 interior; Steering columns, \$100; Fenders, \$125; Instrument clusters, consoles, trimblows, doors, cowli panels, glass, wiring, brackets, bumpers, trim, other interior parts, NACA and Mach 1 scooped hoods. Thousands of parts. Sell or trade. Call Alex at (619) 327-6833. MCA#29456.

NOS 1965-66 Mustang Door Edge Guard Kit molding in original Ford packaging, C5ZZ-6520910-A, \$45. Call Jack King, 4226 Mabuni, San Antonio, TX 78218, or call (210) 653-6046. MCA 28590.

none of this. They understand the true meaning of digging, especially challenging when the only resources they have are used and NOS.

Progressive parts vendors, like *CT Mustang* (1870 Barnum Avenue, Stratford, CT 06497) are beginning to stock NOS and reproduction parts for Mustang IIs, and they're selling parts. Mustang magazines with progressive attitudes have long recognized the Mustang II for what it is - an integral part of Mustang history - and they're enjoying subscription growth.

Probably the biggest stigma facing the Mustang II isn't its looks or performance, but its name - Mustang "II". The name is a psychological barrier that separated this generation of Mustangs from the rest of the breed. Information from insiders at Ford give us pause, however. The 1979 Mustang nearly became the "Mustang III". And what if that had actually happened, then what? Would we have shunned the 5.0 liter "Mustang IIs" because they weren't "Mustangs"? Think about it, the name does not a car make.



The 1994 summer shows and excitement, not to mention the 30th Mustang Anniversary Celebration, are just a few months off. But let's adjust our mindset for 1994 with a new attitude for the Mustang's next 30 years because we're going to need it.

Let's reach out in 1994 and give Mustang IIs and their owners the respect they need and deserve. Indirectly, the future of our hobby depends on it because, United - we stand, Divided - we will surely fall.

MT

Saleen Parts, Genuine Saleen logo leather wrapped T5 shifter knobs. Unavailable from Saleen for quite some time, \$29.99 each plus UPS. Very limited quantity. Mustang Dynamics, (703) 818-9892. MCA#21700.

NOS C9ZZ-15520-B 4-Speed back-up switch and wiring, \$135. **D0ZZ-15525-A** 4-Speed back-up switch, \$75. NOS 1969 Mach 1 gas cap, \$125. NOS 1969 Mustang tail-lamp lens and bezels, \$300 set. NOS Autolite RS-12 zinc radiator cap, boxed, \$60. NOS Autolite FG-19 fuel filter, boxed, \$75. Steve Strange, P.O. Box 8035, Spokane, WA 99203, (509) 747-6183 Days. MCA#29212.

NOS Autolite AF42, AF32 Spark Plugs, \$15 Box. "FoMoCo Genuine Ford Parts" sign in box, \$150. "Autolite Batteries" sign, \$150. **D0AZ-9350-A, D7SZ-9350-B** - both fit Cleveland. FA-1 through FA-51 Autolite air filters, \$25 each. Glass for 1967 Mustang fastback, pictured, \$25. Autolite sweat shirts, \$25; tee-shirts, \$10, plus \$3 shipping. Sizes L, XL. Call Steve at (612) 869-7351. MCA#27319.

1968 Manual Shift Console, Black, Nice, \$450; 1966 emissions set-up for 289, 95% complete, \$850. Set o 390 heads w/ injector ports, \$150. Four-speed transmissions, one close ratio and one wide ratio w/ small bolt pattern, both rebuilt, \$550 each, plus shipping. Call Dan Coakley at (615) 288-8488. MCA#231.

NOS In Ford Boxes, 1969 Mustang grille, \$100; RH trunk floor, \$75; 1969 Pop-Open gas cap, \$125; 1970 LH fender splash shield, \$30; 1969 428CJ dashpot and bracket, \$35; 1970 Mach 1 decals, \$40; 1969 gas cap, mint, \$60. Call Steve Strange, (509) 747-6183 or (509) 455-9369. MCA#29212.

1969-70 Mustang Kick Panels, Blue, Green, Burgundy, excellent originals, \$25 pr. Vermillion, Blue, Black seat back panels, excellent originals, \$50 pr. Intake manifold for 1973 351C 4V, \$75; 1969 351W distributor, 4V, Auto, \$25; 1971-73 351C fan shroud, \$50; 1970 302 H-pipe, good condition, \$25. Original headlamp bulbs, \$25 - \$150. Call for more details, (510) 634-3608. MCA#30151.

Miscellaneous Wanted

1974-78 Mustang II fiberglass parts - hood, hatchback pieces, fenders and bumpers. Call (312) 589-2657. MCA#28224.

289 Hi-Po Rods, Harmonic Balancer, Main Caps. 1965 289 Hi-Po Motor Mounts, other parts. Contact Bub Bzzer, (605) 343-1950. MCA#0694.

1972 Olympic Sprint convertible wanted. Any information, literature or photos of the 1972 Cherry Blossom parade in Washington, D.C. that included 50 1972 Mustang Sprint convertibles. Contact Ken Dera, 328 Margaret Avenue, Baltimore, MD 21221-6821, (410) 391-5234. MCA#28465

New MCA Member seeking back issues of the *Mustang Times*. Would prefer to buy a complete set, but will consider any. Name your price. Mark at (503) 363-3497 evenings. MCA#28321.

Ram Air Hood For 1971-73 Mustang, and a working clock for the console. Must both be in excellent condition. Can be shipped to Long Beach, California for shipment to Australia. John Binge, 17 Whitfield Avenue, Springwood, 4127. Queensland, Australia. MCA#11713.

Parts For 1978 Mustang II, 2300 OHC Four, Offenhauser Dual-Port intake manifold, small Holley 390 cfm four-barrel carburetor, rear bumper, Fiberglass hood, trunk lid. Call John Poelstra at (414) 332-5616. MCA#29202.

1964 1/2 - 66 Left & Right Doors for a 1965 Fastback restoration. I prefer doors that are rust free, but will consider minimal rust on lower skins. Contact George Heaton, 4035 Walnut Avenue, Cardiff, NJ 08232, (609) 645-3003. MCA#25563.

Wanted - 1960s Advertising Material, memorabilia from the Sample Hart Motor Company in Omaha, Nebraska. I have an original Mustang from this dealership. Call John at (513) 831-2747. MCA#18556.

Wanted - Dealer Promos and othr plastic models in any condition. One or an entire collection. Will purchase or have rare, out of print auto books to trade. Call Ed at (919) 460-8262, or write P.O. Box 4233, Cary, NC 27519. MCA#29712.

Miscellaneous

Original Mustang Sales Literature, manuals, factory photos, etc., for all Mustangs. Specify model years with SASE for free list. Please 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, (315) 432-8282. MCA#22760

1965 Mustang Pedal Car - one of the originals sold through Ford dealers. Price: \$550. Please send an SASE for pictures to Mike Keen, 13800 Sweet Bay Drive, Little Rock, AR 72211 or call (501) 224-1988. MCA#26950.

Win A 1968 Mustang fastback, 302 V8, AT, PS, to be given away May 22, 1994 at the Kansas City Mustang National Show. Tickets are \$1 each or six for \$5. Send monies to the Vintage Mustang Club, P.O. Box 40082, Overland Park, KS 66204. For more information call (913) 631-2027.

Volunteering Pays Off

The MCA is looking for Regional Group Directors who would like to volunteer to help at the 30th Mustang Anniversary Celebration in April. Because this is an incredible undertaking, and the MCA is an all-volunteer, non-profit organization, we need your help now more than ever.

Volunteers will receive two special golf shirts for helping out. Please lend a hand. If you would like to volunteer to help at this once in a lifetime event, please contact Jim Osborn, Show Chairman, c/o the 30th Mustang Anniversary Celebration, P.O. Box 870527, Stone Mountain, GA 30087.

A Regional Group Missed

We certainly want to apologize for the oversight in December's Regional Group listing. In all the fuss and muss of Christmas shopping and fighting the crowds, we managed to miss the -

North Central Mustang Club
President, Rod Diefenbacher
MCA #21406.
315 Klump Road
Cogan Station, PA 17728

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magazine view the 1994 Camaro Z-28 LT-1 as some sort of Mustang beater. The Camaro has the cubic-inch/liter advantage, yet it beat the smaller 1994 Mustang GT V-8 by less than a second in most of the categories. From zero to 60, the LT-1 beats Mustang by .7 of a second. Drag racers will appreciate the narrow gap between Mustang and Camaro on the quarter mile - 14.1 at 101 mph for the Camaro LT-1, and 4.9 and 93 mph for the Mustang GT. How 'bout a rolling start for those who don't like to burn the tires. From 5 mph to 60 mph, still less than a one second difference 'tween the Chevy and Ford. Top end for the Mustang is 137. Camaro 156. The latter has a six-speed advantage.

Looks to us like the 1994 Mustang Cobra or perhaps the Saleen Mustang will close the LT-1 gap, and leave the low-tie looking for another neck to pin itself to. We're looking forward to this race to the finish.

Continued from page 4

JEWBUSINESS

A motion was made and approved requiring notification to any Board members that have two consecutive absences that they can be replaced if they're absent again. The President advised that he will send out these notices.

Ricky Simmons resigned from the Board. A motion was made and approved to make the National Head Judge and *Mustang Times* Editor honorary Board members. A vote was taken and Robert Winkelman from Jonesboro, GA was elected to replace Ricky Simmons.

Bill Dillard addressed Ford Motor Company's plans to sanction Mustang clubs. They are discussing this sanctioning body at Ford, but haven't made any firm decisions to date. A motion was made and approved to send the President and one or two Board members to Ford in Dearborn, Michigan to talk with Ford executives about this.

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

The next meeting of the MCA Board of Directors will be Tuesday, January 11, 1994 at the Marriott Courtyard, Windy Hill Road, in Marietta, GA. **MT**

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none of this. They understand the true meaning of digging, especially challenging when the only resources they have are used and NOS.

Progressive parts vendors, like *CT Mustang* (1870 Barnum Avenue, Stratford, CT 06497) are beginning to stock NOS and reproduction parts for Mustang IIs, and they're selling parts. Mustang magazines with progressive attitudes have long recognized the Mustang II for what it is - an integral part of Mustang history - and they're enjoying subscription growth.

Probably the biggest stigma facing the Mustang II isn't its looks or performance, but its name - Mustang "II". The name is a psychological barrier that separated this generation of Mustangs from the rest of the breed. Information from insiders at Ford give us pause, however. The 1979 Mustang nearly became the "Mustang III". And what if that had actually happened, then what? Would we have shunned the 5.0 liter "Mustang IIIs" because they weren't "Mustangs?" Think about it, the name does not a car make.



The 1994 summer shows and excitement, not to mention the 30th Mustang Anniversary Celebration, are just a few months off. But let's adjust our mindset for 1994 with a new attitude for the Mustang's next 30 years because we're going to need it.

Let's reach out in 1994 and give Mustang IIs and their owners the respect they need and deserve. Indirectly, the future of our hobby depends on it because, United - we stand, Divided - we will surely fall.

MT

NOS Spot Light / Mirror (Unity brand); Remote trunk release, C6AZ-65432A200-A, just \$150; 1967 radio knobs, C7ZZ-18830-A and C7GY-18817-A; 1968 radio knob for use with console, C8ZZ-1817-D. Pete Geisler, Orlando Mustang, (407) 859-0800. MCA#25047.

Parting Out Many Rust-Free Mustangs, 1969-70 Red Mach 1 interior; Steering columns, \$100; Fenders, \$125; Instrument clusters, consoles, rimblows, doors, cowl panels, glass, wiring, brackets, bumpers, trim, other interior parts. NACA and Mach 1 scooped hoods. Thousands of parts. Sell or trade. Call Alex at (619) 327-6833. MCA#29456.

NOS 1965-66 Mustang Door Edge Guard Kit molding in original Ford packaging, C5ZZ-6520910-A, \$45. Call Jack Klug, 4226 Mabuni, San Antonio, TX 78218, or call (210) 653-6046. MCA 28590.

NOS 1965-66 Woodgrain Console Door, \$85, 1965-66 Ratchet Jack Handle, Excellent Condition, \$35. NOS 1967-68 Console Light, \$45. 1966 AM-8-Track with speaker grilles, \$600 OBO. 1965-66 center trim piece with snaps for convertible, \$70. Call Larry at (813) 791-0248. MCA#19039.

All NOS: C7ZZ-9034-A, Pipe, Fuel Tank Filler; C7ZZ-13A805-A, Horn Button Bar; C7ZZ-13520-B, Seal, Rear Lamp Body; C7ZZ-17B876-A, Bracket, Rear Bumper Guard; C7ZZ-16929-A, Dowel, Hood Latch; C5TZ-6A666-A, PCV Valve; C7ZZ-6540584-A and 85-A, Panel Assembly, Rt & Lt Lower Applique. Call Mike at (412) 276-2156 Evenings. MCA#22109.

NOS Parts For Sale, Autolite Group 27F Battery, \$1500; 1965-66 Fastback Quarters, \$1500 a pair; FoMoCo Autolite starter solenoids, \$35 each; 6 or 8 cyl distributor caps. Call (813) 996-2001. MCA#18057.



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