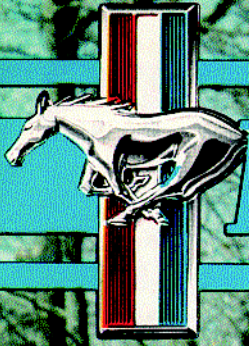


Vol. 8 No. 7/\$2.00



MUSTANG TIMES

July 1984



The Official Publication of

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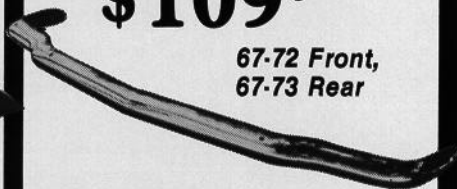
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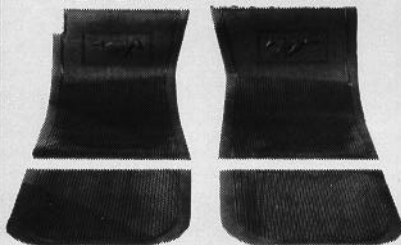
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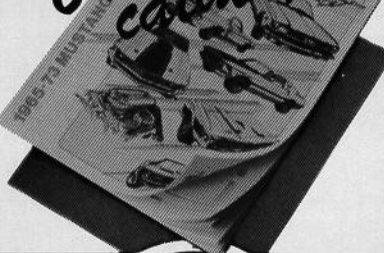
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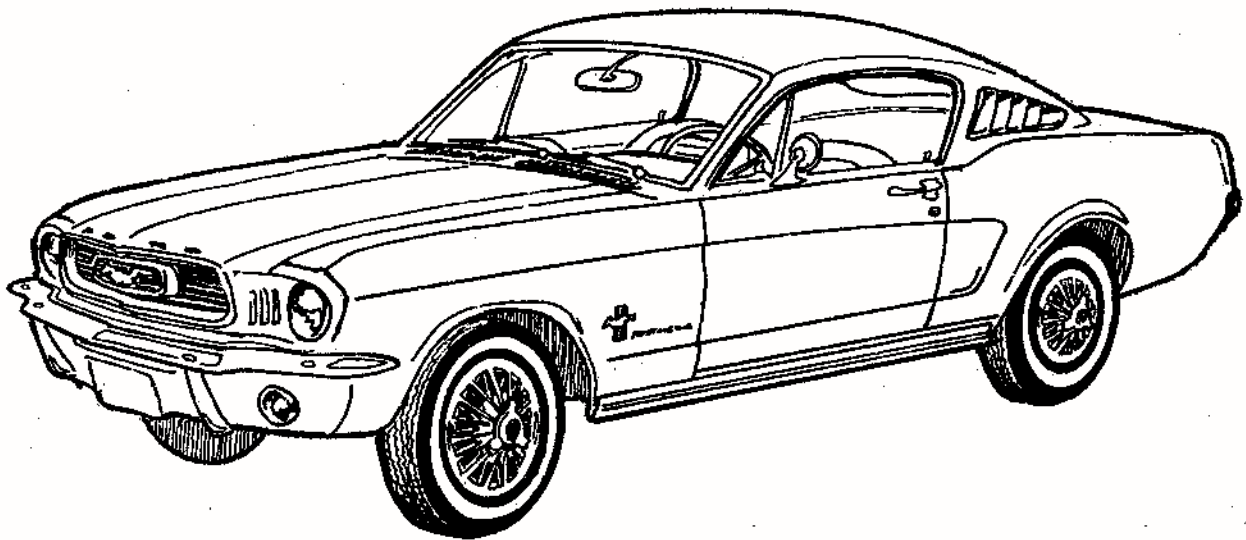


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Why a Mustang Club?

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

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

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

What Membership Means

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

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

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

Who Belongs?

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

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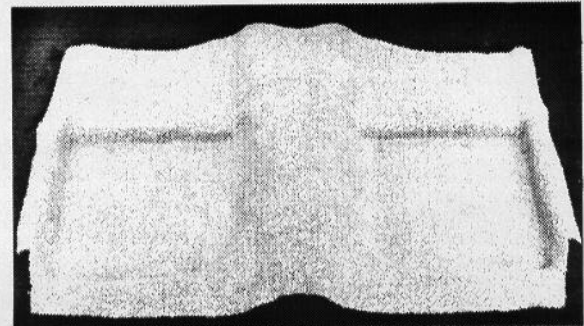
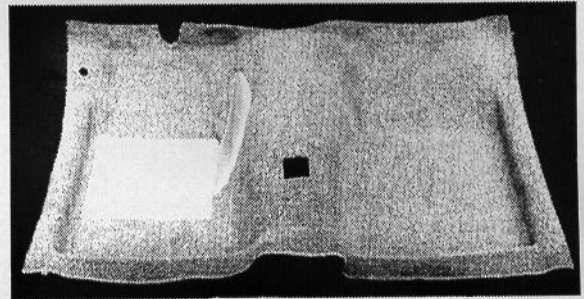
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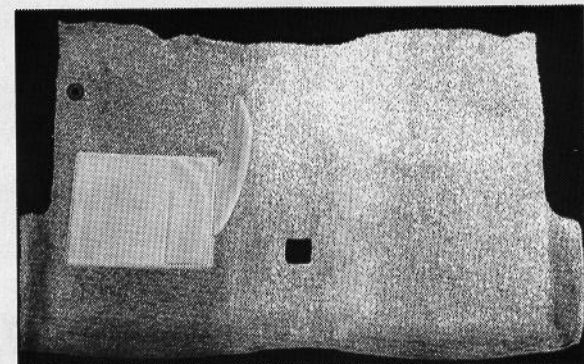
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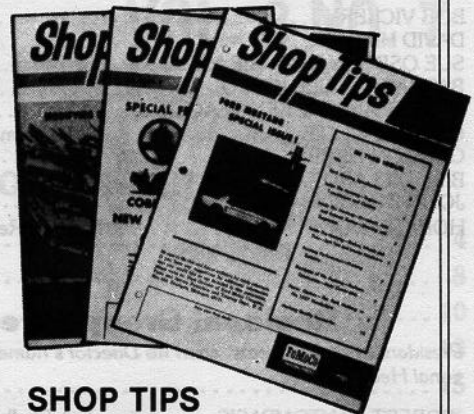
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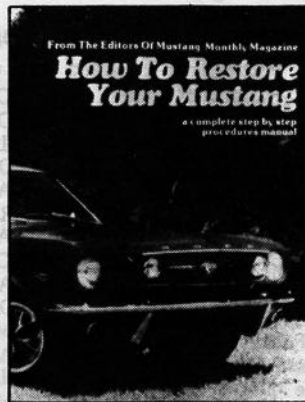
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The Official Publication of the Mustang Club of America

JULY 1984

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P.O. Box 447
Lithonia, GA 30058

OR

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8 - 12 Noon Monday thru Friday
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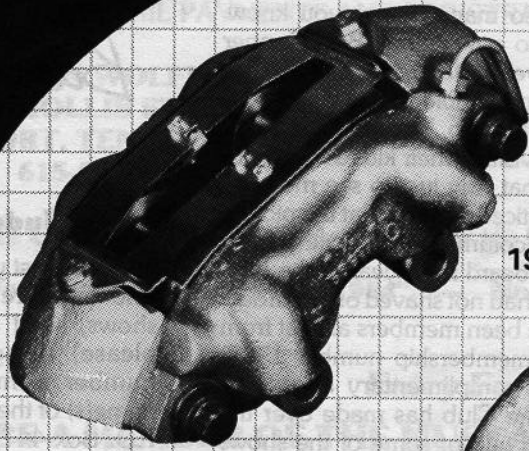
We also stock many wheels and parts for 65-73 Mustang Wheels.

SERVICE AVAILABLE FOR 65-67 ORIGINAL SHELBY WOOD WHEELS.

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

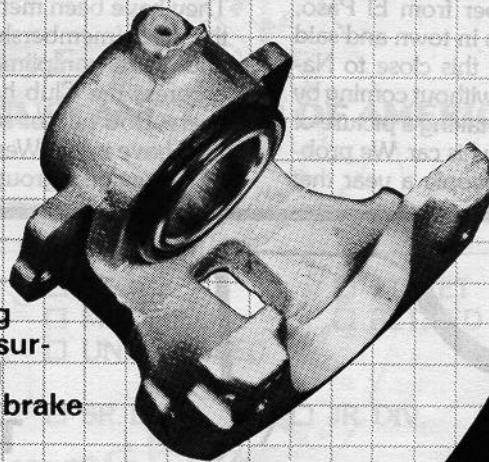
PRICES ARE SUBJECT TO CHANGE.

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1968 — '73 Mustang

1964½ — '67 Mustang*



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

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



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BRAKES CORP.**

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STAINLESS STEEL BRAKES CORP.
11470 Main Road / Clarence, N.Y. 14031

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

1964½ - '67 1968 - '73

Name _____

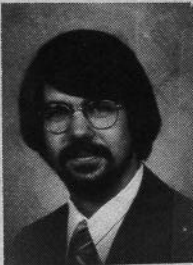
Address _____

City _____

State _____ Zip Code _____

MT-3

PRESIDENT'S COLUMN



Being President of the Mustang Club I have the pleasure of corresponding with many of our fine members from across the country. I attend all the National shows and get to meet more fellow Mustangers there also. I don't know how many of you realize that National Headquarters is actually a 8 x 6 inch post office box. The Club phone is in an office at the Wilson's residence and I work out of an office at my home as does all our other officers that correspond with the general membership.

I am relating all of this for a particular reason. Last Saturday while I was at work, a Club member from El Paso, Texas called and was in town and said he just could not be this close to National Headquarters without coming by and meeting me and taking a picture of myself and Teresa by his car. We probably don't get two people a year that

have any real interest in coming by but these people were very enthusiastic and even compared meeting the President of the Mustang Club with seeing President Reagan. Most of the time I am at a disadvantage when meeting any of our Mustang friends because you know more about me than I know about you. My poor old mind only remembers so many names you know. But back to our visitors; Bob Conner and his lovely wife drove their 1964½ Mustang convertible all the way to Atlanta from El Paso, Texas. I must admit they were visiting their kids and did not come all that way just to see me.

They noticed right off that the picture above this column is a little old (I have not had a beard for a year and a half) although I had not shaved on Saturday. They have been members almost from the start (membership number 1391) and were complimentary about the progress the Club has made over the years. Bob told of some of the shows they have in the West and about some of the regional groups they have dealt

with. We talked for a while, looked over his '64½, took pictures, uncovered Teresa's 1972 and showed it off a little and they drove off headed next for Murphy, North Carolina.

I think the Conner's represent the type of members we have in the Club — ENTHUSIASTIC!

Judging Sheets

To request your judging sheets from one or more of the 1984 National shows, send a SASE (20¢ postage, please) along with your car entry number from the show(s) and the name(s) of the show attended to MCA, P.O. Box 447, Lithonia, GA 30058.

Please allow 3 to 4 weeks for processing.



Announcing The Mustang Club of America 1984 Membership Drive

Beginning in May any member who signs up a new member on the application form on the inside cover of the *Mustang Times* with the mailing label on the reverse side will receive a free "A Legend Turns Twenty" T-shirt. These T-shirts will be available only through the membership drive campaign. You can earn as many shirts as you want so get started recruiting new members today!

(Be sure to indicate the size shirt required (small, medium, large, or ex-large) next to your mailing label on the reverse side of the application form.)

Shelby Vaughan
Rt. 2 Belton
Luffin Rd
8A

Mustang Club of America's 20th Anniversary Grand National Kingsport '84

CHARLES
822 SHARON
TIP
9-10-11

Hosted by the First Tennessee Regional Group, M.C.A.
August 10, 11, & 12, 1984

Headquarters: Ramada Inn, Kingsport, Tennessee. For room reservations phone 615-245-0271. Rates are \$48.00 per night. Be sure to state that you are a member of MCA.

FOR ADDITIONAL INFORMATION CONTACT SHOW COCHAIRMEN:
ALSO MAIL PAYMENTS AND REGISTRATIONS TO:

DON WOLFE
637 HOLLIS STREET
KINGSPORT, TENNESSEE 37660
615-247-4292

GARY CHILDRESS
5120 WOODSWAY
KINGSPORT, TENNESSEE 37664
615-288-4498

Make Check or Money Order Payable to: First Tennessee Regional Group

Deadline to register cars "August 1, 1984" — No car registrations accepted at the show!!!

Entry Form

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

Name _____ Membership No. _____ Exp. Date _____

Address _____ City _____ State _____ Zip _____

Year _____ Body Style _____ Serial No. _____ STOCK STREET \$5.00

Year _____ Body Style _____ Serial No. _____ MODIFIED RETIRED

UNRESTORED SR. DIV. JR. DIV.

PONY CORRAL — \$15.00 EACH

Registrations received by August 1, 1984, will receive free T-shirt. Size _____
Swap Meet Spaces (10 x 20) \$30.00 each space — Number needed _____ \$ _____

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

Raffle tickets for '65 Fastback at \$1.00 each — Number needed _____ \$ _____

Drawing: Saturday, August 11, 1984, 4 p.m., Show Site (Proceeds to charity)

What classes are you certified to judge? _____

Will you judge: Yes? _____ No? _____

AWARDS BANQUET RESERVATIONS

Saturday, August 11, 1984 — 7 p.m.	Adults \$14.00 Each	\$ _____
Ramada Inn, Kingsport, Tennessee	Children 10 and Under	\$ _____
	\$6.00 Each	

I agree to abide by all rules and regulations of the Mustang Club of America and understand that I am responsible for my automobile and merchandise. I agree to release all liability from Mustang Club of America, First Tennessee Regional Group, Ramada Inn (and associated personnel) for any damage, injury, lost, or stolen merchandise from this event. I also agree to leave my car or vendor space stationary.

Signature: _____ Date: _____

For Additional Information Call: **President - Ernie Stout, 615-349-7762**

EVENT CALENDAR

- July 6-8 Dixie National, Birmingham, AL. Hosted by the Birmingham Mustang Club. For information contact Bob Wood (205) 956-0192 or Bill Rodgers (205) 744-9922.
- July 8 4th Annual Mustang — Ford Car Show. Huston Ford. Hosted by the Centre Region Mustang Club. 2 miles East of Huntingdon, PA. Indoor/outdoor Flea Market spaces available. \$3 per car pre-registration; \$5 day of show. For more information contact Mike Beaver (814) 643-1243 or David Runkle (814) 355-2270.
- July 13-15 Fourth Annual Music City International Mustang Roundup, Crown Ford, Nashville, TN. Hosted by the Music City Mustang Club. For more information contact Gary Alsobrook (615) 262-5757 days, Connie Gately (615) 754-5770 days/nights and Mike Whitley (615) 758-8930 nights.
- July 14 Roundup '84, Magic City Ford, VA. Hosted by the Mustelby Mustang Club. Rain date July 21. For more information contact Richard Graham (703) 362-0502 or Howard Nichols (703) 721-3761.
- July 15 6th Annual Car Show and Flea Market, Washington, DC. Show location to be announced. For information contact Fred Richmond (703) 323-9642 evenings or Paul Jordan (703) 476-0135 evenings.
- July 15 2nd Annual Eastern Pennsylvania SAAC Mustang-Shelby Ford Show. McCafferty Ford, Route 1 and Woodbourne Rd., Langhorne, PA. Judged MCA classes. Hosted by the Pennsylvania Shelby American Auto Club. For information contact Joe Manduke (215) 345-7342.
- July 20-22 National Convention and Show, Great Bend, Kansas. Hosted by the Shelby Owners of America, Inc. Drag Races — Auto Cross — Car Show. For more information contact Randy Schwartz, RR 4, Box 179A, Great Bend, KS 67530.
- July 21 7th Annual Mustang Round-up and Swap Meet, Roberts Ford, Alton, IL sponsored by the Southern Illinois Mustang Association and Roberts Ford. All 65-73 Mustangs and Shelybs welcome. Entry fee only \$7. Rain date July 22, 1984. For more information send large SASE to Harry N. Kulp, 214 Chelsea Ln., Brighton, IL 62012 or call (618) 372-8488 or 465-2482.
- July 22 2nd Annual Mustang and Shelby Auto Show and Swap Meet, Lindale Mall, Cedar Rapids, IA. Hosted by the Eastern Iowa Mustangs. Overnight accommodations and security. For more information contact Bob Reihman (313) 628-4332 or Dave Sargent (319) 842-2459.
- July 22 1st Annual All Ford Car Show. Jim McKain Ford, Route 19, Wexford, PA. Hosted by the Three Rivers Regional Group. For more information contact Donna Penkova, 4803 Bert Dr., Monroeville, PA 15146 (412) 856-8923.
- August 3-5 Super Run '84, Washoe Country Rancho San Rafael Park, Reno, Nevada. Ford more information contact the Super Run, Inc., 2901 S. Highland Dr., #12, Las Vegas, NV 89109, (702) 369-2855.
- August 10-12 4th Annual Street Machine Nationals, Utica, MI. Ford Proving Grounds off Van Dyke Avenue. Hosted by the Super Ford Magazine. For more information contact Super Ford Magazine, P.O. Box 359, 172 Fall St., Seneca Falls, NY 13148 or call (315) 568-2011.
- August 12 1st Annual Detroit Performance Cars and Swap Meet, Zollner Stadium, Ft. Wayne, IN. For more information contact Rainbow City, 1418 Broadway, Ft. Wayne, IN 46802 or (219) 442-7790.
- August 10-12 1984 Grand National, Kingsport, TN. Hosted by the First Tennessee Regional Group. For information contact Gary Childress (615) 288-4498 or Don Wolfe (615) 247-4292.
- August 12 4th Annual Car Show, Wahoo, NE. Hosted by the Saunders County Auto Association. For information contact Tim Bern, 525 N. Walnut, Wahoo, NE 68066 (402) 433-3155, or Alan Tast, Route 1, Box 102, Yutan, NE 68073 (402) 625-2321.
- August 19 Coopersburg, PA Car Show and Flea Market, Saucon Valley Living Memorial Park. Hosted by the First Pennsylvania Mustang Club. For more information contact Ken Floyd, 430 Kalmia St., Warminster, PA 18974 (215) 672-0434.
- Aug. 31-Sept. 2 Rio Grande Regional '84, Albuquerque, NM. Hosted by the Rio Grande Regional Group. For more information write Rio Grande Mustang Club, 9716 Trumbull, SE, Albuquerque, NM 87123.

- September 7-9 Adirondack Northeast Nationals, Lake George, NY. Hosted by the Adirondack Shelby-Mustang Regional Club. For more information write Adirondack Shelby-Mustang Regional Club, P.O. Box 107, Burnt Hills, NY 12027 or call Steven (518) 869-7979, John (518) 885-9013, Debbie (518) 861-7270 or Jamie (518) 372-4083.
- September 8-9 1st Annual Raccoon Mountain "All Ford" Show, Raccoon Mountain Camping Grounds, Alpine Slide, 4328 Cummings Highway, Chattanooga, TN. Hosted by the Scenic City Regional Mustang Club of America. For information contact Roy Willhoit, (615) 867-1243, Jim Johnson (615) 894-2068, or Junior Downer (615) 842-4293.
- September 8-9 4th Annual Mustang-Shelby Ford Car Show and Swap Meet, Travel Lodge/Viscount Hotel, NJ Turnpike Exit #4 at Rt. 73. Hosted by the South Jersey Regional Mustang Club. For more information contact S.J.R.M.C., 681 N. Mill Rd., Vineland, NJ 08360 or call Rich Riley (609) 696-8643 or Joe Rementer (609) 589-5409.
- September 14-16 Fall National, Columbia, SC. Hosted by the Central South Carolina Regional Group. For information contact Craig Zoin, P.O. Box 2614, Columbia, SC 29209 (803) 533-1410 day or 791-3149 night.
- September 23 "Meganood '84," Folsom between 7th and 11th St. Hosted by the Folsom Street Fair. Showcasing classic cars with works of art for the first time. For more information send SASE to Classics, 74 Langton St., San Francisco, CA 94103.
- September 29 3rd Annual Car Show and Swap Meet, Mitchell-Howell Ford, Martinsville, VA. Hosted by the First Piedmont Regional Group. Rain date October 6. For more information call (703) 694-4232 or 694-4456.
- October 7 3rd Annual Fall Auto Parts Swap Meet, Youth Center Building, Monticello, IA. All vendor reservations must be made in advance. For more information contact Ralph or Galen Muller, 853 Southhaven Drive, Monticello, IA 53210. (319) 465-5119 or (319) 465-5380.
- October 13 Mustang Rally and Swap Meet, Parkway Ford, Winston-Salem, NC. Hosted by the First Piedmont Regional Mustang Club. Rain date October 20. For more information call (703) 694-4232 or (919) 724-5921.
- October 26-29 17th Annual "Great Pumpkin" Car Show. Hosted by the Southern Arizona Mustang Club. For more information contact Mrs. Cathy Wren, 2025 Heatherbrae Circle, Tucson, AZ 85715 (602) 885-0963.

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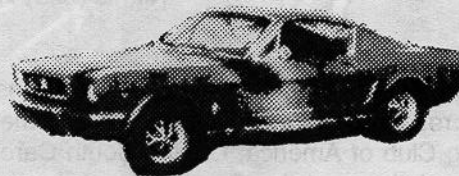
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- Mechanical Repairs
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MUSTANG CLUB OF AMERICA

FALL NATIONALS

Hosted by the Central South Carolina Regional Group
September 14-16, 1984

SHOW SITE
South Carolina State Fairgrounds
Columbia, SC

BANQUET
Location and price to be announced
7:30 PM on Saturday, September 15

HEADQUARTERS
Carolina Inn
937 Assembly St.
Columbia, SC 29202
Rate: \$39 (1 to 4 people)
Specify Mustang Show
(803) 799-8200

Entry Form

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

Name _____ Membership No. _____ Exp. Date _____

Address _____ City _____ State _____ Zip _____

Year _____ Body Style _____ Serial No. _____ S M U S S R \$ _____
T O N T R. E

Year _____ Body Style _____ Serial No. _____ C I E E D T \$ _____
K F S E T V T I R E D

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

Number needed _____ \$ _____

Raffle Tickets \$1 each for 1966 Pony Convertible

Number needed _____ \$ _____

Free T-Shirt for pre-entry. Size _____

Pre-entry deadline August 3, 1984. Car registration \$10 for pre-registration.

Late entry deadline is August 31, 1984. Car registration \$15 for late registration.

NO CARS WILL BE REGISTERED AFTER AUGUST 31, 1984.

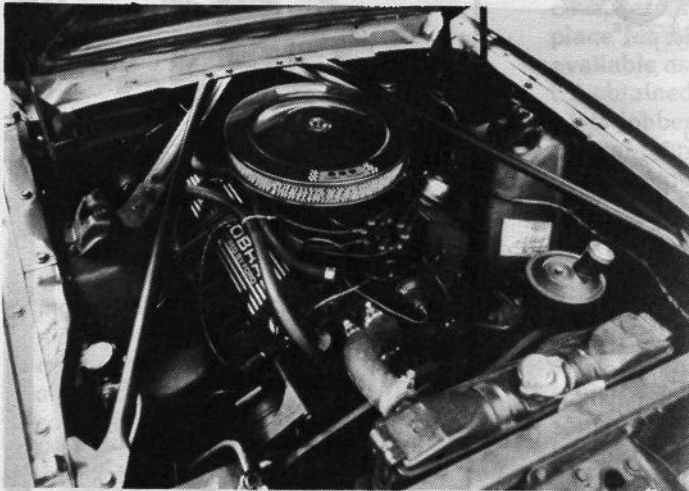
Mail payments to: Central South Carolina Regional Group
P.O. Box 2614
Columbia, SC 29202

For additional information contact: Craig Zion
Days (803) 533-1410
Nights (803) 791-3149

Robert Oswald
(803) 755-1299

I agree to abide by all rules and regulations of the Mustang Club of America and understand that I am responsible for my automobile and merchandise. I agree to release all liability from the Mustang Club of America, Central South Carolina Regional Group, South Carolina State Fairground Association and the Carolina Inn for any damage, injury, lost or stolen merchandise from this event.

Signature _____



Rangoon Red Convertible

John Waldron was a resident of Honolulu, Hawaii in 1965 and it was there that he purchased his 1965 convertible. This Rangoon red convertible was manufactured on January 13, 1965 at the San Jose plant and is equipped with standard interior, full length console, woodgrain steering wheel, day/night mirror, 289 engine with dress-up kit, automatic transmission, style steel wheels and white convertible top.

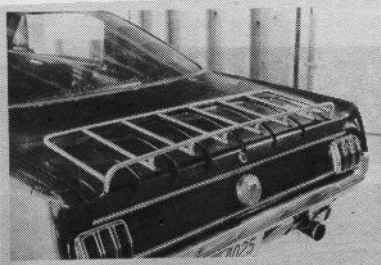
In 1967 John moved to Pennsylvania taking his convertible with him. During the years the car has been used not only by John but also by members of his family resulting in 107,000 miles. New floor pans and torque boxes have been installed and the engine has been completely detailed with the assistance of Mid-County Mustang in Exton, Pennsylvania.

The convertible is carefully maintained and is now used on a more limited basis. With each appearance this pony draws plenty of attention.

MT

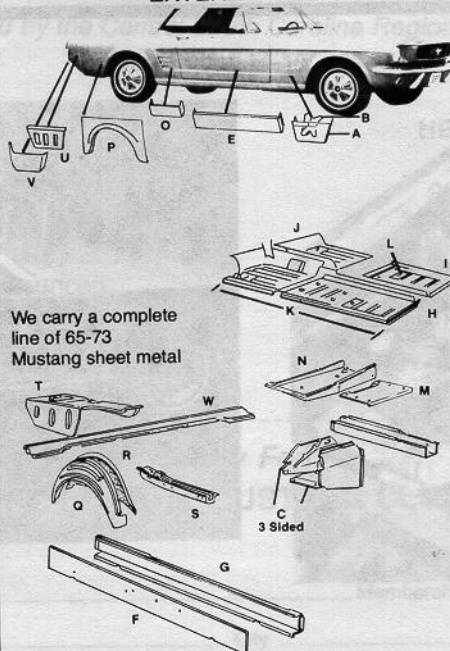


ACCESSORIES



FREE 1984 CATALOG

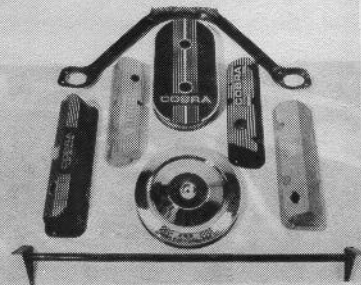
EXTERIOR PARTS



We carry a complete line of 65-73 Mustang sheet metal

¹ Due to the difficulty involved with their installation, long front or full side floors are not recommended for use in convertibles.
See Remainder of Exterior section for additional body panel listings.

MECHANICAL PARTS



INTERIOR PARTS

The Most Experienced Mustang Restorer in The United States

Glazier's Mustang Barn

531 Wambold Rd., Souderton, PA 18964 — Open 9-5 Mon.-Fri.; 9-4 Sat. (Parts Only)

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(215) 723-9674

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PARTS: Cont. USA Exc. PA

PARTS: All other locations

Service Department

(PA area only)

New Products and Special Prices

Accessories
Poster

20 years of Mustangs new \$6.00 ppd.

Car Covers

0158 1965-68 Cpe. or Cvt.¹ ... Special \$120.00
0159 1965-68 FB, 69-70 all¹ ... Special 120.00
0160 1965-68 Cpe. or Cvt.² ... Special 100.00
0161 1965-68 FB, 69-70 all² ... Special 100.00
0162 1971-73¹ ... Special 120.00
0163 1971-73² ... Special 100.00
0165 Storage bag for covers listed above ... 5.00

¹Superior water repellent technalon fabric
Recommended for cars kept outside

²Water repellent tan flannel
Recommended for cars kept inside

Also available Green Drill loose fit car covers ... Special 80.00

Exterior Parts

Grill Horse and Corral
0521 1966 std. ... Special 40.00

Hood Tachometer

0968 69-71 ... New 90.00

Torque Box (3 sided)

1224 68-70 RH Cpe. or FB ... New 60.00
1225 67-70 LH Cpe. or FB ... New 60.00

Rear "Under" Seat Panel

1266 65-68 RH ... New 45.00
1267 65-68 LH ... New 45.00

Quarter Repair Panel (wheel flare to door)

1594 65-66 RH ... New 55.00
1595 65-66 LH ... New 55.00
1596 69-70 RH ... 80.00
1597 69-70 LH ... 80.00
1598 71-73 RH ... 80.00
1599 71-73 LH ... 80.00

Lower Rear Quarter

1663 71-73 RH (12") ... New 40.00
1664 71-73 LH (12") ... New 40.00

Gas Cap

1903 67 (exc. GT) ... New 40.00

Window Weatherstrip Kit

2610 65-66 FB, RH and LH, door, outside and inside (4 pcs.) ... New 30.00
2611 65-66 Cpe. or Cvt., RH and LH, door and quarter, outside and inside (8 pcs.) ... New 40.00
2612 67-68 Cpe., RH and LH, door and quarter, outside and inside (8 pcs.) ... New 40.00
2613 67-68 Cvt., RH and LH, door and quarter, outside and inside (8 pcs.) ... New 40.00
2614 67-68 FB, RH and LH, door, outside and inside (4 pcs.) ... New 30.00

Rear Window Weatherstrip

2707 67-68 FB ... 100.00
2708 69-70 FB ... Special 55.00

Interior Parts

Dash Pad
65 or 66 Black, Blue ... Special 145.00
65 or 66 Other colors (dyed) ... Special 160.00

Headliner

3076 65 Cpe., Med. Blue ... New 35.00
3077 65 FB, Med. Blue ... New 35.00
3080 67-68 Cpe., Med. Aqua ... New 35.00
3081 67-68 FB, Med. Aqua ... New 35.00

Sunvisor Bracket (pr.)

3119 67 Cvt., RH and LH (incl. pivots) ... 80.00

Heater/Defroster Air Chamber

3231 65-69 (exc. 69 w/AC), plastic ... New 40.00

Heater Seal Kit

3238 65-66 ... New 12.50
3239 67-68 ... New 12.50

AM/FM Stereo Radio and Cassette Player

3440 65-66 aftermarket ... Special 140.00

Gear Shift Knob

3505 65-67, Manual, 3-speed ... New 30.00
3507 68-69, Manual, 4-speed ... New 30.00

Shift Boot Retainer M/T

3567 Late 65-68 ... New 15.00

Door Courtesy Light Wire Harness

3971 65-66 w/Pony int. & door speakers, RH or LH ... New 33.00

Arm Rest Base

4075 65-66 RH or LH w/std. interior¹ ... Special 12.00

Pony Door Panel Assembly (pr.)

65 or 66 all colors ... Special 140.00
¹Not incl. moldings or cups

Top Boot

5381 67 saddle ... 42.00

Top Boot Storage Bag

5384 Black ... 5.00
5385 White ... 5.00

Cvt. Top Tacking Strips (3 pc. set) rpl.

5435 65-68 ... New 115.00

Trunk Mat

5502 65-66 Cpe. or Cvt., plaid (matches available tire cover) ... 20.00
5503 65-66 FB, plaid (matches available tire cover) ... 20.00
5514 67-68 Cpe. or Cvt., speckle, rubber ... 30.00

Mechanical/Operational Parts

Styled Steel Wheels

6023 Magnum 500 14" x 7" ... Special 90.00
6024 Magnum 500 15" x 7" ... Special 90.00

Tri-Y Headers

6400 65-66 GT-350 (will fit 289 or 302) (incl. attaching hdwe.) ... Special 150.00

Tailpipe Extension Dual Exhaust

6460 65-66 GT RH w/289 ... Special 50.00
6461 65-66 GT LH w/289 ... Special 50.00

Battery Post Rubber Shield

6724 65-66 (mounts on fender apron) ... New 2.00

Firewall To Engine Ground Wire

6880 65-67 ... New 5.00

1965-1973 MUSTANG PARTS AND SERVICE

Shipping costs are extra. Prices and availability are subject to change. MC-VISA-COD.

A F S R K E D

Do you have a question of a technical nature, and you're just not sure about the answer? Ask us. Fred Glazier of Glazier's Mustang Barn is now assisting us with the technical information portion of our publication. Please send all questions directly to National Headquarters. Your answer will appear in an upcoming issue of Mustang Times.

Q. Dear Fred,

I have a 1972 Mach I with the 351 2-V. This summer I want to do something to the engine to make it more of a performance car. I was wondering if you could change the 351 2-V into the 351 HO built in '72? If not, any suggestions as to building up the engine would help.

Would a tri-power set-up fit a 351?

Tommy Nabors
Columbus, MS

A. Dear Tommy,

You could do modifications to the 351 2-V to increase the output; however, you could not convert it into a 351 HO because of the many differences in internal parts.

The Tri-power from a 406 would not fit a 351.

Fred

Q. Dear Fred,

I have a 1968 GT hardtop and I have to replace the front coil springs. When I used to work for Ford I knew they had a special tool for this.

I no longer have access to this tool. Is there any tool I can purchase for this job? External spring compressors do not seem to work because of limited space, or will they?

Mike Grentus
Towaco, NJ

A. Dear Mike,

We do use an internal spray compressor to remove and replace Mustang coil springs. It is available as OTC Part # and can be obtained through your local parts jobber or you could probably rent one from a local tool rental company.

Fred

Q. Dear Fred,

I own a '66 coupe, 289, with P/S and A/T.

When hitting a dip, there is a clunking noise in the front end as if something is loose. The noise is louder when turning and hitting a dip. At this time it is felt in the steering wheel as a jerk.

While driving, the car wanders.

I have replaced the shocks, tires, upper ball joints, shock saddles, lower arm assembly, strut rod bushings, P/S hydraulic control ball stud, steering column bearing, and stabilizer bar bushings, but the noise is still the same. Also the wheels have been balanced and front end aligned.

When inspecting the car on a rack, everything is tight.

What do you think is causing this problem?

Andy Parrino

A. Dear Andy,

I would check the condition of the motor mounts and the motor mount attaching brackets that attach to the frame. If the bolts are loose this could cause the noise you describe. You might also check the upper and lower control arm bushings for wear.

The worm and sector in the steering box could be worn or out of adjustment to cause the wandering in the steering. You might also check the condition of the rear axle components. Any shifting in the rear can also cause the sensation of steering wandering.

Fred

Q. Dear Fred,

I am a member of the Mustang Club of America, and have a problem finding the difference between

a 351 4-barrel Cleveland and a 351 Cobra Jet engine. The car is a '72 Mustang convertible and the person I bought the car from told me it is a 351 Cobra Jet. Since all 351 4-barrel engines identification numbers for that year is a "Q" except for the 351 high output which is an "R" it has made it difficult for me to justify what engine is really in my car. Your help would be greatly appreciated.

Leonard Wessil
Vernon, NJ

A. Dear Leonard,

The 351 Cleveland has canted valves with multi-groove keepers, hydraulic cam, pedestal-mounted rocker arms with "Sled" fulcrum seats that are retained with cap bolts. Heads for 2-V have "open" chambers with rounded ports while 4-V heads have larger rounded intake & exhaust ports. The 351 Cleveland Cobra Jet has 4-bolt main caps. Hope this clears up some of the confusion.

Fred

Q. Dear Fred,

I have just purchased my second 1967 coupe. When checking it out I realized that it has all the equipment for air conditioning on the engine, but nothing inside. It looks as if it had an underdash air conditioner at one time (i.e., smashed carpeting under dash and a hole in the flooring possibly for a drain hose). Is this original? Could this be a dealer-installed unit? Where can I get this unit?

Any information will be a great help.

Ron Brunson
York, PA

A. Dear Ron,

Ford did offer an underdash dealer-installed air conditioning for your car. This unit is no longer available through Ford but could probably be located through a Mustang vendor or at an automobile flea market.

Fred

MT

The Mistress

By
Harold R. Wiltraut

I remember it well! It was a Friday afternoon following Thanksgiving, and any sane person would have been watching a football game and nursing a turkey hangover. Instead, I was lying on a cold garage floor trying to convince myself that I was happily pursuing a rewarding hobby . . . restoring an old car. My neck ached. My arms felt as if they had been holding up the entire world instead of an oxy-acetylene torch. I was chilled to the bone, and to complete my misery, a hot spark had just found its way into my left ear.

As I labored away, I tried to console myself by thinking of all the things I had ever done in my life which could be considered dumber than buying a down-at-the-heels collector car. I couldn't come up with a single thing (except maybe joining the Army) and that only added to my misery.

I had no one to blame for my predicament but myself. I should have been aware of the many difficulties involved in restoring old cars from the many car shows I had attended over the years, and from all the "car-nut" magazines I had devoured. But, apparently not much stuck, so here I lay, on my cold behind.

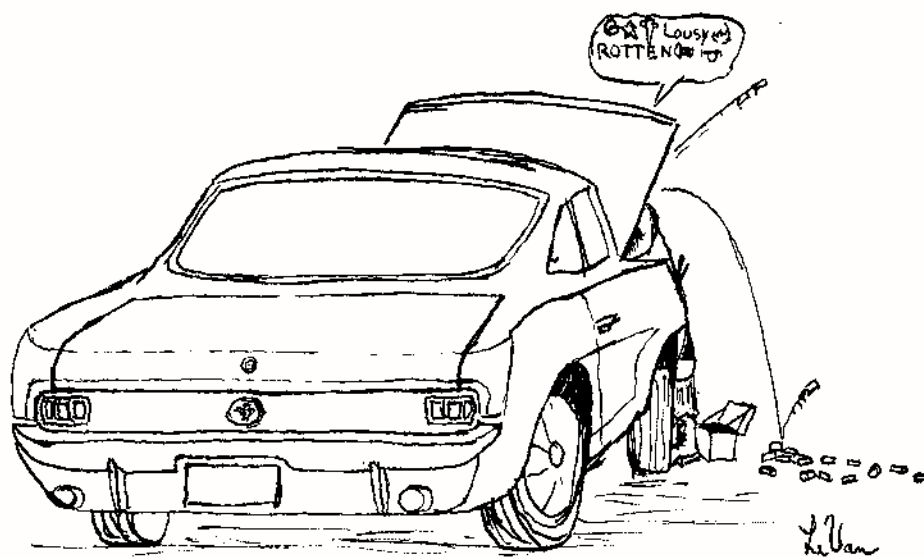
I did have one consolation though, in the form of a good friend, Hoppy Halpin. He was quietly shivering alongside of me, apparently secure in the knowledge that one had to be kind to drunks, mad Englishmen and dreamers such as I who bought clapped-out collector cars.

And I was a dreamer . . . with a dream that had started 18 years ago when I had my first glimpse of a beautiful mistress in the form of a pure-white '65 Mustang convertible. But the mistress now squatting above us had turned out to be a decrepit old lady. Her white paint was grey and cracked, and it hid more colors than a rainbow. She was swaybacked, knockneed and fatigued. Her "facelift" had been installed with few bolts and much faith. (She jiggled when she moved.) She had lost her I.D. papers and to complete her indignities, she had a buckled rear. As Hoppy and I undressed her further and further we discovered more and more problems, and thus began a year-long adventure in the dubious art of amateur Mustang restoring, (Hoppy actually did most of the work, in his own garage, no less, while I spent a good deal of time just standing around . . . in awe.)

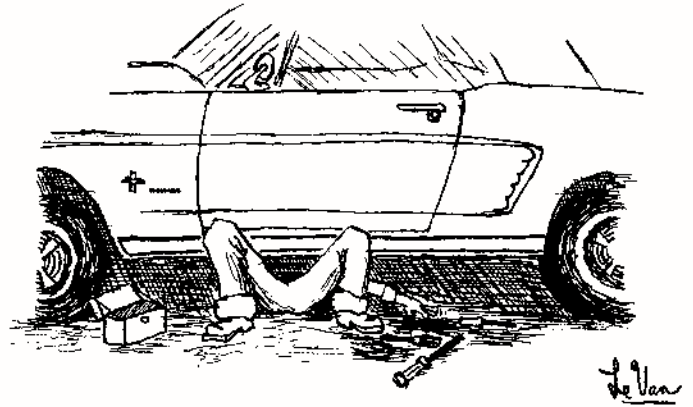
I don't wish to bore the reader with the fine details of this adventure, but I would like to highlight some of the great truths I learned from it. Certain of these truths are so profound they can almost be considered laws. Also, they've had the benefit of multiple testing, not only by me, but by anyone who's ever fooled around with cars, and the results do repeat.

Here then are my learned observations:

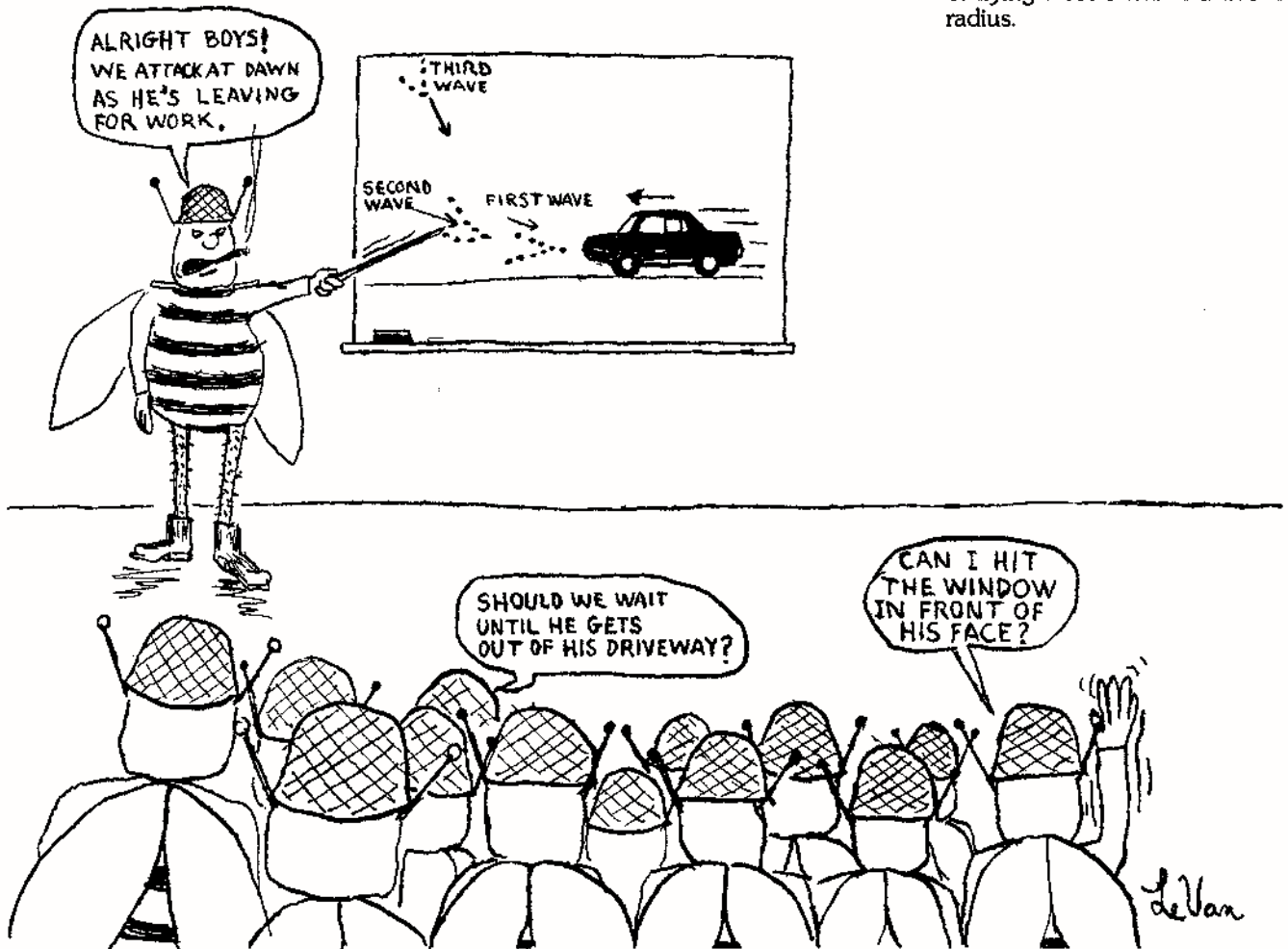
1. All rubber covered electrical cords, air hoses and gas lines have a built-in design characteristic which allows them to become hopelessly entangled when in use. One overcomes this annoyance only by substituting rigid copper tubing for the rubber.
2. The inexperienced (read amateur) eye cannot readily discern a one-sixteenth inch size difference between a nut and a wrench. This problem is easily overcome, though. Simply move the tool box as close to the nut as possible, or do as a photographer does with his exposures; bracket the wrench sizes. The unneeded wrenches can be carried in your right rear pants pocket.



3. Screwdrivers, when dropped on the floor, will always roll at least 1 inch beyond one's normal reach. Avoid this aggravation by always carrying two extras in your left rear pants pocket.
4. If "anything" is planning to drop from the bottom of an old car, it will always wait until one's face is directly beneath it. This simple fact can be verified by studying Newton's 2nd Law of Universal Gravitation, a U.S. Air Force Bombardier's Training Manual, and Webster's definition of the word "obnoxious." Be careful of this one because there's more to it than "meets the eye." Any defense? Not much really, except to at least keep your mouth closed when working under an old car and always carry a wiping cloth in your right front pants pocket.



5. The quality of a new paint job is directly proportional to the number of flying insects within a five mile radius.



6. The human back was not designed to work over, under and around automobiles. This fact might account for some of the grumpy auto mechanics we've all run into at one time or another.
7. Trouble-lights (especially the ones with the little hook) always cast at least 90% of their illumination on areas where it is not needed. Therefore, it is always a question of whether or not the remaining 10% is adequate for the task at hand. It usually isn't, so always carry a flashlight in your left front pants pocket.
8. A certain percentage of the parts removed from a car are not needed when it's put back together again. I might get an objection from Mr. Goodwrench on this (unsafe repair job, you know) but, I have a box of assorted parts in my garage which I know for a fact came from my Mustang, and it runs perfectly fine without them. Incidentally, these extraneous parts can be collected in your shirt pockets or pant cuffs while working.
9. When visiting an auto-parts jobber or flea market, always assume you're going to come away with only one-half the parts you wanted, and that they will cost twice as much as anticipated.
10. Don't automatically believe the parts clerk when he reads from his big parts book and tells you that Part #49303954-0kk103-40 is going to fit your Mustang. This is impressive as hell, but it will not add the required third hole in the flange of the struggle-buggy suppressor when you're trying to install it.
11. This item pretains to auto junk yards, and can at times literally spell the difference between life and death. To stress its importance and to make it easy to remember, I've broken it into two separate parts:

- a. Always carry copious quantities of salt water taffy in your tool box for the junkyard dog. This keeps both him and his jaws occupied.
 - b. Always loudly announce yourself when approaching a derelict car in order to allow the critters which might be inhabiting it, time to make their escape. This can be accomplished by singing, or by banging on a body part and exclaiming "Wow, what a nice straight '66 Fastback."
- There is an important corollary to Part b., however . . . there does exist in this world such a thing as a deaf snake.
12. No one should even consider restoring an old car without the support of good friends and an understanding mate.

Well, there are my Twelve Great Truths of Amateur Auto Restoring. They aren't chiseled in stone, but they are borne out of a little blood, some sweat and much aggravation.

My adventure is over now, but I occasionally think back to that grey November afternoon . . . and to the times of frustration, scraped knuckles and impending bankruptcy. But all is well now, especially when I'm riding around on a soft summer's night, with the wind in my hair, Willie Nelson on the old DeLuxe, and people turning their heads in envy as I pass. Yes, all is well. Hoppy still considers me a friend (I think), my wife has cancelled the divorce proceedings and I'm the proud guardian of a lovely, pure-white mistress (and topless, too). How lucky can a guy get!!!

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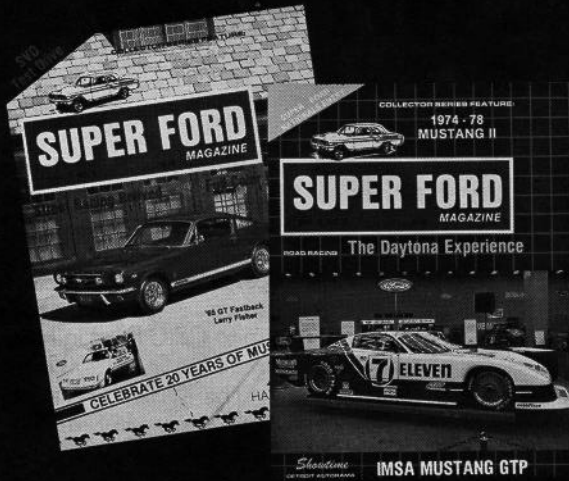
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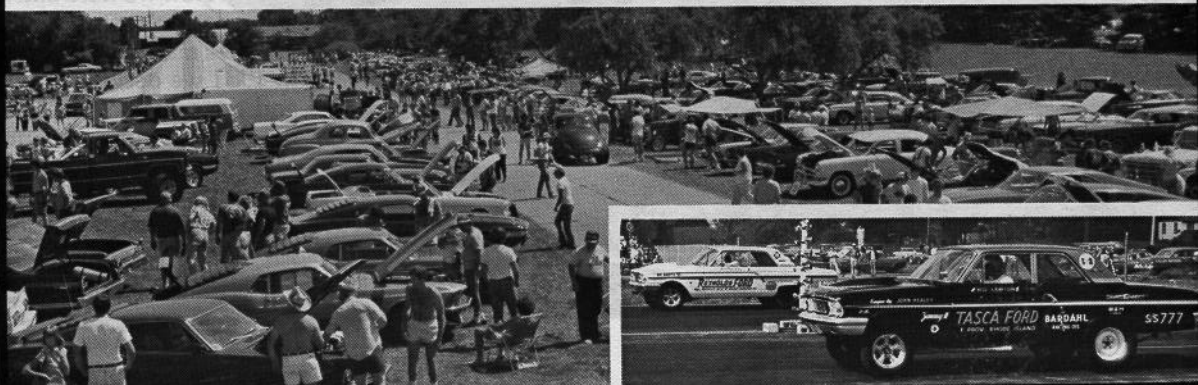
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Jim & Peg Wak's 1971 Mach I



Early one Saturday morning in August of 1971 I went over to the garage and fired up my 1968 GT-500KR for the last time. The car was taking its one last ride, with me as the owner, (dumb move . . . yes). The KR was on its way up to C&C Ford in Horsham, PA to be traded in for \$1900 on a 1971 Mach I.

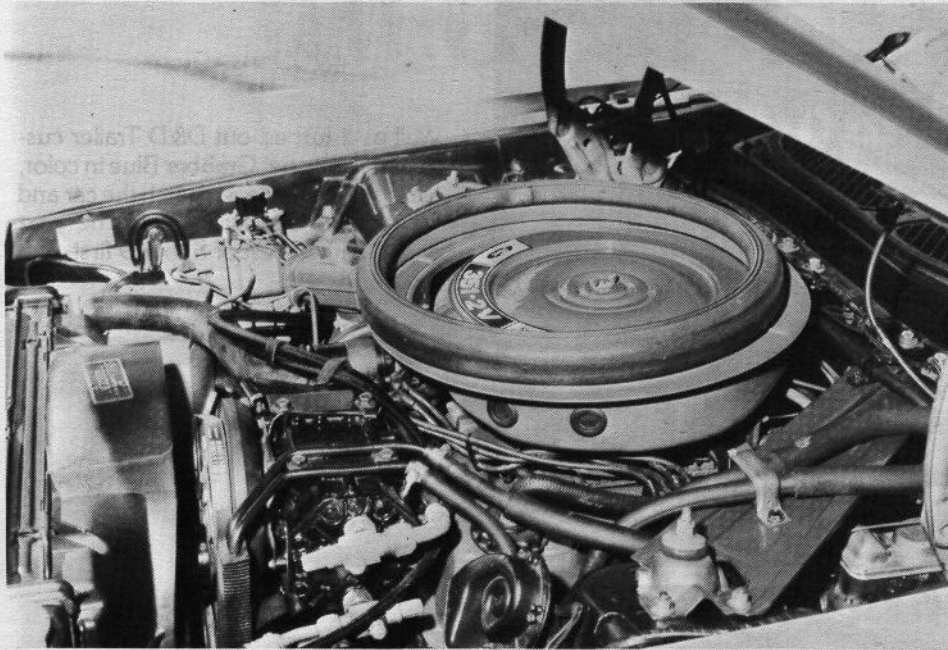
The Mach I was a lot more practical for every day driving, sporting a 351-2V engine with A/C compared to the Shelby with its 560-H.P. and 4.3 MPG Gas was cheap in 1971 but NOT THAT CHEAP. The car was ordered with quite a few options: 351-2V, automatic, Mach I sports interior group, console, gauge package, disc brakes, tinted glass, but — there were quite a few more that couldn't be afforded at the time like side stripes, ram air, twist locks, spoilers, stereo, mags, etc.

The day I picked up the car enough money was put together to buy the magnum wheels and F-60 tires from C&C and away I went. By August of 1972, after many trips to the parts and service departments, all the options I had wanted were now installed on the car.

I drove the car till 1973 when I married my wife Peg. Now, I was driving a company car and Peg, the Mustang. With fuel prices sky rocketing we decided in 1980 to buy an economy car and retire the Mach I from daily driving.

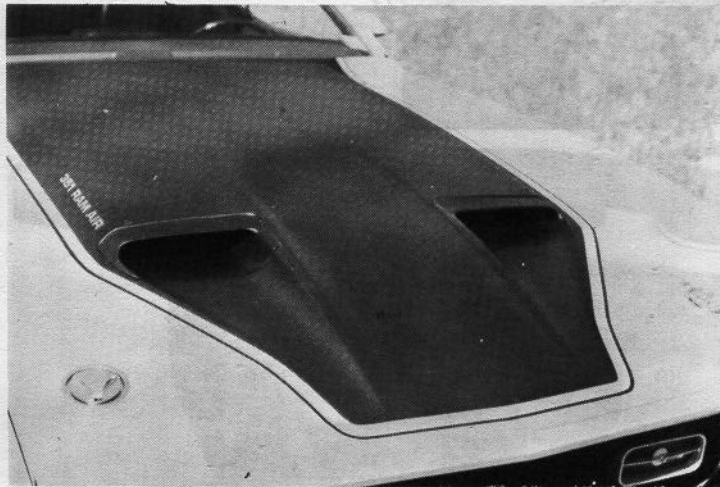
Armed with all our cleaning supplies, we proceeded to clean-up and detail the car as best we could, at the time. For our efforts we succeeded, much to our surprise, in taking home a second place trophy. Now we were bitten by the bug, with more cleaning and detailing we won five more trophies in seven shows. In 1981 we decided to pull the engine and transmission, we detailed the engine compartment completely. Bill Marsh Ford parts department became my second home. I received assistance from the manager Ed Sherwood, and also Tim Keller in helping to locate the parts needed to restore the car to new.





The appreciation Peg and I feel can never be expressed enough. Our big decision came in March of 1982 when we decided to go all out and have the car repainted. Being out in the weather from 1973 to 1980 took its toll on the finish. This task was done by Greg Link, now owner of G&G Body Works in Ambler, PA. After completion of the paint job in mid-summer, we spent many hours reassembling the car and getting it ready for its first show of the year.

We were entered in a total of five shows for the season and took five first place positions, one being the Grand Nationals at Valley Forge, PA. The 1983 season was again decision making time for Peg and I. Should we have a trailer built and go to the Grand Nationals, or stay local with the shows.



Data Plate Information on Jim Wak's 1971 Mach I Fastback: Body 63R; Color J; Trim 5A; DSO 16; Axle 6; Trans. X. V.I.N. #1T05H151759. 1971 Mach I Fastback, 351-2V Automatic, Grabber Blue Exterior with Black Interior and Accent Striping.

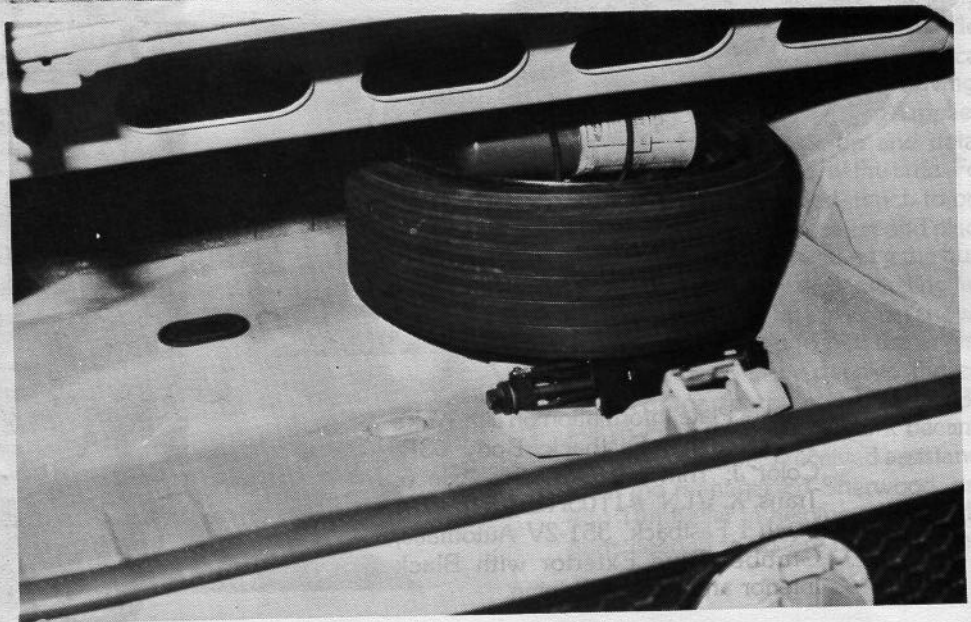




Well as it turned out D&D Trailer custom built us one; Grabber Blue in color, at Peg's insistence, to match the car and we went to Knoxville, TN. The year ended with 1 Best of Show, 9 first, and 1 second.



With the '84 season approaching fast we are feverishly working to get the car ready again, looking forward to seeing a lot of old friends, and meeting a lot of new ones. We would like to thank Scott Hamburg of Colony auto in Newtown, PA for his help and advice. Again, many thanks to our friends Ed, Tim, and Jim of Bill Marsh Ford parts department. A special thanks to Greg for the excellent paint job.





Memories of my Stang

One sunny day I approached my pride and joy, eased the drivers side door open and slid behind the wheel. The feeling was like none other, we had arrived. The two of us had become one, one love, one joy as we moved on down the road. As one we glide over the asphalt like music. We could feel the appreciation of many as we passed by their way and the thrill of the Mustang-feeling as we slowly pulled up to the red light. As one we waited with anticipation with the knowledge that a

new experience could happen any moment. I thought back on my life's work in keeping this beauty in top condition and quite confident of its excellent performance. Yes, memories of my stang, what a beautiful way to have spent a sunny day.

Peg & Jim Wak
Newtown, PA

With special thanks to Mike Holzer of Hatfield, PA for the very good sketch of our car.

MT

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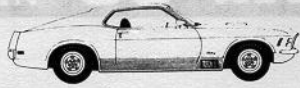


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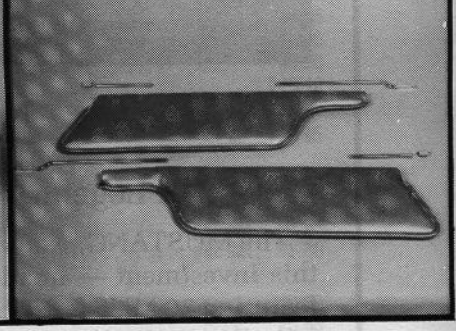
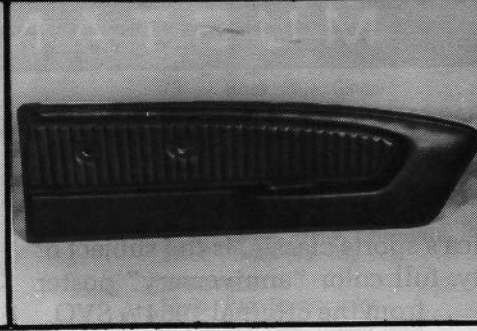
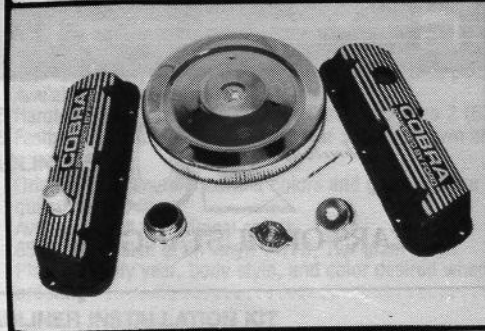
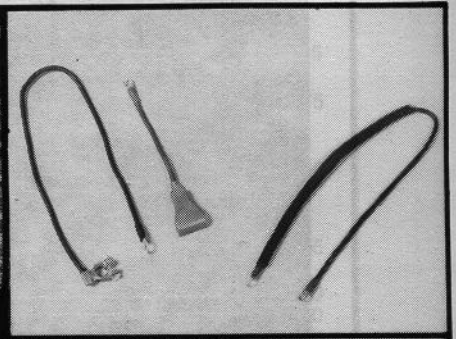
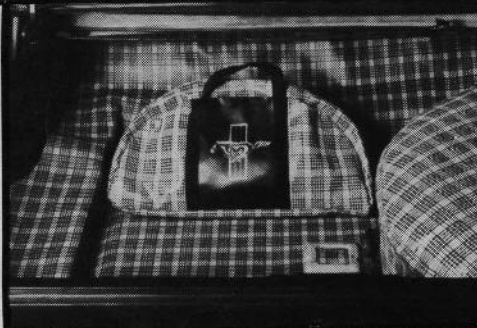
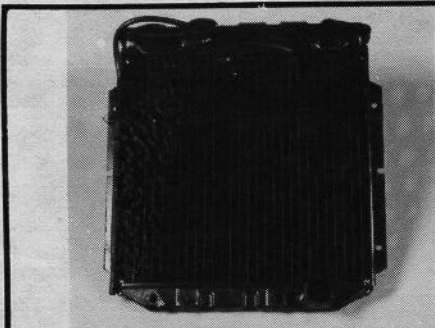
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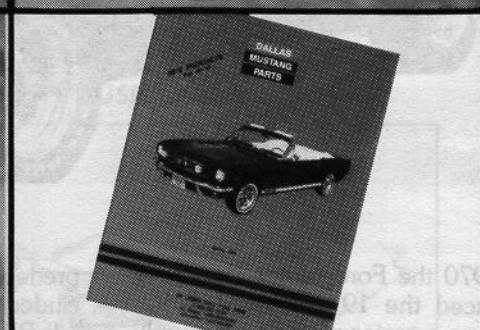
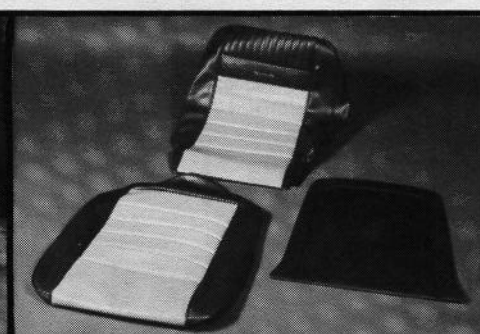
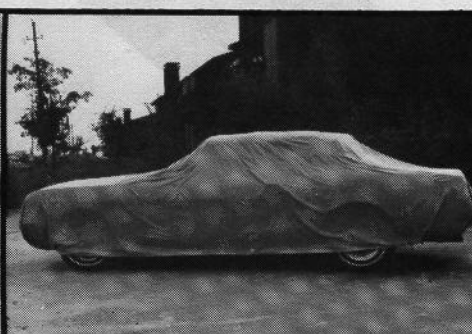
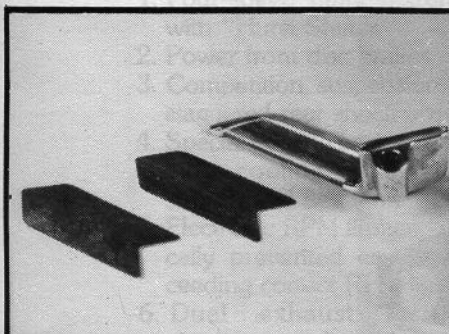
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Ford's Boss (Part II)

by Carrol Harris Loder

302

351

429



In 1970 the Ford Motor Company introduced the 1971 Boss 351 but there was a major problem of supply and demand — the demand was incredible and the supply seemed to be nil. Automotive magazines were screaming to get their hands on this new Boss for road testing, but orders for paying customers were so backlogged that the dealers were complaining to the Ford headquarters. Ecologists were pressuring government officials for stronger controls on fuel consumption and emission controls. The automotive industry was busy producing cars to appease their critics and were not using their top production plants for Trans-Ams and street "sports cars." This caused the problem of supply and demand of the Boss 351 to increase at even greater speeds than anticipated.

The major standard features of this new Boss had increased greatly over its

predecessors. The exterior features included the following:

1. Black ABS plastic grille in honeycomb design with bright Mustang emblem in the center . . . grille included two sport lamps mounted inboard of the headlights.
2. NASA-type hood with functional scoops and hood locking pins . . . "Ram-Air" decal.
3. Hood painted black or argent.
4. Front hood and fender mouldings were color-keyed to the exterior body color.
5. Lower body side paint treatment.
6. Unique body side tape stripe in black or argent color . . . "Boss 351 Mustang" identification on lower front side panels.
7. Bright chrome hub caps with bright trim rings.
8. Outside color-keyed dual racing mirrors . . . left-hand remote control.
9. Black or argent lower back panel.
10. "Boss 351" identification centered on back panel of deck lid.

The interior features of the Boss 351 included all the features of the SportsRoof plus an instrument panel instrumentation group that included a tachometer, trip odometer, "OIL," "AMP," and "TEMP" gauges. The high-backed bucket seats were not only comfortable but easy to adjust. This interior had the look and feel of a "touch of class," and at the same time it was sporty to match the exterior.

But under the hood was an exciting thing of beauty — the 351 4-V HO engine. This engine included an extra large Autolite four-barrel carburetor with 750 CFM (cubic feet per minute) air flow. The camshaft was designed with longer timing event and higher valve lift and high rpm adjustable mechanical valve lifters. The pistons

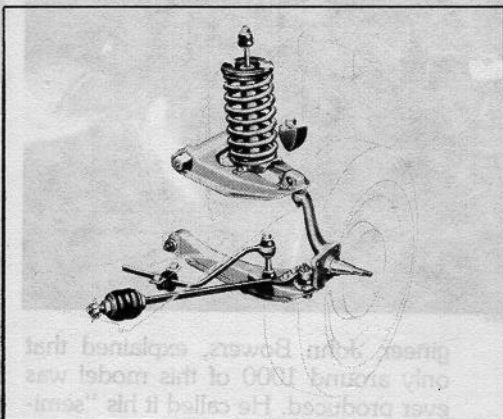
MUSTANG TIMES

were of high strength extruded aluminum with pop-up domes. The connecting rods were magnafluxed with high strength nuts and bolts. The crankshaft received special handling, inspection and hardness treatment. The compression ratio of 11.00 to 1 required the use of premium fuel. Immediately, racing enthusiasts wanted to make this Boss 351 engine faster.

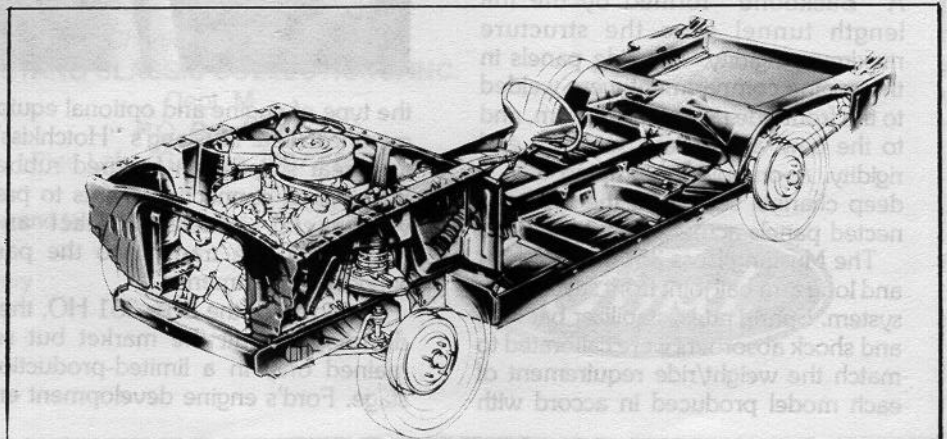
It is also important to reveal some of the many functional features of the new Boss. The designers of Ford worked hard and diligently to make this Mustang a truly functional operating machine.

1. Four-speed manual transmission with "Hurst Shifter."
2. Power front disc brakes.
3. Competition suspension included staggered rear shock absorbers.
4. Special cooling package. (Included extra-cooling radiator, radiator shroud and flex fan.)
5. Electronic RPM limiter. (Automatically prevented engine from exceeding correct RPM limits.)
6. Dual exhaust system with aluminum and stainless steel muffler components.
7. 80-ampere battery.
8. 3.91 ratio locking axle.
9. F60 x 15 belted bias-ply BSW tires with raised white letters (also a space saver spare tire).

FRONT SUSPENSION



PLATFORM CONSTRUCTION

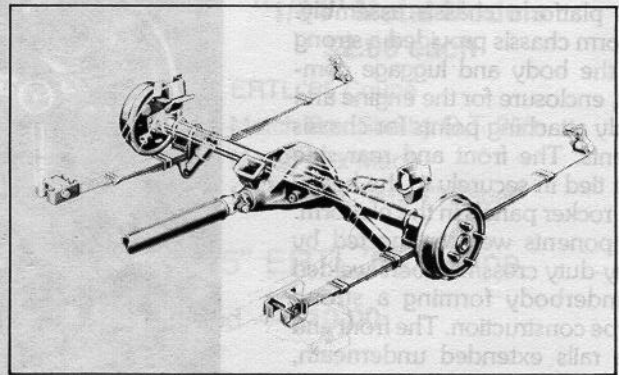


351-4V HO ENGINE SPECIFICATIONS

Type	90° V, 8 cyl., OHV
Displacement (Cubic Inches)	351
Bore and Stroke (Inches)	4.00 x 3.50
Bore/Stroke Ratio	1.14 to 1
Bore Spacing (Inches)	4.38
Rod Length (Inches)	5.78
Maximum Horsepower @ RPM	330 @ 5400*
Maximum Torque @ RPM	370 @ 4000
Compression Ratio	11.0:1 Nom., 11.7:1 Max. 10.3:1 Min.
Piston Compression Height (Inches)	1.631
Carburetor	Autolite, 4-Venturi, Spread Bore, 750 CFM
Fuel	Premium
Valve Train	Mechanical
Valve Lash (Cold)	.022 Intake and Exhaust
Rocker Arm Ratio	1.73
Valve Lift (Inches)	.491 Intake and Exhaust
Cam Lift @ Timing Points	.010 Open and Closed
Valve Event	324° Intake and Exhaust
Exhaust Opens	102° BBC
Exhaust Closes	42° ATC
Intake Opens	50° BTC
Intake Closes	94° ABC
Intake Valve Diameter (Inches)	2.195
Exhaust Valve Diameter (Inches)	1.714

*Dynamometer Rated

REAR SUSPENSION





Mustang's unit-built body design included a platform chassis assembly. The platform chassis provided a strong base for the body and luggage compartment, enclosure for the engine and underbody attaching points for chassis components. The front and rear side rails were tied in securely to the heavy boxed-in rocker panels in the platform. The components were connected by five heavy-duty crossmembers welded to the underbody forming a strong ladder-type construction. The front and rear side rails extended underneath, and were also welded to the floor pan. A "Backbone" formed by the full length tunnel gave the structure maximum rigidity. The side panels in the engine compartment were welded to the front side rails at the bottom, and to the cowl at the rear, for front end rigidity. A one-piece stamping with a deep channel section at the top connected panels across the front.

The Mustang Boss 351 used a short and long arm ball joint front suspension system. Spring rates, stabilizer bar size, and shock absorbers were calibrated to match the weight/ride requirement of each model produced in accord with

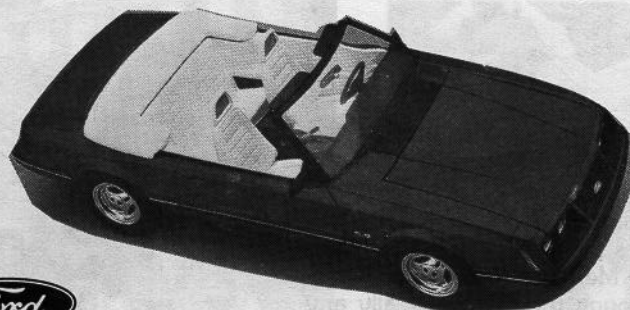


the type of engine and optional equipment installed. Mustang's "Hotchkiss" type rear suspension featured rubber bushings at connection points to prevent metal-to-metal contact and minimize noise transfer to the passenger compartment.

In mid 1972 the Boss 351 HO, then de-smogged, hit the market but remained only in a limited-production stage. Ford's engine development en-

gineer, John Bowers, explained that only around 1000 of this model was ever produced. He called it his "semi-performance" Boss. Ecology was finally catching up to Ford's Boss. **MT**

Information was compiled from *Bosses 302, 351, 429, March 1971 of Car and Driver*, and *Mustang, The Complete History of America's Pioneer Ponycar*.



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- Ford Motorsport IMSA Racer



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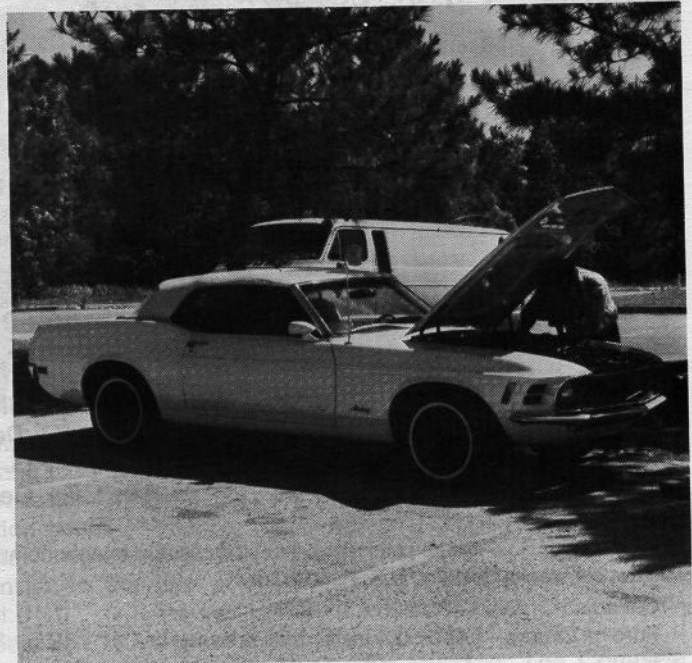
The Mid-South Nationals

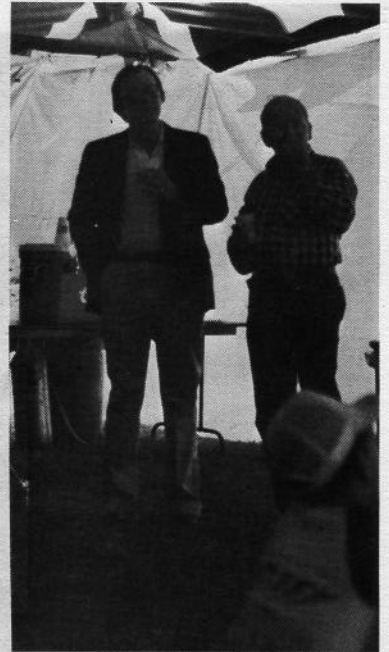
The Mustangs of Memphis hosted the first Mid-South National show the first weekend of June. Clark Welborn, show chairman, along with President Ed Xiques planned long and hard to make the Memphis show a little different. Although there is not really any good way to dress up a Mustang show, you can make visitors aware of the two or three main attractions in the local area. The show packets contained information on Beale Street, the street that gave birth to the blues featuring music of all kinds with shops and clubs by the dozens along the Mississippi River, Mudd Island, the entertainment center smack dab in the middle of the river featuring headline entertainment and, of course, tours of Graceland, home of the late Elvis Presley.

Thursday was a leisurely day with not much going on except for a few early arrivals and the group making last minute preparations for the show. Seventy-seven cars were preregistered and another 31 showed up for a total of 108 show quality cars for the judges to



Memphis, Tennessee
Hosted by Mustangs of Memphis





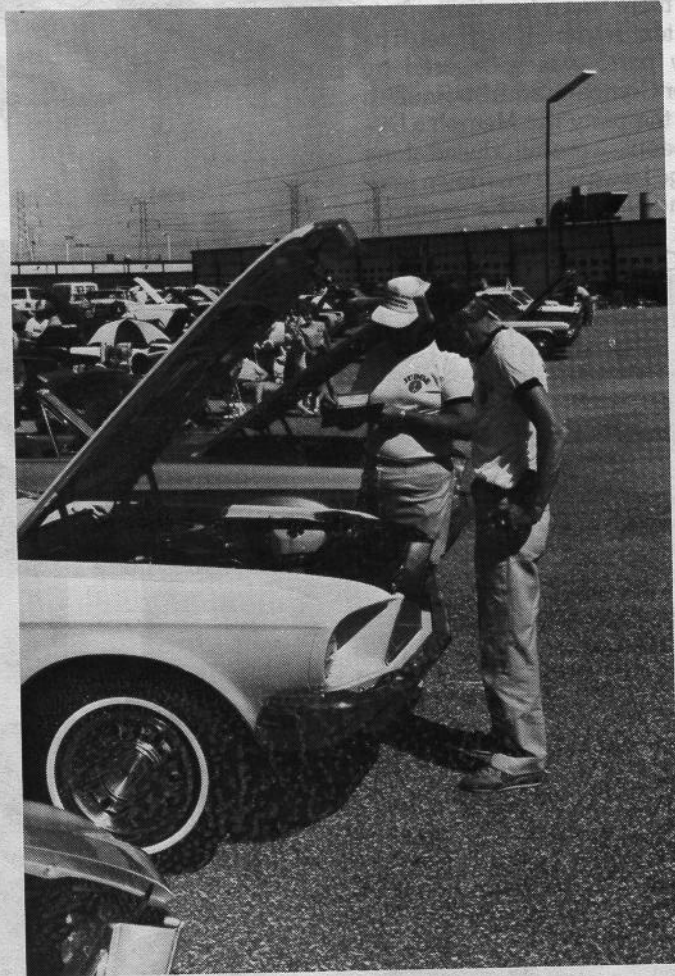
look at. Friday was a bit more hectic with more and more cars coming in the closer it got to 5 o'clock. At 5:00 p.m. on Friday there was a hospitality party in a huge tent set up at the hotel. The hospitality party was sponsored by Ford Motor Company and drew quite a crowd. At the party the Memphis District Ford people were introduced along with George Lowe who was down from Detroit and would be the featured speaker at the banquet on Saturday evening. Clark Welborn traveled to Detroit earlier in the year to get Ford interested in their show and was very successful. Also not to be left out, Dobbs Ford supplied the lot behind their dealership for the show. As a lot of us know, finding adequate room to hold a show is getting harder and harder each year. So far this year the people from Ford have been very cooperative and supportive of the two Nationals we have had.





Saturday the show shifted into high gear and by noon all 108 cars were in place and the teams of judges were hard at work under the hot sun looking at each Mustang. With temperatures in the high 80's many a Mustanger took home a sunburn. The cars were some of the finest examples anywhere. Saturday afternoon Ditzler Paint Company held a seminar on car finishes and answered many questions and showed off the latest products in automobile finishes. Of course, the Mustang vendors were out in force with Mr. G's, JJ's Mustang, Auto Custom Carpets, Vintage Motors, Vintage Tee's, Mustang Classic Collections, MCA Accessories, Norton's Auto Restorations, Clements Enterprises and a few more were there selling their wares. The cars came from Wisconsin, New Jersey, Illinois, Tennessee, Georgia, Arkansas, Mississippi, Florida and a dozen other states.

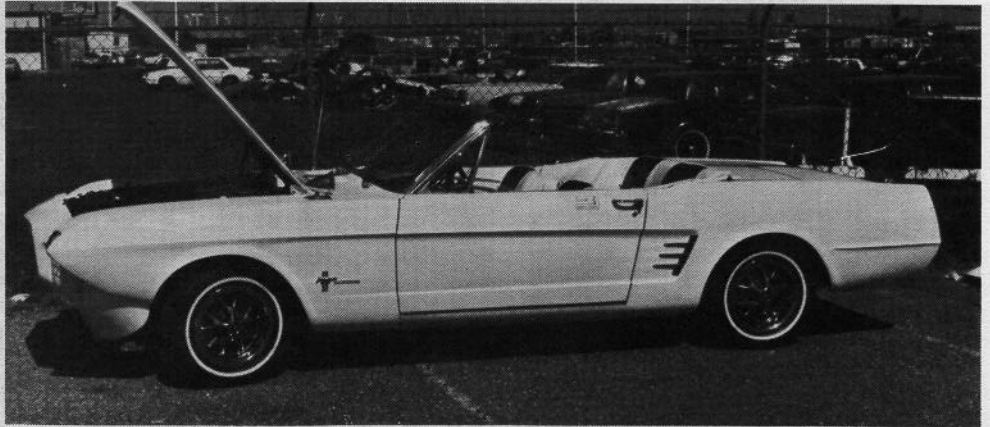
Saturday evening's banquet was a casual affair with barbeque, ribs, cole slaw, baked beans and more for everyone to eat. George Lowe spoke on the marketing of Mustangs from what is believed to be the first TV commercials shown before Mustangs debut through the 1973 commercials with a few Mustang II and current commercials thrown in for comparison. George played the part of the "color man"

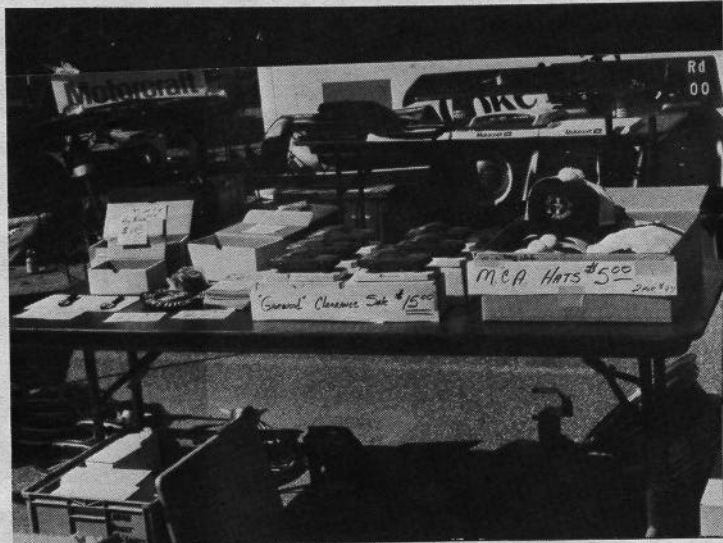


on Friday
 in a huge
 hospitality
 Ford Motor
 crowd. At
 first Ford p
 with Georg
 Detroit an
 speaker at
 evening.

while we watched the commercials on two closed circuit TV's set up under the huge tent. Some of the commercials used actors and actresses who were little known then but today are seen on weekly TV series. After dinner and the commercial presentation came the moment everyone was waiting for, the awards presentation including a special award from Ditzler paint. The awards are walnut plaques that were lazer engraved and are very attractive. Mike Tankersley from Alabama won the Ditzler award with his multi-colored modified fastback.

Another National is now history with our congratulations going to the Mustangs of Memphis group for a great effort.





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New Products

New from New Castle Battery is the reproduction Sta-ful Autolite battery that came as original equipment in all the Mustangs. This is a quality battery utilizing the latest technology in the original Autolite case. The battery comes with a four-year warranty and is a welcome addition to the ever growing line of reproduction parts. Bill Dillard, National Head Judge, has inspected this product and approved it for use in MCA-sponsored shows. For more information see their ad.

New from Gelsi's Mustang World is a complete line of interior paints; seven colors plus Ford blue for your engine and a semi-flat black for under the hood. Check with Gelsi's Mustang World for particular colors.



New from Salter's Classic Autos is a new trick for preserving your natural parts including exhaust parts; a natural metal paint that holds up very well on hood hinges, exhaust manifolds, and pipes and any place else that needs to be natural. We have seen some of this product on some show cars and it is very difficult to determine whether or not it is correct. Get yours from Salter's Classic Autos, 235 Spruce Street, Pace, FL 32570.



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REGIONAL GROUP NEWS

Mustelby Mustang Club

The Mustelby Mustang Club had its regular monthly meeting on May 20, 1984 at 2:00 p.m. Richard Graham, president, opened the meeting. We had six members and one guest present.

Doug Miller from The American Cancer Society met with us again and we discussed several things concerning our MUSTANG ROUND-UP that will be coming up on July 14. We do have some things of great interest to all who will be wanting to participate in our Round-up. We want everyone to understand that this is a ROUND-UP and any Mustang in any condition is wanted and welcomed. Don't think it has to be show quality. We just want all the Mustangs for 1964½ thru 1984 to be there.

Dash plaques will be given to all participants. Also, the first 50 registrations will receive a beautiful wooden plaque. Thanks to Jeans Carpet & Tile Shop, we will have 51 TROPHIES to give away. Also we have longest distance traveled trophy and Magic City Ford in Roanoke, VA will give away as their choice the trophy donated by Mustang Club of America. We will also be having all kinds of door prizes.

So I urge all of you to get in touch with us as quick as possible. Registration will be \$5.00 until June 1. June 1 thru July 14 it will be \$10.00. All proceeds will go to The American Cancer Society. We will also have raffle tickets for an AM-FM Cassette Stereo and two Pioneer speakers to give away.

Let's make this Mustang Twentieth Anniversary Round-up the best that Roanoke, VA has ever seen.

Again, I want to thank *Magic City Ford* for their generous donation and for having this Round-up on their lot. Thanks to Mustang Club of America for their donation of a trophy, Jeans Carpet & Tile Shop for their donation of 51 trophies, The American Cancer Society for all their help and for all in the Mustelby Mustang Club for the hard work of getting this together.

Will be looking forward to seeing everyone in Roanoke, VA on July 14.

Howard Lee Nichols
National Director

CLOCK REPAIR

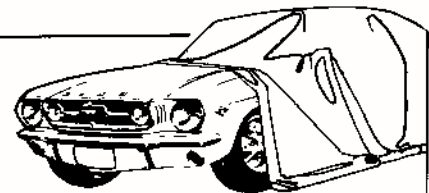
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First Pennsylvania Mustang Club

Spring in PA found many of the member's getting anxious to get their cars into action. Car shows usually run from around the first weekend in May until October.

First PA participated in a car display at Emmaus Ford, Emmaus, PA on May 12. The dealership wanted to promote the 20th Anniversary Mustang and put several of our older Mustangs in their display window.

Elections were held at our May meeting and the following were elected to Officer's positions: Dale Bowes, Hatboro-president; Rich Caka, Easton-vice-president; Cliff Harze, Zionsville-treasurer; Linda Bowes, Hatboro-secretary. Also elected was Ken Floyd, Warminster to the one Board opening.

Upcoming events is our second annual road rally in June, our annual car show and flea market in August and a weekend tour to West Point, NY in the fall.

Linda Bowes
Secretary

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Rio Grande Mustang Club

To celebrate "A Legend Turns Twenty," the RGMC joined with Albuquerque's Richardson Ford at the dealership on the 21st of April. Some 15 Mustangs in the '64½-70 era from the club were on hand for public display. Richardson Ford made the legend posters available to each club member. Their showroom floor highlighted three of the '84½ commemorative models, and during the day, two of those were purchased by RGMC members. The Rio Grande Mustang Club now has three each restored original edition '64½ ponies and three each '84½ commemorative editions.



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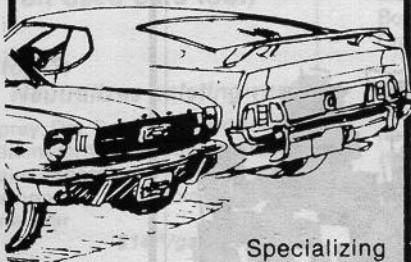
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Mississippi Coast Mustang Club

The regular monthly meeting of the Mississippi Coast Mustang Club was held on Sunday, April 29, 1984.

Ray Parrish has moved his shop. The phone number is still the same so you may call for directions.

For those of you who missed the April 14 Pensacola show — we had a great time. Three of our members had cars entered, Ed Napper, Richard Carbo, and Bill Sowell and they all took 2nd place in their category. Congratulations!

Steve Burns reported that on the weekend of May 26 the Corvette Club is having a car show at the coliseum. And on Sunday, May 27 they are having an auto cross which will be open to all cars. There will be an entry fee for the auto cross. Come on down and join the fun!

It has been suggested that one Sunday all the clubs meet somewhere to help promote their clubs and have a good time. Also suggested was to make our August picnic at the West Side Community Center an annual affair. These are pending.

We welcomed four guests to our meeting: Chad Mitchell, 1966; Paul Wally, 2-1965's & 1968; Eric Heinrich, 1967 & 1968 and Cecil Scoggins, 1973.

Don't forget our next meeting is May 20. We will meet at the Lighthouse at 1:00 p.m. and have a "short" meeting and then leave promptly at 1:30 p.m. We will be caravanning with the Camaro Club and they have gotten us a police escort all the way to the West Side Community Center. So bring along a picnic lunch and come join us and let's beat those Camaro's and show them who is **BEST!!!**

Billie Sowell
Secretary

Georgia Regional Mustang Club of America

The April, 1984 meeting was called to order by our vice-president, Tracy Harrell and Lee Mathias of the Shelby Club. The April meeting brought the largest turn out of members this year. Show committees were set-up and chairpersons appointed.

The Prom Queen and her court was selected. Due to a tie, we have two Prom Queens, one from the Georgia Regional Mustang Club and one from the Shelby Club. The Georgia Regional MCA queen is Miss Amy Wilson, daughter of Jim and Brenda Wilson. The Shelby queen is Miss Shanna Rae Skone, daughter of Mr. & Mrs. Brian Skone. The queen's court consists of the following: Shanna Fernandez, daughter of Al and Gail Fernandez; Erica Lasky, daughter of Kitty Lasky, Kari Stephens, granddaughter of Sara and John South; Christine Young, daughter of Joe and Judy Young.

Diane Pfeifer, Capitol recording star, and her band will entertain us at the "Sock Hop" on Saturday night, May 5, 1984.

Ruth Ann Winchester
Secretary

First Piedmont Regional Group

The First Piedmont Regional Group held its 5th Annual Mustang Rally and Swap Meet on Saturday, May 5th. The show was sponsored by J.E.B. Stuart Ford-Mercury at their dealership in Stuart, VA.

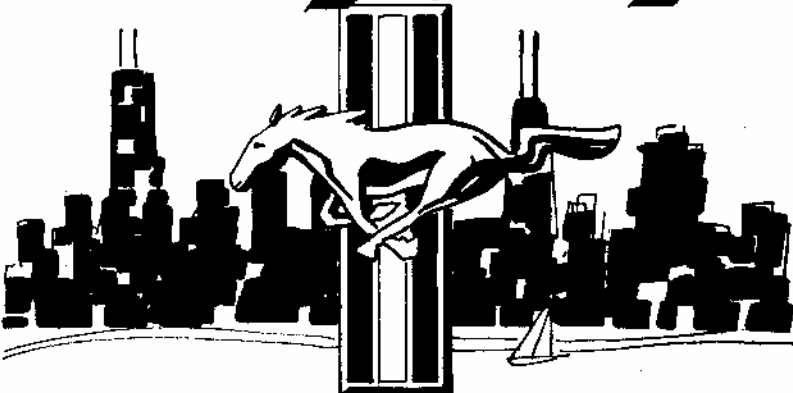
There were 45 cars entered in 12 different classes. Winners were:

65-66 coupe: Steven Alley, Lawsonville, NC
67-68 coupe: Virgil Klaiber, Coeburn, VA
69-73 coupe: Allan Cornett, Collinsville, VA
65-66 Fastback: Marion Hall, Lawsonville, NC
67-68 Fastback: Walter Durocker, Roanoke, VA
69-73 Fastback: Cathy Poole, Brookneal, VA
65-66 Convertible: Bobby Owens, Lawsonville, NC
67-68 Convertible: Albert Cardwell, Stoneville, NC
69-73 Convertible: Dean Goad, Stuart, VA
Boss: Dean Goad, Stuart, VA
Shelby: Dick and Ellie Schubert, Tazewell, VA
Best of Show: Dick and Ellie Schubert, Tazewell, VA
Modified: Charles E. Nunley, Roanoke, VA

Eddie Harbour
Secretary

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1964½ Mustang Coupe, 289, 4V, D code motor, auto, PS, air, new black paint, white vinyl top, luggage rack, Palomino interior. 2nd Place Grand National 1981. (704) 684-5064.

1964½ Mustang Convertible, 260, 3 spd., new carpet, new interior, good top. Good condition. \$4895. 1968 Mustang Fastback, V8, auto, AC, PS, white w/2-tone blue deluxe interior. Good condition \$2995. Paul Millsap, PO Box 25, Jasper, GA 30143. (404) 692-5866 after 7 pm.

1965 Mustang Coupe, red with white vinyl roof, 3 spd., completely restored, mint condition, \$5500. (301) 531-3426 or (301) 992-0016 Fred.

1965 Mustang Coupe, 6 cyl., 3 spd., AC. 5R07T172840 65A0D609A7531. Red (should be light blue) with white interior, very original, no floor pan rust. Great project car. \$2000. (409) 846-7731.

1966 Mustang convertible, Georgia car, 90% restored, \$5200. (313) 626-1226. Call in evenings.



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1968 Mustang Coupe, 289, V8, auto, rustless Utah body, floors and frame excellent, brand new rug and head liner still in box. \$1300 neg. (607) 724-2936 Binghamton, NY.

1968 Mustang GT Fastback, 428 CJ. "Ford's Forgotten Hero." Serial number 8F02R192126, ram air, 4 spd., Traction Lok rear end, power disc brakes, \$8000. (314) 822-0830 after 5 CST.

1968 Mustang, 289, V8, PS, PB, AC, lime green/white top. green interior, 63,000 miles. Original owner. Runs and looks great. \$4700. E. C. Corra, 200 Lake Blvd., Buffalo Grove, IL 60090. (312) 459-8966.

1972 Mustang Coupe, 302, V8, AC, stereo/tape, 2nd owner, 65,000 miles. Golden brown/no rust, new vinyl top, interior immaculate, \$2500. (215) 539-5351 Norristown, PA.

CARS WANTED

Wanted 65-70 Shelby or Mustang Fastback, 8 cyl., factory air in original/very good condition. Mach 1 or GT preferred. Trade 83 Mazda RX7-65 or cash. Send picture/description to Mark Snailer, 7016 Van Natha Ln., Ft. Worth, TX 76112. (817) 451-2304 evenings.

Wanted 1965/66 Hi Performance K-GT convertible. Not bargain hunting. Looking for right combination of red, black, or white with pony interior. Original data plate. Any condition considered. Private party. Ed (415) 349-7244

Wanted 1969-73 Mustang convertible, prefer well equipped, clean car near PA area. Bob Feld, 7502 Manchester Rd., Melrose Park, PA 19126. (215) 886-1160 days.

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Best offer buys 1965 "K" model fastback body shell. Was in fire. Good frame quarters and floors. Posi-trac rear end. No front suspension or sheet metal. Jim Fears, 3205 W. Clarendon, Dallas, TX 75211.

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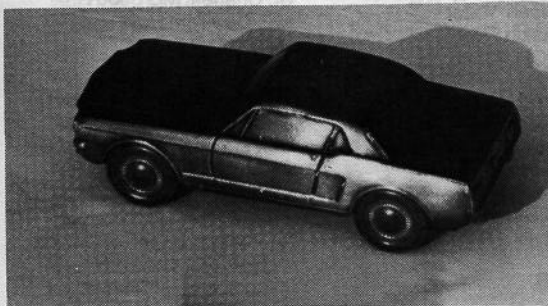
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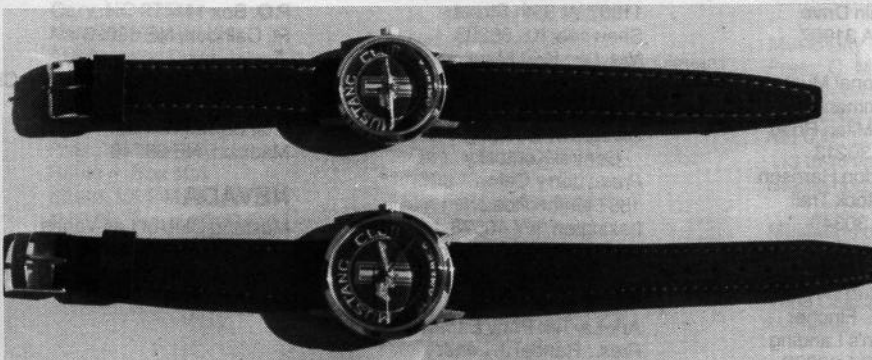


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Birmingham, AL 35210
Nat. Dir.: John Aldridge
541 Pine Oak Drive
Birmingham, AL 35214

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Elkton, MD 21921
Nat. Dir.: Jill Smethers
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FLORIDA

The Gold Coast Mustang Club
Pres.: Bob Acosta
5290 SW 8th Street
Miami, FL 33134

Ft. Lauderdale Mustang Club
Pres.: Larry Hurst
725 Azalea Court
Plantation, FL 33317

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

Gulf Coast Regional Group
Pres.: Bob McNeal
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Nat. Dir.: Garry Hendrix
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Cantonment, FL 32533

Hernando County Mustang Assn.
Pres.: Tony Lagone
25272 W. Plum Street
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Central Florida Regional
Mustang Club
Co-Pres.: R. W. Simmons
Henry Howard, Jr.
Nat. Dir.: Ken Daniel
P.O. Box 2426
Orlando, FL 32802

GEORGIA

Bi-City Regional Group
Pres.: Alan C. Ramsay
3512 Algonquin Drive
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Georgia Regional Mustang Club
Pres.: Gail Ammans
Route 1, 425 Milan Road
Fairburn, GA 30213
Nat. Dir.: Gordon Harrison
2915 Green Rock Trail
Doraville, GA 30340

West Georgia Regional
Mustang Club
Pres.: Larry E. Fincher
Rt. 2, Grayson's Landing
Hogansville, GA 30230

ILLINOIS

Central Illinois Mustangers
Pres.: Henry Abel
RR #1
Illipolis, IL 62539
Nat. Dir.: Bob Dobrinick
98 Isabella Drive
Decatur, IL 62521

Coal Country Mustang Club
Pres.: Felix Tate
2150 Grand Avenue
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Nat. Dir.: Nelson Fowler
RR #3, Box 165
Eldorado, IL 62930

Mid-America Regional Group
Pres.: Monty Shehorn
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Nat. Dir.: Same as above

Southern Illinois Mustang Assoc.
Pres.: Harry Kulp
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Nat. Dir.: O. Schwallenstecker
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INDIANA

Hoosier Mustang Club
Pres.: Don Lawless
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Nat. Dir.: Same as above

Old Fort Mustangers
Pres.: Chuck Edwards
108 W. Arthur St.
Hicksville, OH 43526
Nat. Dir.: Noah Yoder
Rt. 1, Buckskin Rd.
Hicksville, OH 43526

Pony Express River City Mustangs
Pres.: Randy Adams
1003 Corregidor
Evansville, IN 47714
Nat. Dir.: Scott Seitz
601 Locust Street
Mt. Vernon, IN 47620

KANSAS

Kansas City Mustang Club
Pres.: Ernie Pyle
11807 W. 55th Street
Shawnee, KS 66203
Nat. Dir.: Kert Maul

KENTUCKY

Bluegrass Mustang Club,
Central Kentucky
Pres.: Jerry Caton
1887 Linton Road
Lexington, KY 40578
Nat. Dir.: Same as above

LOUISIANA

Ark-La-Tex Pony Express
Pres.: Randal J. Landry
627 Gladstone Boulevard
Shreveport, LA 71104

Baton Rouge Mustangers
Pres.: Billy DeWitt
Nat. Dir.: LaNita Braud
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Geismar, LA 70734

MARYLAND

Mustang Club of Maryland
Pres.: Gene Schwandtner
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Nat. Dir.: Same as above

MICHIGAN

Michiana Mustangs
Pres.: Bob Kasprzak
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Nat. Dir.: Same as above

Mustang Owners Club of
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Pres.: Mark Bednarek
P.O. Box 39088
Redford, MI 48239
Nat. Dir.: Don Gillespie
33070 Rosslyn
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MISSISSIPPI

Mississippi Coast Mustang Club
Pres.: Jack Wilbanks
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Pass Christian, MS 39571
Nat. Dir.: Keith Dern
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MISSOURI

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Pres.: Fred Nothstine
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Nat. Dir.: Tom Hoyt

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NEBRASKA

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2606 S. 152nd Circle
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Nat. Dir.: Ron Miller
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Northeast Nebraska Mustang Club
Pres.: Rich Borer
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NEVADA

Mustang Club of Las Vegas
Pres.: Phil Smithey
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NEW JERSEY

Central Jersey Mustang Club
Nat. Dir.: Robert Stuart
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Belle Mead, NJ 08502

North Jersey Mustang Club, Inc.
Pres.: Ben Ballone
Nat. Dir.: John K. Griffith, Jr.
P.O. Box 212
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South Jersey Mustangs
Pres.: Rich Riley
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NEW MEXICO

Rio Grande Mustang Club
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Nat. Dir.: Tom Anderson
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NEW YORK

Mustang of Buffalo
Pres.: Ray Kelm
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Nat. Dir.: Bill Lewis

Adirondack Shelby-Mustang
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Pres.: Steven P. Lyke
P.O. Box 107
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Nat. Dir.: Robert Contompasis
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Twin Tier Regional Group
Pres.: Howard Steiner
53 William Street, Box 417
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NORTH CAROLINA

Carolina Regional Mustang Club
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801 Madison Avenue
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Nat. Dir.: Ray Whitley
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Pres.: Jesse Williams
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Nat. Dir.: Harold D. Goad
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Pres.: Bobby Smith
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Sandhills Regional Group
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422 N. Wright Street
Raeford, NC 28376
Nat. Dir.: Billy Craig
411 N. Wright Street
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OHIO

Hall of Fame Mustangers
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Nat. Dir.: Jim Watson
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Northwest Ohio Regional Group
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First Pennsylvania Mustang Club
Pres.: Cliff Zimmerman
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Pres.: Michael Beaver
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Pres.: Daryl G. Wagner
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Northeast Pennsylvania
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Acting Pres.: Arthur Dice
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Three Rivers Regional Group
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Allison Park, PA 15101
Nat. Dir.: Mike Flanders
RD 3, Circle Drive
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Valley Forge Mustang Club
Pres.: Warren Perkins, Sr.
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SOUTH CAROLINA

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Foothills Regional Group
Pres.: Bernard Price
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Nat. Dir.: G. W. McNutt
536 Hopper Barker Road
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First Tennessee Regional Group
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Nat. Dir.: Bill Henderson
Kenner Addition
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Nat. Dir.: Charles Cross
City 5
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Music City Regional Group
Pres.: C. M. Gately
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Nat. Dir.: Bob Overbey
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Mustangs of Memphis
Pres.: Ed Xiques
Nat. Dir.: Charles Young
4968 Chuck
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Scenic City Mustang Club
Pres.: Larry Eaton
16 Whispering Pines
Signal Mountain, TN 37377
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Volunteer Regional Group
Pres.: Bob Murphy
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Nat. Dir.: Doug Owen
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Nat. Dir.: Terry Hawthorne
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Amarillo, TX 79109

Texas Classic Mustangs
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Columbus, TX 78934
Nat. Dir.: Joyce Fudge

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Old Dominion Mustang Club
Pres.: Alvin J. Landes
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Nat. Dir.: Robert Halterman
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Mustelby Mustang Club
Pres.: Richard E. Graham
P.O. Box 12294
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Shenandoah Valley Mustang Club
Pres.: Leonard Foltz
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Wisconsin Early Mustangers
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Nat. Dir.: Dick Cole

CANADA

Alberta Mustangs
Pres.: Wayne Rudd



RUSH TO

FROM
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