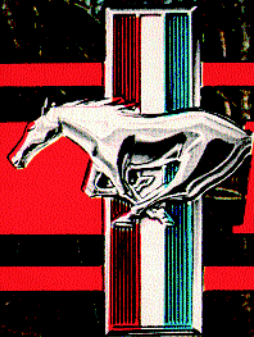


Vol. 10 No. 7/\$3.00



MUSTANG TIMES

July 1986

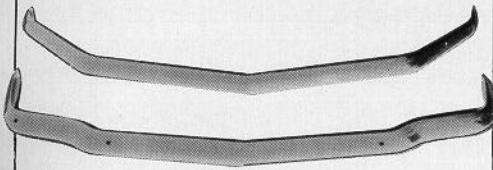


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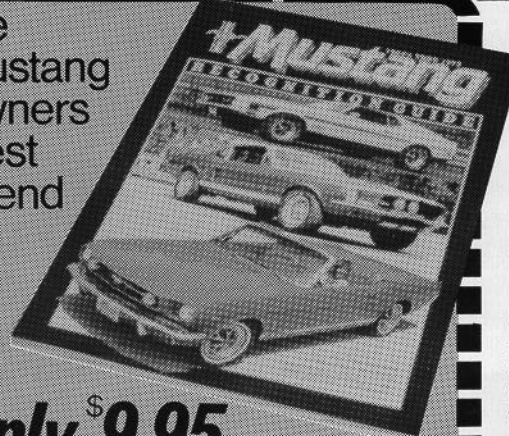
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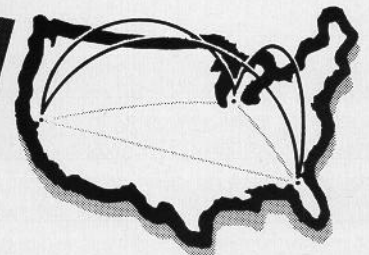


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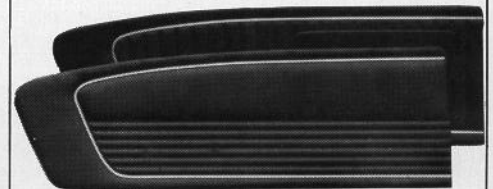
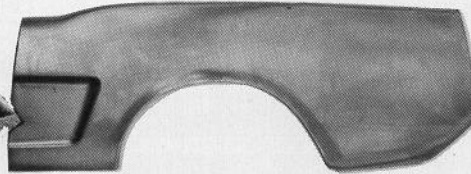
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1976-1986

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

What Membership Means

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

Enroll-A-New-Member — TODAY! —

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

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Who Belongs?

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

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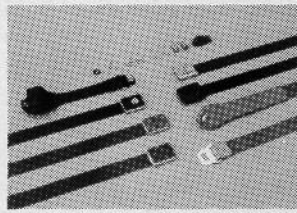
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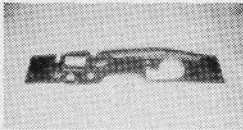


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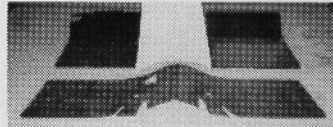
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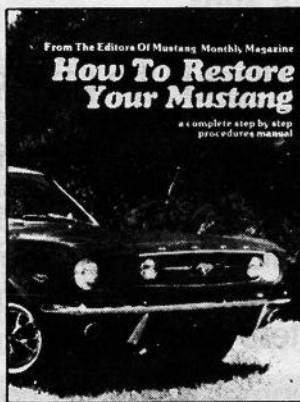
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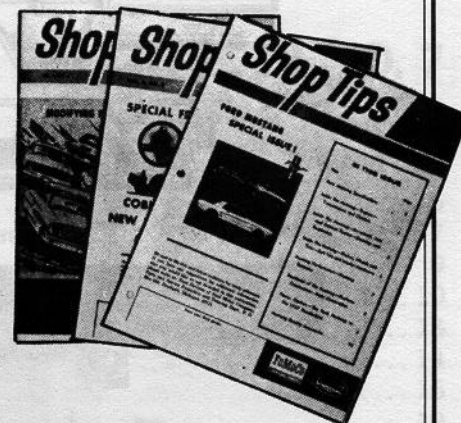
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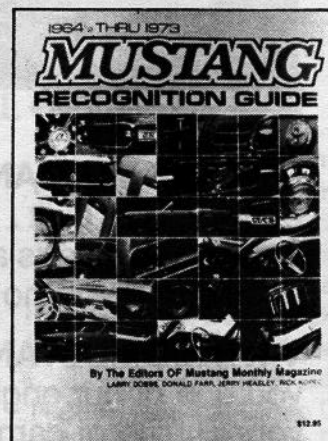
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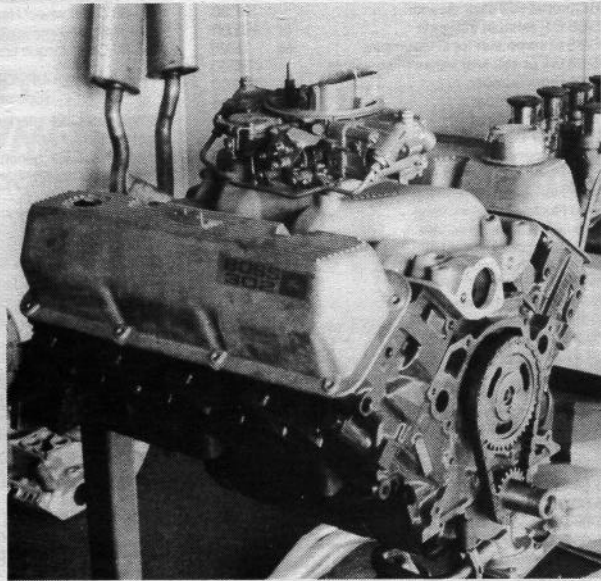
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The Official Publication of the Mustang Club of America

JULY 1986

VOL. 10 NO. 7

TABLE OF CONTENTS

Editor's Column	6
Betsy Ross Grand National Show Form	7
Ask Fred	9
MCA News and Notes	10
Judges Column	13
Horse Show	14
Event Calendar	16
Startin' Out Right	19
Rio Grande Grand National Show Form	22
Letters to Mustang Times	24
Etcetera	26
Small Block Parts Interchangeability (Part II)	28
Horse Sense	32
Getting The Lead Out	35
Regional Group News	39
New Products	44
Classifieds	46
Regional Groups	48
Advertising Index	50

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For any correspondence pertaining to new membership, club information, renewals, national club business, or the *Mustang Times*, please send your letter to National Headquarters address: The Mustang Club of America, Inc., P.O. Box 447, Lithonia, GA 30058 or phone National Headquarters at: (404) 482-4822 9 a.m.-1 p.m. e.s.t. Monday thru Friday. (No collect calls, please.)

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It is requested that any transaction with the club, including dues payment, be made by check or money order made payable to the Mustang Club of America. Cash must be sent at your own risk. Please notify the club of any change of address immediately and allow a minimum of six weeks.

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PICTURE PERFECT

The *Mustang Times* is always interested in Mustangs to feature in our publication. After all, this is what our magazine and club is all about. And during the past few months I have received several submissions for cover car articles and the horseshow section. Unfortunately, the majority of the material submitted did not meet our photographic requirements.

This is not to say that in order for us to consider featuring your Mustang that your photographs must be taken by a professional. We just need the very best photographs we can get so the outcome will satisfy everyone. Whenever photographs are used in a publication, a certain amount of distortion occurs which means that sometimes even the most clear and sharp photo may appear somewhat fuzzy in a magazine.

In order for the covers to be printed, color separations must first be prepared. We obtain the best results from color slides rather than color photos.

Black and white photos are essential for use inside the magazine. Color photos "fool" the camera that is used to shoot the pages of the magazine causing dark colors to appear black. This results in a very dark picture.

Here are a few helpful hints for your use:

A 35mm camera should be considered for photos and slides. Disc, 110, and 126 cameras are incapable of the extreme blow-ups used in publication.

Kodak TRI-X pan film is the best choice for black and white photos. This film has a high ASA/ISO rating of 400 which is excellent for outdoor shots. TRI-X also has strong tones and high contrast which is essential for publication.

Kodak Ektachrome or Kodachrome are excellent choices for color slides. Remember that color slides only are used for the front and back cover of the *Mustang Times*. When shooting your slides get both horizontal and vertical shots. Check past issues of the *Mustang Times* to see what your slides should look like.

Shoot in morning or afternoon sunlight. Midday sunlight is too harsh.

Shoot from the sunlight side of the car. Avoid the shadow side. Watch for shadows, especially your own. Also be sure to check for trash, etc. in the surrounding area. Beware of trees, poles, bushes, etc. that may appear to be "growing" from the car.

Position the car into the sun so you will get the most possible sunlight into the engine compartment and trunk. (You may have to reposition the car several times during the shoot to accomplish this.) Use a flash for fill-in light and watch for those shadows.

Of course, convertibles look great with the top down. If you have a coupe or fastback try rolling the windows down to avoid glare from the glass. You may want to try a few shots with the parking lights on to accentuate the lower portion of the car. And above all, don't be afraid to experiment. Try angle shots — some from the ground, some from a chair or ladder, etc.

If available, use a wide angle lens (28 or 35mm) for interior shots and again, use flash for fill-in light.

A yellow filter improves contrast in black and white photos. A polarizing filter will cut most of the glare from the car's glass.

Along with the photos and slides we need as much detailed information as possible about the car. Include information on the car's history, (if known), restoration work done, current use of the car, and anything unusual (in a past issue one of our featured cars survived a flood). And, of course, include information on yourself. If you are actively involved in a regional group, let us know about it.

I realize that most of this information has previously appeared in the *Mustang Times*, but based on the mail

I have received I thought the information would be worth repeating. Please remember, I'm only the editor, not a magician!

Teresa



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1987 NATIONAL SHOWS

Now is the time to plan for the 1987 show season. Any regional groups interested in hosting a National show in 1987 should contact National Headquarters as soon as possible for the necessary petition forms. Deadlines for submitting petitions are July 1, 1986 for Grand National Petitions, and August 1, 1986 for other National shows.

COMING UP IN THE MUSTANG TIMES

- ★ Small Block Parts Interchangeability Part III
- ★ The Southeastern National
- ★ Tahoe Turquoise and Twenty Years
- ★ Different Isn't Always Fun
- ★ Two Guys and a Car Go West

PLUS

More Group News, Horse Show, Letters, Horse Sense, New Products, and other MCA member stories and photos.

MUSTANG CLUB OF AMERICA

BETSY ROSS GRAND NATIONAL EAST

HOSTED BY:
THE FIRST PENNSYLVANIA MUSTANG CLUB

AUGUST 29-30-31, 1986

SHOW SITE

STOUFFERS HOTEL
480 N. GULPH RD.
KING OF PRUSSIA, PA.
(215-337-1800)

SCHEDULE OF EVENTS

Friday -- Check In - Tech Inspection
Judging Breakfast - Judging
Saturday -- Check In - Tech Inspection - Pool Party
Sunday -- Tech Inspection - Judging Awards Banq.

Deadline To Register: August 25 - All Cars Must Be Preregistered.
Cars that are ready will be judged Saturday.

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
T O N T R E H
 O D R R T O
R
O

YEAR _____ BODY STYLE _____ SERIAL NO. _____

VENDOR SPACES (10 x 20) - \$25.00 EACH NUMBER NEEDED _____ \$ _____

CAR REGISTRATION - \$15.00 EACH NUMBER NEEDED _____ \$ _____

PONY CORRAL - \$10.00 EACH NUMBER NEEDED _____ \$ _____

AWARDS BANQUET TICKETS - \$20.00 EACH NUMBER NEEDED _____ \$ _____

FREE T-SHIRT TO ALL CARS REGISTERED BY AUGUST 1st. SIZE _____

WILL YOU JUDGE _____ CLASS CERTIFICATION _____

MAIL PAYMENTS TO:

1st PA. MUSTANG CLUB
c/o CLIFF ZIMMERMAN
RD 2, BOX 406
BREINIGSVILLE, PA. 18031
(215-395-1218)

ADDITIONAL INFORMATION:

DALE BOWES
610 FITCH ROAD
HATBORO, PA. 19040
(215-675-7511)

I agree to abide by all rules and regulations of the Mustang Club Of America and understand I am responsible for my automobile and merchandise and agree to release all liability from Mustang Club Of America, First Pa. Mustang Club, Stouffers Valley Forge Hotel (and associated personnel) for any damage, injury, lost or stolen merchandise from this event.

THE 6th ANNUAL MISSISSIPPI COAST MUSTANG SHOW
Hosted by: The Mississippi Coast Mustang Club
JULY 18-19, 1986

Show Site: Miss. Coast Convention Center - Parking Lot A, Biloxi, MS

On Site Motel: Howard Johnsons - West Beach Blvd., Biloxi, MS
1-601-388-6310

Singles \$40.00 per night Doubles \$45.00 per night
(100 Rooms Available - Make Your Reservations by July 12, 1986)

Hospitality Party - Friday, July 18, 1986 - Howard Johnsons 8:00 til _____

Name _____ M.C.A. Number _____ Exp. Date _____

Address _____ City _____ State _____ Zip _____

Year _____ Body Style _____ Year _____ Body Style _____

Classes 1964½-----1973 Stock _____ Street _____ Modified _____

1974-----1980 Special Interest _____ 1980-----1986 _____

I will volunteer to assist in judging Yes _____ No _____

Car Registration \$15.00 Number Needed _____ \$ _____

Pony Corral \$10.00 Number Needed _____ \$ _____

Vendor Spaces \$10.00 (10 X 20) Number Needed _____ \$ _____

Awards Banquet - Saturday, July 19, 1986 - 8:00 p.m.
Convention Center Banquet Hall

\$10.00 per person Number needed _____ \$ _____

\$ 7.50 children under 12 Number needed _____ \$ _____

Total \$ _____

DEADLINE ON EARLY REGISTRATIONS IS JULY 14, 1986
(All prices will be \$5.00 higher the day of the show)

Mail all payments to:

THE MISSISSIPPI COAST MUSTANG CLUB
c/o Ben Powell Sec./Trea.
465 Russell Ave.
Long Beach, MS 39560
1-601-864-3366

Ron Parmley — 1-601-864-6473
Jack Wilbanks — 1-504-887-4559
1-601-452-4808

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 do agree to release all liability from the Mississippi Coast Mustang Club, the Mustang Club of America, and the Miss. Coast Convention Center for any damages, injury, lost or stolen merchandise from this event.

Signature _____



Technical questions should be addressed to:

Ask Fred Glazier
Mustang Club of America
P.O. Box 447
Lithonia, GA 30058

Dear Fred,

When it rains, water runs in through the left air vent onto the floor and also comes in by the heater on my 1966 Mustang coupe. What do I have to tear apart to fix this. It comes from the outer air opening on the cowl.

Wayne Miller
Box 163
Westhope, ND 58793

Dear Wayne,

There are repair kits available to fix the leaks in 1965-68 Mustang cowls. They consist of an insert that is placed inside the vent opening and held in place with epoxy. It is necessary to remove the fresh air vent on the left-hand side and clean the area thoroughly so that the epoxy will bond firmly. Once the epoxy is cured, the air vent can be reinstalled.

Fred

Dear Fred,

I have a problem with water leaks on both sides off my 1967 fastback. The water runs in from under the dash and

down the kick panels. I have put a new seal around the windshield and sealed the outside with vinyl caulking. The water still comes in. Is this a common problem with Mustangs? Short of removing the front fenders, is there any way to correct the problem? Every time it rains my carpet gets soaked and the floorboards are rusting out.

Sincerely,
Hunter Eck
Dublin, GA

Dear Hunter,

The cowl leaks usually come from the air vent and heater vent inlets on the bottom of the cowl. These two vents are originally designed to allow air to pass but not water. Over the years, the water dam rusts away and allows the water to run into the air vent and heater box.

There are inserts made that can be installed from under the dash. Check with one of our advertisers for more information about these parts.

Sincerely,
Fred

Dear Fred,

I still own the first car I ever bought, a 1966 silver gray Mustang convertible which is still going strong and unable to be retired. My 17 year old son has taken over the reins, which leads me to my question. Are roll bars necessary or an added precaution to be installed in the convertible? I was under the impression that the chassis was weighted to prevent the car from turning over in the case of an accident. Also is this a complicated and costly process.

I don't expect anything to happen as my son is a good driver. But I would like to insure the car to be as safety-wise as possible. I thank you in advance for your help in this matter. (If there are any stats on turnovers in the 1965-66's I would appreciate your sending them to me.

Penny Cavallaro
210 Marvin Ave.
Los Altos, CA 94022

Dear Penny,

I don't have any statistics to offer you on rollover accidents involving Mustangs; however, the Mustang convertibles are not weighted to prevent roll-overs and indeed will roll over.

A roll bar could be added to your car and would be available through some of the advertisers in the Mustang Times.

Fred

Dear Fred,

I am trying to finish a three year project by restoring to original the pony interior (F5) on a 1965 Mustang convertible (76B).

When I got the car, everything inside was garbled up and not enough was left of original for me to tell exactly what colors went where.

By following the soft trim section of Ford's Master Parts book and "How to Restore Your Mustang" I've determined the door metal parts are to be painted red and the pony door panels are to be white vinyl.

I've seen combinations of Aqua, blue, etc. paint with white vinyl on doors but never red.

Can you confirm red paint with white vinyl was actually furnished?

Thanks in advance for your answer.

Gene Whiteman
P.O. Box 5856
Lynnwood, WA 98046

Dear Gene,

The interior code F5 is white with red appointments. Therefore, the interior vinyl parts are white, i.e., seats, door panels, kick panels, and quarter trim upholstery. The metal parts of the dash, doors, windshield pillar posts and quarter trim are painted white. The carpet and dash pad would be red.

Fred

1986 NATIONAL BOARD OF DIRECTORS

Serving through January 1987

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Serving through January 1988

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MAY MEETING MINUTES

by Linda Henderson

The May meeting of the Mustang Club of America was called to order by the president. The minutes were read and approved.

The treasurer's report was submitted and approved.

Roll call was made with 23 answering.

Old Business

The board of directors voted on the amendment to accept the '74 to present Mustangs as members of the Mustang Club of America. The regional directors were given a chance to vote by mail. The amendment was passed by an 80% vote in favor.

The '74 to present Mustangs are to be accepted by the Mustang Club of America immediately, but it will be the option of the regional groups to accept them into shows in 1986. The classes will be judged by popular vote only.

A committee of Jim Osborn, Bill Dillard, Bob Vickery, and Jim Farlow was appointed to form judging guidelines for the new cars.

New Business

A petition for membership was sent to us by Lake Erie Mustang Owners Club of Erie, Pennsylvania. Their map and membership was approved and seconded.

The Vintage Mustang Club of Kansas City was granted a charter to the Mustang Club of America.

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

MUSTANG MADNESS

Do you know what makes a Mustang owner MAD?

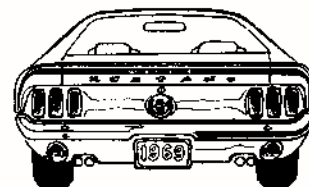
- When a Camaro pulls up beside you at a redlight and you're in your 6 cyl. convertible instead of your Hi Performance GT
- When you come out of a grocery store and 21 shopping carts are surrounding your Mustang like Indians attacking Custer
- When you take the time to park your car at the end of an aisle, all by yourself, and then come out of the mall to find an old wreck parked 2 inches from your door
- When you start to drive off in your Mustang, realize you didn't buckle your seat belt, think to yourself, "I'll buckle at the next light" and then hit every green light between here and Poughkeepsie
- When you get involved in a minor fender bender and the other person looks at your Mustang and says, "It's all right, it was an old car anyway"
- When you get involved in an accident and the bill is under \$100
- When you pull your Mustang into a gas station and as you're waiting to pay the attendant, you can hear him trying to scrunch the gas cap back on
- When you're driving down the highway and you hear you youngest say he is going to get sick on your new rug
- When you realize that the birds don't care that you have your convertible top down and you've just cleaned the interior

Submitted lightheartedly by,
Linda Bowes
Secretary/Newsletter Editor
First PA Mustang Club

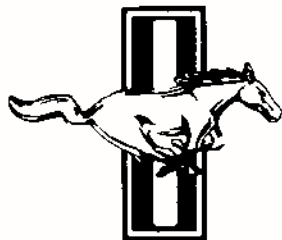
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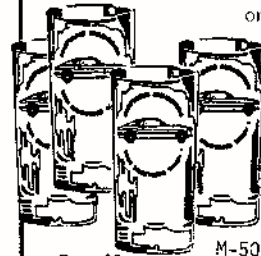
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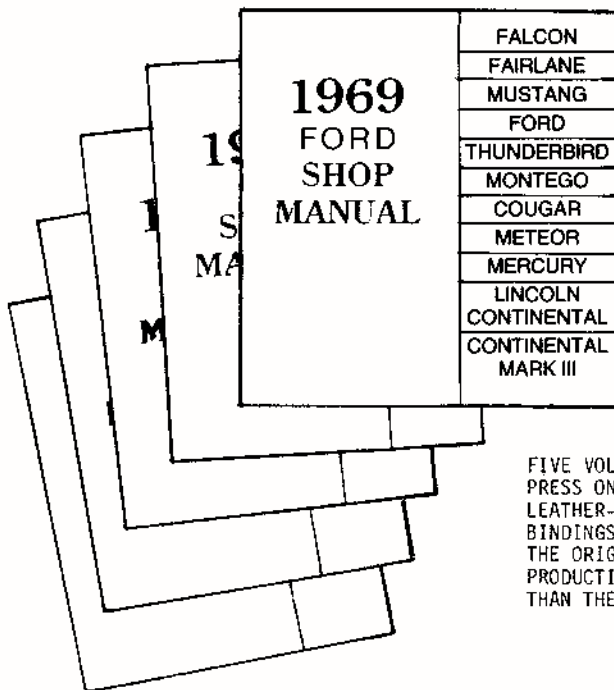
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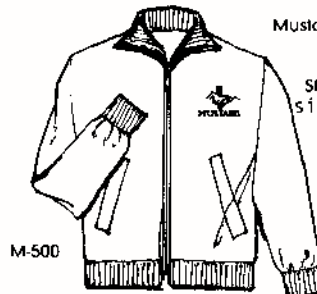
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<p>1964½ - 1966 John Henderson 3312 Dayton Blvd. Chattanooga, TN 37415 (615) 875-8987 week evenings 6 p.m. - 8:30 p.m.</p>	<p>1967 - 1968 Junior Downer 3312 Dayton Blvd. Chattanooga, TN 37415 (615) 842-4293 week evenings 6:00 p.m. - 8:30 p.m.</p>	<p>1969-1970 Ed Meyer R.R. #1, Box 694 Huntingburg, IN 47542 (812) 536-3673 late evenings Monday - Friday</p>	<p>1971 - 1973 Information to Come</p>
<p>Bosses Bob Perkins 1910 Riverview Rd. Oconomowoc, WI 53066 (414) 646-8874 weekdays & evenings</p>	<p>Shelbys Jim Cowes 2215 O'Connor Rd. Green Bay, WI 54303 (414) 434-3645 week evenings 5:00 p.m. - 8:00 p.m.</p>	<p>Modifieds Information to Come</p>	

The MCA members listed above are assistants to the National Head Judge and are specialists in the above listed Mustang classes. They will be glad to answer your letters or phone calls (no collect calls, please) concerning judging and restoration in these classes.

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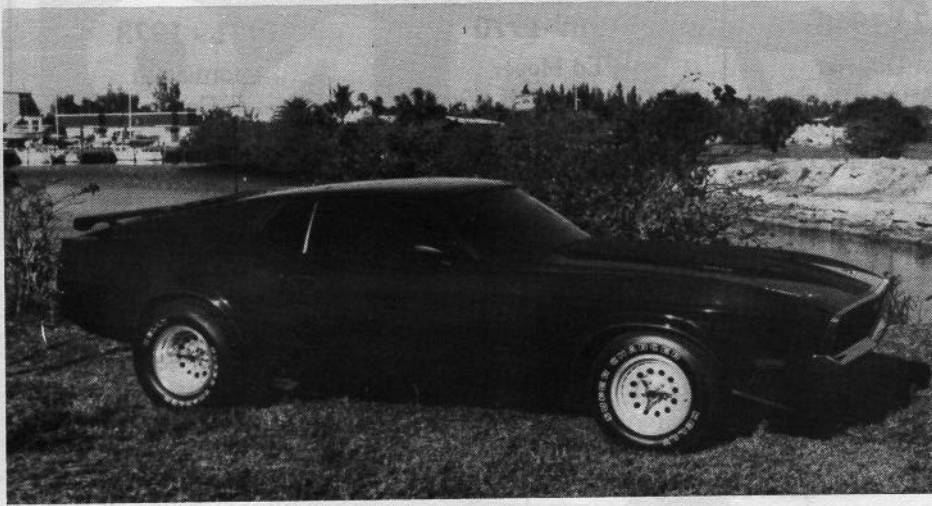
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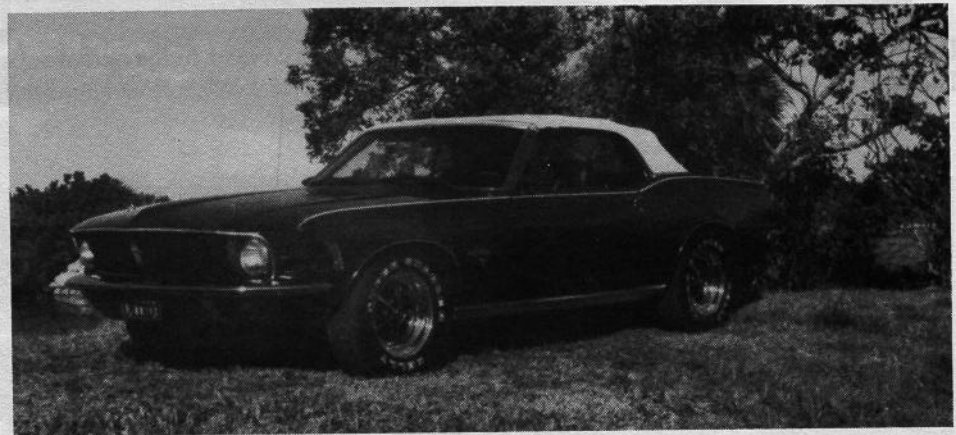
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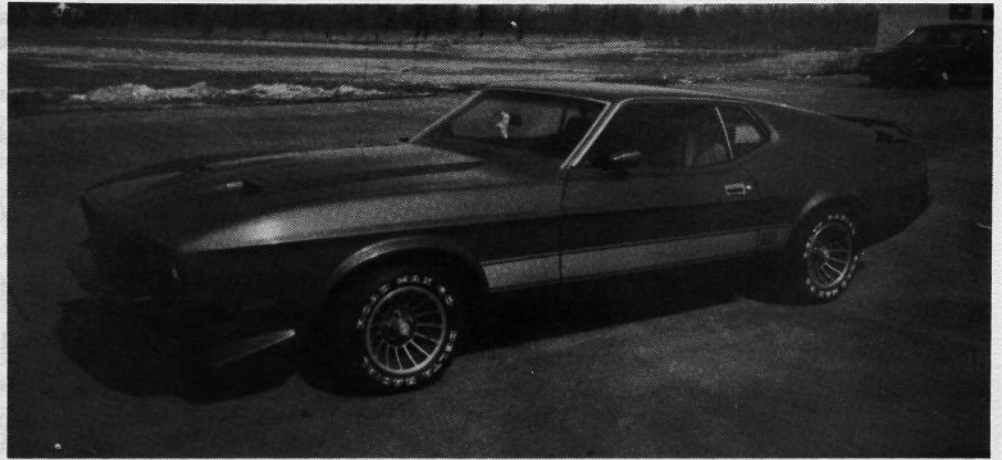


This "rare pair" is owned by Mr. and Mrs. Robert Schramm, Jr. of Ft. Myers Beach, Florida. The 1971 Boss 351 has numerous modifications including a "warmed up" Boss 351 engine. The 1970 convertible is powered by the awesome 428 CJ and has deluxe interior which makes it very rare indeed. Watch for a future cover car article on these two.



This 1968 coupe was purchased by Jim Pecora of Philadelphia in December 1982. After 3 years of major restoration performed by Mid County Mustang of Eagle, Pennsylvania, the car is about 95% complete including a rebuilt Ford engine and extensive body reconstruction and paint.

Steve Siegler of Lapeer, Michigan is the proud owner of this restored 1973 Mach I. Equipment includes a 351 4V, automatic transmission, air conditioning, and medium blue exterior. Excluding tires, wheels, and radio, this Mach I has been restored to original specifications and registers only 75,000 original miles.



This loaded Boss 429 is owned by Terry Culp of Bothell, Washington. Terry is the third owner and believes in putting this Boss through the paces at the local drag races. Although the original color was Grabber Green, a previous owner repainted the car Royal Maroon.

F. W. Gudde is the original owner of this 1968 GT/CS having purchased the car in National City, California in August of 1968.



EVENT CALENDAR

- July 4-6 Baton Rouge, LA The Baton Rouge Mustangers Fourth of July Mustang Roundup. Show site: Oak Manor Hotel, Baton Rouge, LA. Mustangs, Bosses and Shelbys. Vendor space available: Free jambalaya Friday night. Poolside barbecue Saturday. For further information contact Beverly Crowe (504) 293-8066.
- July 5-6 Blair, NE The 7th Annual Mustang Roundup sponsored by the Mustang Car Club of Omaha. Twenty-three classes for Mustangs, Shelbys, Cougars, and other Ford powered vehicles. Location — Blair High School grounds. For further information contact Ron Miller (402) 734-7557 or (402) 339-2982, Tim Christensen (402) 558-1927, Ron Johnson (402) 339-2951, P.O. Box 27600, Omaha, NE 68127.
- July 12 Salem, VA 4th Annual Mustang Roundup hosted by the Mustelby Mustang Regional Group. Show site: Miracle Ford, East Main St., Salem, VA. For further information contact Richard Graham (703) 362-0502. Vendor space available. Rain date July 19, 1986.
- July 12-13 Lithia Springs, GA Georgia Regional/John Bleakley Ford 2nd Annual "All Years" Mustang Show. Show site: John Bleakley Ford, 870 Thornton Rd. at I-20, Lithia Springs, GA. For further information contact Max Craft (404) 941-5300 (days), (404) 948-1622 (evenings), or Sue Osborn (404) 498-0644 (evenings).
- July 13 Russellville, OH Cruize-In '86 sponsored by the American Heart Association, Brown County Branch. Location Reed's Park, 1 mile south of Russellville, OH on SR 62. For further information contact Jim Marks, AHA, Box 123, Georgetown, OH 45121 (513) 378-6860 or (513) 378-4327.
- July 18-20 Great Bend, KS Shelby Owners of America, Inc. National Convention and Car Show. Drag races, road rally, swap meet, banquet, car show, and pony corral. For further information contact Randy Schwartz, RR4, Box 179A, Great Bend, KS 67530 (316) 792-6138.
- July 18-22 Winchester, VA MCA Eastern National hosted by The Shenandoah Valley Mustang Club. Show site: the Winchester Recreation Park. Headquarters: Quality Inn Motel (located across from the park), 603 Millwood Ave., Winchester, VA 22601. Car entry \$15.00, vendor fee \$20.00 for 10 x 30 space, pony corral \$10.00. For further information contact Angela Rinker, Rt. 1, Box 57, Winchester, VA 22601 or Robert Snyder at (304) 876-6830.
- July 19 Union Grove, WI Ford Motorsport Day, Great Lakes Dragaway, Union Grove, WI. For further information call (414) 462-5520 or (414) 442-7200.
- July 19 Ft. Wayne, IN 4th Annual Mustang and Ford Show hosted by the Old Fort Mustangers. Show site: Zollner Stadium, Ft. Wayne, IN. For further information contact Old Fort Mustangers, P.O. Box 5083, Ft. Wayne, IN 46895, (419) 542-8249. In association with The Three Rivers Festival and Students Against Driving Drunk.
- July 19 Alton, IL 9th Annual Mustang Round Up Car Show and Swap Meet hosted by the Southern Illinois Mustang Assoc. and Roberts Ford-Chrysler-Plymouth. Show site Roberts Ford-Chrysler-Plymouth, Alby Street and Beltline, Alton, IL. For further information call (618) 465-2482, 465-4620 (IL) or (314) 524-4533 (MO).
- July 19 Norfolk, VA 2nd Annual Car Show hosted by the Southeastern Virginia Mustang Club. Show site — Bill Bruce Ford, N. Military Hwy., Norfolk, VA.
- July 20 Cedar Rapids, IA 4th Annual Mustang, Shelby, and Special Interest Ford Car Show and Swap Meet. Hosted by Eastern Iowa Mustangs. 22 classes. Show site: Sheraton Inn, I-380 at Exit 17. For further information contact Bob Reihman (318) 628-4332 or Dave Sargent (319) 842-2459.
- July 27 Randolph, OH 5th Annual All Ford Car Show, Car Corral, and Swap Meet at Randolph Fairgrounds. 1903 thru 1986 Fords. Sponsored by The Northeastern Ohio Regional Mustang Club. For further information contact Martin Barrett, 287 Wallace Drive, Berea, OH 44017, (216) 234-5146.
- July 27 Brookfield, WI The Wisconsin chapter of the Super '60's Ford Club will hold its 5th annual show at Soerens Ford, 18900 W. Capitol Drive, Brookfield, WI. Brookfield is on the northwest side of Milwaukee. All '60 through '69 Ford products welcome. Registration from 8-12 with judging by participants at 1:00 p.m. Write for information to Russ Owens, 12314 Woods Road, Franklin, WI 53132.

EVENT CALENDAR

- Aug. 1-3 Dallas, TX The North Texas Mustang Club and the Mustang Clubs of Texas are holding a "Mustang Round Up" for the state's 150th Birthday. Indoor concours and outdoor popular choice and performance events are sanctioned by the Texas Sesquicentennial Commission. Registration deadline July 15 for concours and vendors. Fees: car entry \$15, car sale \$10, vendors \$25 (10 x 10), general public admission \$4 (under 12 free). Dallas-Fort Worth area. For further information contact North Texas Mustang Club, P.O. Box 531374, Grand prairie, TX 75053 or call Ed Gerloff (214) 264-8020, Frank Reynolds (214) 262-8077 or Rex Hall (817) 540-4024.
- Aug. 1-3 Arlington, TX Texas Sesquicentennial Mustang Show at the Convention Center in Arlington, TX. There is lots to do in the area: Six Flags Over Texas is next door and two water parks are nearby. An indoor car show will be setup in the Convention Center on Friday the 1st. The show will end Saturday night and MCA judging will take place. A performance event will be held on Sunday. Come to Texas in the summer time and be cool inside!
- Aug. 2 Gastonia, NC 6th Annual Carolina Regional Mustang Club of America Mustang Show. Eastridge Mall parking lot at I-85 and New Hope Road, Gastonia, NC. Vendor spaces available. For further information contact Fred Young (704) 372-2750 or Carolina Regional Mustang Club of America, P.O. Box 32275, Charlotte, NC 28232.
- Aug. 3 Parkersburg, WV 1st Annual Mustang Car and Craft Show sponsored by the Mid Ohio Valley Mustang Club and St. Xavier Church. Inside crafts, judged Mustang classes. Trophies, ribbons and best of show awards. Registration 8 am to 1 pm. Food and more. Show site: Pkg. Catholic High School. For further information contact Russ Alton, 2105 17th Ave., Parkersburg, WV 26101, (304) 428-4851.
- Aug. 8-9 Birmingham, AL 1986 Dixie Regional Mustang Show sponsored by Birmingham Mustang Club. Show site: University of Alabama campus at Birmingham between University Blvd. and 8th Court Street on 11th Street South. For further information contact David Marsh (205) 681-6388 or Bill Rogers (205) 744-9922.
- Aug. 16 South Bend, IN 4th Annual Michiana Mustangs Show will be held at the St. Joseph County 4-H Fairgrounds, South Bend, IN. Admission \$1.00. For further information contact Barry & Katy Van Paris, 19335 Strawberry Hill Rd., South Bend, IN 46614 (219) 291-4550.
- August 16-17 Fort Wayne, IN Detroit Performance Cars & Swap Meet. Show site — Johnny Appelseed Park behind Memorial Coliseum. For further information contact Rainbow City, 1418 Broadway, Fort Wayne, IN 46802 (219) 422-7790.
- Aug. 17 Elmont, NY 1st Annual Antique, Classic and Custom Auto Show and Flea Market. Presented by Elmont Elks Lodge #2008. Show site: Alva T. Stamford Junior High School, 700 Hempstead Turnpike, Elmont, NY. For further information call (718) 338-3166. Rain date August 24, 1986.
- Aug. 23-24 Tidewater, VA 6th Annual Mid Atlantic Mustang Show. A two-day event featuring concours judging, swap meet, awards banquet and much more. Bring the whole family for a funfilled vacation of Mustangs, beach and sunshine in beautiful Tidewater, VA. For further information contact Mike Pettit, 34 Patton Dr., Newport News, VA 23606 or call (804) 596-8841.
- Aug. 29-31 Valley Forge, PA Betsy Ross Grand National East, sponsored by First Pennsylvania Mustang Club at the Stouffer's Hotel, Rt. 363 (N. Gulph Rd., Exit 26 PA Turnpike) Valley Forge, PA. Car entry \$15.00. Vendor fee \$25.00 for 10 x 20 space. Hotel rooms \$56.00 per night. For further information contact Dale Bowes, 610 Fitch Rd., Hatboro, PA 19040, (215) 675-7511.
- Aug. 29-31 Albuquerque, NM MCA Grand National West. Hosted by the Rio Grande Mustang Club, Inc., Albuquerque, NM. Show site: Ramada Hotel, 6815 Menaul Blvd., NE, Albuquerque, NM 87110, \$47.00 single or double. Entry fee \$18.00, vendor space, \$30.00. Pony Corral \$25.00. Registration and hotel reservation deadline August 15th.
- Sept. 5-6 Overland Park, KS 2nd Annual Mustang Show and Swap meet presented by Vintage Mustang Club of Kansas City at Regency Park Resort and Conference Center, 9200 Metcalf Ave., Overland, KS. Trophies awarded in 18 classes, awards banquet Saturday evening, free hospitality hour Friday evening. Fees \$7.00 advance, \$9.00 on arrival, \$10.00 vendors. For further information contact Scott Lamons, 4915 Cody, Shawnee, KS 66203 (913) 631-8115 or Jack Sell (913) 649-5770.

EVENT CALENDAR

- Sept. 6-7 Gloversville, NY Collector Car Flea Market and Car Corral hosted by Vietnam Veterans of America at the Gloversville Armory on Washington Street. For further information contact Wayne Terranova, Pres., Vietnam Veterans of America, Tri-County Area Chapter #91, P.O. Box 644, Gloversville, NY 12078.
- September 13 Kokomo, IN The Kokomo City of Firsts Mustang Club is holding its 3rd Annual Mustang Show & Swap meet. Sponsor and show site — Kokomo Ford. Peoples Choice voting only by show participants. All Mustangs 1964½-1986 invited. Pre-registration \$5.00 or \$7.00 day of show. Pony Corral \$3.00. Vendor spaces free (donations accepted). For further information contact Vince Springer, 3117 Mayfair Dr., Kokomo, IN 46902 (317) 453-7587.
- Sept. 13 Roanoke Rapids, NC 1st Annual Mustang Show and Swap Meet. A one day event hosted by the Tarheel Mustang Club, Murfreesboro, NC. Show site: Becker Village Mall, South 10th Street, Roanoke Rapids, NC (right off Interstate 95). Car registration, vendor and pony corral spaces \$10.00. For further information contact Don Phillips (919) 398-4405 or Sonny Vick (804) 562-4424.
- Sept. 14 Columbia, SC Mustang Show hosted by the Central South Carolina Regional Group at Woodhill Mall, Hwy. 378 at 76. For further information contact Margaret Robinson, 601 Chillhowie Rd., Columbia, SC 29209, (803) 783-4626.
- Sept. 19-20 Cherokee, NC 12th Annual Carolina Region Shelby American Automobile Club Meet. Show site: Great Smokey Inn, Cherokee, NC. Car show, parts swap, banquet. Numerous classes for Mustangs, Shelbys, and other Ford vehicles. For further information contact Bill Harris, 8129 Cedarbrook Dr., Charlotte, NC 28215 (704) 535-1228.
- September 20 Tulsa, OK 7th Annual Green Country Classic Mustang Club Show and Swap Meet. New location — Ramada Hotel, directly across from the Oral Roberts University Campus. Friday includes car set-up and hospitality room with free food and drinks. Saturday events include concours judged show with special classes for street driven cars and promotional items, parts and cars swap meet, hospitality room, and evening banquet for awards presentation. Rain date is Sunday the 21st. For further information contact Bryant Coffman (918) 437-0617.
- September 20 Winchester, VA The 2nd Annual Fall Spectacular hosted by the Shenandoah Valley Mustang Club will be held in the Winchester Recreation Park. First 100 pre-registered will receive a dash plaque. First, second, and third awarded in each class. Mustangs 1964½-1986; Ford products 1903-1973; Trucks 1903-1986; also street rods, machines and custom vehicles. Showtime 11-4 p.m. Registration 8-11 a.m. Fee — Pre-\$7.00, day of show-\$10.00. For further information contact Robert Snyder (304) 876-6830 or Rick Combs (703) 667-2124 or write to Angela Rinker, Rt. 1, Box 57, Winchester, VA 22601.
- September 27-28 Lake Geneva, WI The 9th Annual Lake Geneva Classic Car Rally tour, "According to Hoyle" to benefit children's cancer research is sponsored by the Corinne Kreissl Memorial Foundation, Inc., with the cooperation of the American Cancer Society, Geneva Lake Area Chamber of Commerce, Lake Geneva Rotary Club, Walworth County CB Radio Club and Americana Lake Geneva Resort. Show site — Americana Lake Geneva Resort Ski Chalet. For further information contact Classic Car Rally, P.O. Box 732, Lake Geneva, WI 53147 (414) 248-4416 or (414) 248-3536.
- October 5 Monticello, IA 5th Annual Fall Auto Parts Swap Meet held inside the Youth Center Building, Monticello, Iowa. Open to all types of antique, classic, custom and performance parts, new and used. Plus other related automotive items: magazines, memorabilia, model cars, etc. Important: All vendors (seller) reservations must be made in advance. For further information contact Ralph or Galen Muller, 853 Southhaven Dr., Monticello, IA 52310 (319) 465-5119 or (319) 465-5380.
- Oct. 5 Harrisburg, IL 2nd Annual All Mustang Roundup and Swap Meet hosted by The Coal County Mustang Club. Show site: K-Mart parking lot, Rt. 45 N., Harrisburg, IL. For further information contact Nelson Fowler (618) 273-8007 or Felix Tate (618) 273-5396.



STARTIN' OUT RIGHT

by Valerie Whitman

Although I was only five years old in November 1981, I can remember when my Daddy bought my Mustang and brought it home to me. It was a cool rainy day and he almost lost it off the trailer on the way home. He only bent the front bumper guards and valance panel. That was okay because it made them match the rest of the car. Mom took one look at my car and asked if we really paid money for that thing. She only saw a faded orange Mustang with no transmission, but me, my Dad, and Uncle Charlie could squint our eyes and see a restored best of show winner.

Daddy and Uncle Charlie said that my car would be good to restore because the man we got it from was the original owner and it had never been wrecked. It was built in December 1964 and has many 1964½ features such as center-off heater and clip-on door handles.

We got the car together and running and drove it around that winter, but the next spring I asked Daddy and Uncle Charlie to paint it for me. They took my car to Uncle Charlie's house in Paris, Arkansas because he had a shop to keep it in and started stripping it down. I only wanted a paint job, but the next time I saw my car it was on blocks with its fenders, hood, deck lid, and doors leaning against every wall. Its interior was stripped and the shop floor was covered with orange paint and paint stripper. I didn't say much, but I really didn't think I would ever see my baby back together again. I knew Daddy and Uncle Charlie had never done anything like this before, but what the heck, I had another 10 years before I would be old enough to drive anyway. Maybe they would have it back together by then.

Well, they worked almost every weekend for the next three years on my car. I would check on them every so

often to make sure they were doing it right. After they had it totally stripped to the bare metal and everything off and out of it, they took it to Mike Fredrick's house in nearby Subiaco, Arkansas. Mike is a very good body man and he started on the body work in his spare time and weekends. He spent dozens of hours doing something called color sanding. It must have paid off because a few years later a national judge told us that my car had the straightest body he had ever seen.

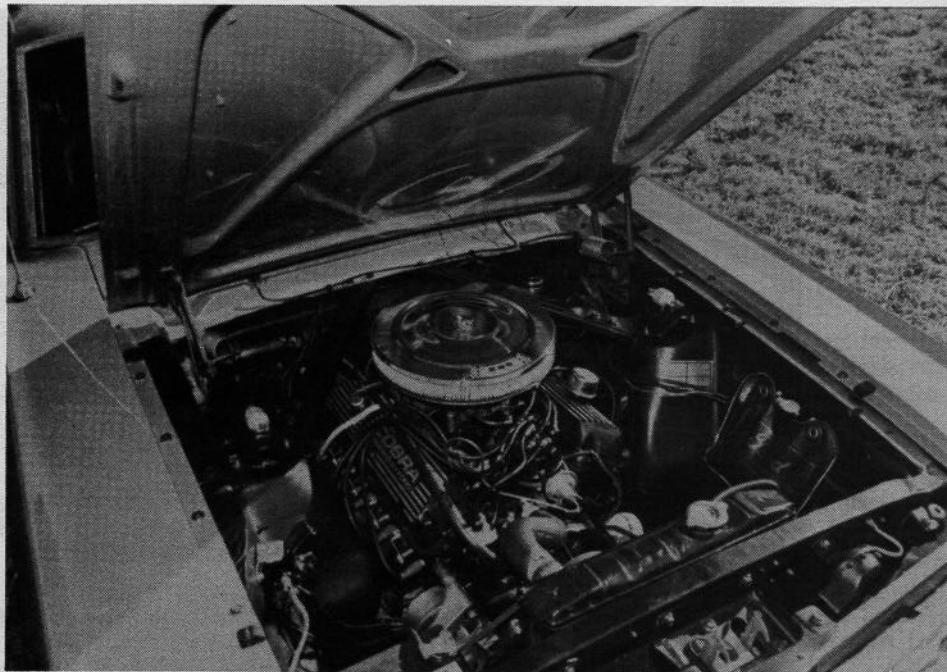
In the meantime we started gathering up the parts that we needed to finally start back together with my car. It helped that Uncle Charlie is the local Ford parts manager. He ordered everything from Ford that was still available, and almost everything else came from Dallas Mustang. We spent many hours driving all around to salvage yards hunting the right clips and screws and little things that you can't get new any-

more. Daddy and Uncle Charlie and me like junk yards and can spend hours kicking around in them but Mom was sure by now that we were crazy. "If you want a new car," she said to Daddy, "why don't you just go buy one?" She just doesn't understand us.

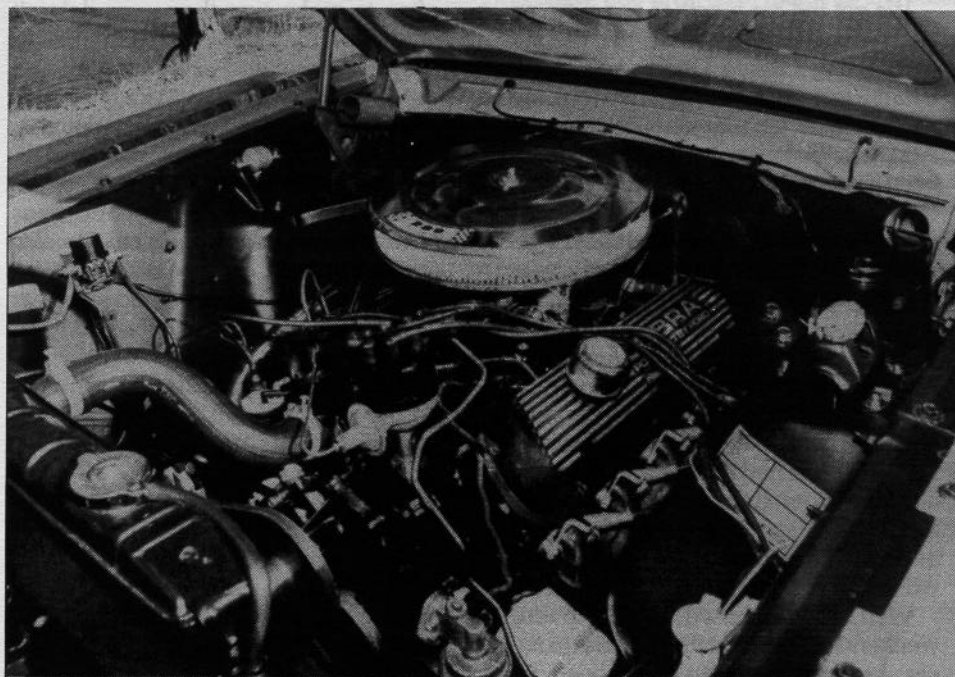
Well, Mike finally got the car back to us edged in and we started putting on fenders, doors, hood and deck lid and aligning everything. Then, back to Mike's for paint. It was painted original Poppy Red with several coats of lacquer and left to cure for a few weeks. Then wet sanded and painted with several more coats of lacquer. After curing for several more weeks it was wet sanded again and buffed. Now we got my car home again with nothing to stop us from putting it together, but time, money, and know-how.

The motor and transmission were pulled and detailed. All the front end suspension and drive train came out, sandblasted and repainted. The rear end the same way. When Mom saw us working on the underside there was no doubt left in her mind that we had sniffed too many paint fumes.

Now it was starting to be fun because every new part we put on made my car look more like a new car. In went its



289 with engine dress-up kit.



glass and a new windshield and new weatherstripping and gaskets everywhere. New chrome and things started to shape up very nicely. And none too soon because I wasn't getting any younger. When the all-new interior went in I thought the end was in sight. That's when Daddy and Uncle Charlie decided the car looked too good for the used style steel wheels. They drilled out the rivets and took the centers out of all five wheels and sent them to the chrome shop. Now this is where I started to agree with Mom a little. After all, I didn't want to lose a wheel some day while cruising the local Dairy Diner. But they got them back together, painted and installed new centers and I admit they do look good. People think they are reproductions, but I know better. After three years we were ready to take my car to a car show and see how it stacked up against other Mustangs. Of course, we had to buy a trailer to haul it on. This wasn't what I had in mind at all. I wanted to drive it but I thought I would humor Daddy since he had come up with most of the money for the project.

The first show we entered was at Tulsa, Oklahoma and we won our class. Now a year has passed and we



Standard black interior with rally pac and full length console.

Valerie's Poppy Red pride and joy.



have entered eight shows. We have one best of show, six first place, and one second place (nobody's perfect, but we're working on it). We took my car to Chattanooga, Tennessee last spring to the Southeastern National, our first national show and I sure was proud when my Mustang won its class. After that trip, my Daddy bought me an enclosed trailer. We are looking forward to this year and making a few more national shows. Daddy said if I'm real good he will let me go to Albuquerque, New Mexico for the Grand National.

Let me list a few things about my 1965 Mustang fastback:

- Poppy Red Exterior
- Black Standard Interior
- 289 2-V Engine
- C-4 Automatic Transmission
- Rally-Pac
- Console
- Style Steel Wheels
- AM Radio
- Restored by Valerie Whitman, Bill Whitman, Charlie Digiacomio.
- Painted by Mike Fredrick.
- Special thanks to Bob James Ford for use of their facilities.

I'm going to let Daddy and Uncle Charlie haul my car around to shows for a few more years yet. After all, they did work pretty hard on it for three years. Let's see, in seven more years I will be 16 and me and my Mustang are going to cruise cool!

MT

MUSTANG CLUB OF AMERICA
1986 RIO GRANDE GRAND NATIONAL
Hosted by the Rio Grande Mustang Club
August 29-31, 1986

SHOW SITE & HEADQUARTERS

Ramada Hotel
 6815 Menaul Boulevard
 Albuquerque, NM 87110
 \$47 single or double (before Aug. 1st)
 (505) 881-0000 or 1-800-2 RAMADA

Western B-B-Q 29th
 Cocktail Party 30th
 Awards Banquet 31st

CAR DRAWING

1st Annual Mustang Sweepstakes
 1966 Mustang Convertible
 Restored by Montana Mustangs
 Tickets: \$5.00 Drawing: Aug. 31st

(All events are at the Ramada Hotel)

Entry Form

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

Name _____ Membership No. _____ Exp. Date _____

Address _____ City _____ State _____ Zip _____

Year _____ Body Style _____ Serial No. _____

Year _____ Body Style _____ Serial No. _____

S M U S S R T
 T O N T R E H
 O D R R T O
R
O

Car Registration (\$18) No. _____ \$ _____

Vendor Space (\$30) No. _____ \$ _____

Pony Corral (\$25) No. _____ \$ _____

Barbeque (\$12) No. _____ \$ _____

Banquet (\$18) No. _____ \$ _____

Car Drawing (\$5) No. _____ \$ _____

Total Enclosed \$ _____

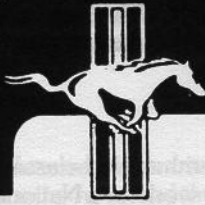
Make Check or Money Order payable to: *Rio Grande Mustang Club*
 13008 Comanche NE
 Albuquerque, NM 87111

Information: *Bob Miller*
 (505) 298-7263

★ ★ ★ **Entry forms must be received (postmarked) by August 15** ★ ★ ★

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 Rio Grande Mustang Club, Ramada Hotel, Mustang Club of America, for any damage, injury, lost or stolen merchandise from this event.

Signature: _____ Date: _____

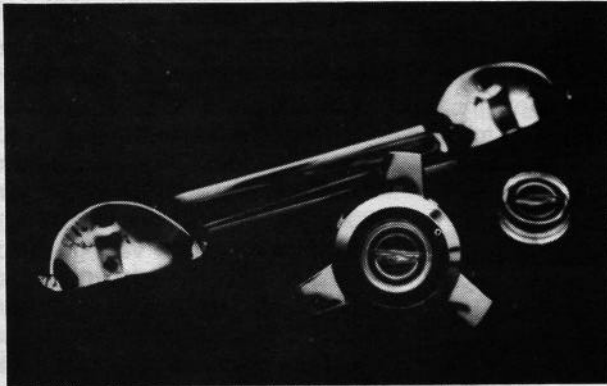


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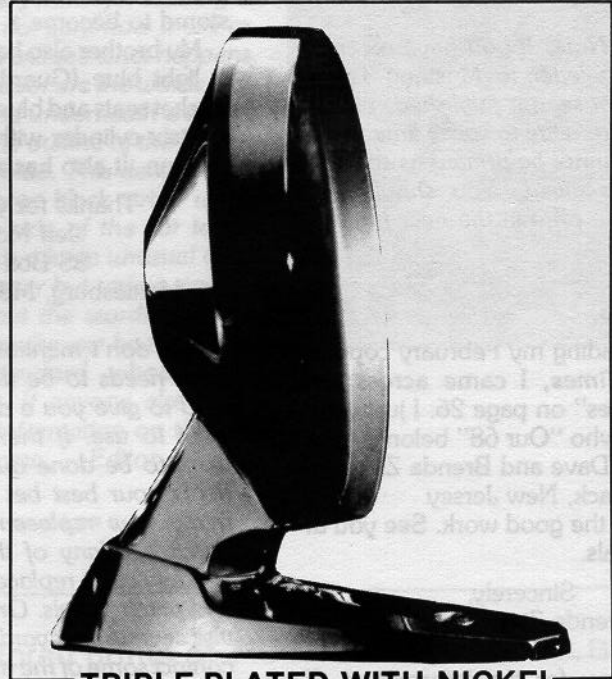
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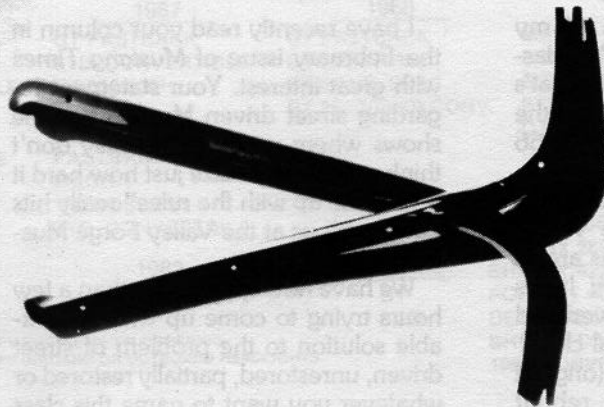
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LETTERS TO MUSTANG TIMES

Letters to Mustang Times are published as an information exchange service to Mustang Club of America members. Publication of a letter does not constitute an endorsement of content by the Mustang Times staff.

(Editor's Note: If you have recently submitted a letter to Mustang Times but have not seen it published, please hang in there. Due to space limitations all letters cannot be printed as soon as they are received. You should see your letter in print in the near future).

Dear Teresa,

Upon reading my February copy of Mustang Times, I came across the "Pony Plates" on page 26. I just want to identify who "Our 68" belongs to. It belongs to Dave and Brenda Zimmerman, Peapack, New Jersey.

Keep up the good work. See you at the Nationals.

Sincerely,
Brenda Zimmerman

Thank you for the information. If anyone else recognizes any of the unidentified plates from the February "Pony Plates", please let me know. — Editor

Dear Mustang Times,

Enclosed is a photograph of my mother's car. As you can see it's a classic Mustang in disguise, at least that's what I say about it. (Ed. note — the photo is of a Cadillac bearing a "1966 Ford Mustang" tag frame.)

I drive a 1968 coupe with a bench seat and deluxe interior. The VIN is 8F01C134428. The door codes are as follows: 65D D 9B 02A 28 2 W. It has an underdash AC and an overhead console. It also has an optional clock.

I hope to have it painted (original color) and have the engine rebuilt sometime soon. The car has some body work to be done and I don't know whether to use bondo or fiberglass. I'll have a professional do the body work so I'd like to know which you would recommend.

My father owns a 1966 coupe with bucket seats and standard interior. It has a six cylinder and automatic transmission. It also has an underdash AC. The car is Springtime yellow with a black interior. It is currently being restored to become a daily driver.

My brother also has a 1966 coupe. It is light blue (Guardsman blue?) with bucket seats and blue on blue interior. It is a six cylinder with a 3-speed transmission. It also has a rally pac.

Thanks for your time,
Jeff McGee
SS Box 9416
Hattiesburg, MS 39406-9416

You don't mention what type body work needs to be done so it is really hard to give you a definite answer on what to use. If there is considerable work to be done due to rust or accidents your best bet will be to use as many new replacement panels as is possible. Many of the Mustang parts vendors carry replacement sheet metal and patch panels. Or you may want to visit several junk yards to locate parts or contact some of the many vendors who advertise with the Mustang Times. Using bondo or fiberglass for major body work should be a last resort. — Editor

Dear Teresa,

I have recently read your column in the February issue of Mustang Times with great interest. Your statement regarding street driven Mustangs at the shows where you say, "I really don't think most folks realize just how hard it is to come up with the rules" really hits home with us at the Valley Forge Mustang Club.

We have now spent more than a few hours trying to come up with a workable solution to the problem of street driven, unrestored, partially restored or whatever you want to name this class and how best to judge these cars.

I see MCA has broken this class down into two classes (Ed. note — the unrestored class has been broken down into two classes and the street driven class has been broken down into

four recommended classes) which will probably work for a National; however, at a more local show such as ours on June 22, we will have problems. Namely space and people. We fear that since 99% of our entries are driven to the show, our street driven class would overflow with participants while if we had an unrestored class, only a few would enter.

Then there's the matter of judging and I see that MCA is using percentages and handicaps which could turn our one day event into a marathon. MCA requirements look very good for that class in determining participation by a certain car. We decided to shelve plans for this year since our June show is set and the flyers are printed and wait and see how the Valley Forge Grand National goes.

I certainly hope that MCA has found a workable solution that everybody can live with. To those other clubs throughout the country who are scratching their heads looking for answers to tough questions, I wish you luck.

Best Regards,
Jim Aberts
National Director
Valley Forge Mustang Club

The 1986 Judging Rules as printed in the February and March issues of the Mustang Times are the rules that must be used at all National shows. The rules are not a "must", however, for regional or local shows. These rules can be used as a basic guideline for the judging process but can be shortened and/or modified to meet the needs of the particular regional group. Trying to judge a one day show by the rules used at National shows can certainly turn into a nightmare.

The breakdown of the Street Driven Class into four categories is the recommended breakdown. If your group needed to further break down the classes for a local show you can certainly do so. The guidelines for allowing a car to enter the Street Driven Class should be of benefit to all shows whether local or National.

Perhaps some of our regional groups would like to share their judging solutions with Mr. Aberts.

LETTERS TO MUSTANG TIMES

Your folks sure are ambitious hosting a local show in June and then a Grand National in August! — Editor

Keep up the good work, and the informative articles that you publish.

Long time members,
Art and Becky Dice

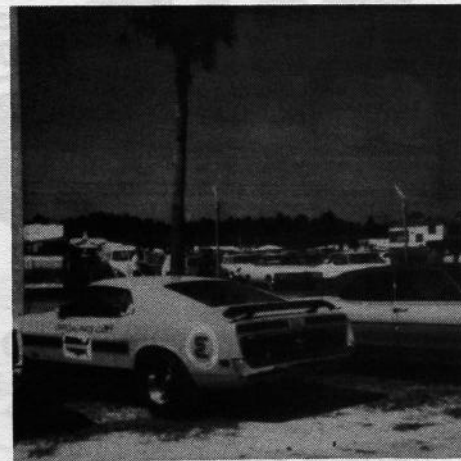
Dear Editor,

I am writing in response to the January 1986 issue of the *Mustang Times*.

In the MCA news and notes, about the 1970 pace car for the American Raceways, it was a 1970 Mach I, painted yellow and black. The reason we know, is we were at the Daytona Raceway in February of 1970 on our honeymoon and took the enclosed picture of the 1970 Mach I that was parked at the speedway.

Just thought you'd like to see the Official Pace Car that was mentioned in the article.

Thank you very much for sending us the photo. I'm not sure how it will reproduce but we will see what happens. On the driver's door are the words Official Pace Car and underneath is a large decal bearing the outline of the USA in red, white and blue. This decal is centered over a large black stripe which runs down the side of the car to the quarters. There is a large unusual decal on the rear quarter but unfortunately I cannot make out the wording on the decal. It appears the car had white interior and standard wheels with Goodyear tires. If anyone else might possibly have information on this car, please let us know. — Editor



.....



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STD. FASTBACK'
STD. CONVERTIBLE'
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GT FASTBACK'
GT CONVERTIBLE'
GT 350

1967
GT FASTBACK
STD. CONVERTIBLE
GT 350/500²

1971/1972
FASTBACK W/OPT. HOOD
MACH 1
'71' BOSS 351
STD. CONVERTIBLE

1968
GT FASTBACK
GT 500/KR/350
GT/CALIF. SPEC.
GT 350/500/KR CONV.

1983

GT

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COBRA
STD. 3 DOOR

1980
COBRA
STD. 3 DOOR

1982

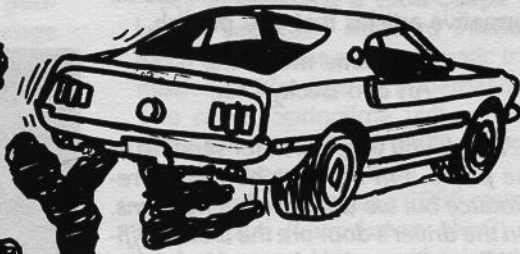
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2. SPECIFY INBOARD OR OUTBOARD HEADLIGHTS

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ROAD RALLY



ROAD RALLY

by Lee Mathias

Tight lipped, rigid with tension, they approached the car. Sweaty palms released the doors and fumbled with an extra tug on the seatbelts. The seconds dragged by antagonizingly. Suddenly a paper was thrust at the driver, tossed to the navigator, "go" shouted by the starter. A crunch of gravel, the squeal of tires on blacktop . . . "Right at first light." "Who lives at 3682?" "Left on P-Tree." "Where does the well-driller live?" "What year did Grace Thornton die?" "Where do you buy a Coke?" "Left at blinking light." "How many phone booths are on your right?" "How far is Jasper?" "What interstate did you cross?" "Follow 93 for 6 miles,

right at Jacobs Church' . . .

And so it goes for several hours following directions and answering questions along a scenic, circuitous route laid out by the rally master. A casual Sunday jaunt made up of instructions and questions, some easy and some trick, the basic gimmick rally as practiced by car clubs on several continents for generations. Who wins? The first criteria is to answer all the questions correctly. The answers are found hidden along the route. The second criteria is to cover the prescribed distance in the allotted time. Designed to be run at or below the legal speed limits, you will be okay here if you do

not go back too many times to find answers or get lost . . . Oh yea, lost, you do not have any idea where you are going until you arrive . . . The dreaded PANIC ENVELOPE is handy here. Open it and you will be saved from hopelessness, hunger, fatigue and confusion as it tells you where the end of the rally may be found. Unfortunately you will also be disqualified for arriving with your envelope unsealed.

Usually started with a breakfast or picnic, Mustang clubs call these events Road Rallies. The end is usually followed by another pig-out and much good natured ribbing over mistakes, answers, how lost were you? (How does Alabama sound?). All you need is a car, a driver, a navigator, some pencils, and some food to contribute to the pig-out. Who sets up the course? A volunteer from a previous event, usually the winner. Is it fun? You bet. Will you enjoy it? Definitely. Each event turns up two or three more cars than the last. Isn't it about time you joined the rally crowd? If you can drive a Mustang that's great, if not anything will do but try not to show up in a Chevy, we do have our standards.

MT



DID YOU KNOW . . .

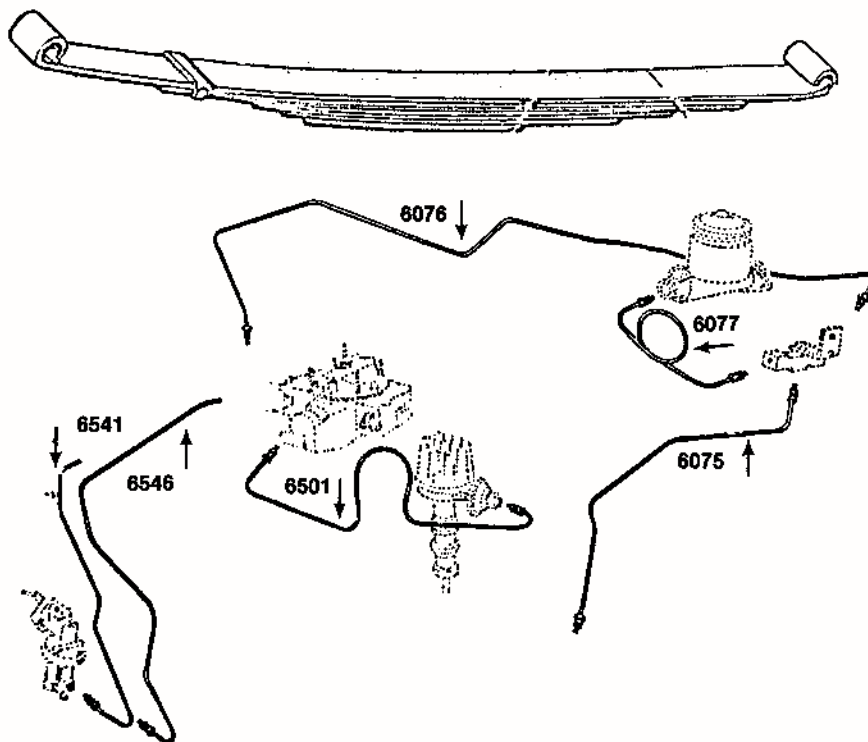
The Mustang II was originally code named the "Arizona Project."

The Mustang II is 175 inches long, 70 inches wide, has a wheelbase of 96.6 inches and weighs 3200 pounds. The original Mustang is 181 inches long, 68.2 inches wide, has a wheelbase of 108 inches and weighs 2960 pounds.

A styling competition between the Ford, Lincoln-Mercury Advanced Design and Ford's Ghia Studio resulted in the Mustang II's lines. (The Lincoln-Mercury studio's design was chosen).

Changes were made to the Mustang II's pony with its legs no longer in the famous gallop but in a canter.

Glazier's Mustang Barn



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SMALL BLOCK PARTS INTERCHANGEABILITY (PART II)

by Lee Wilmot & Don Wilmot

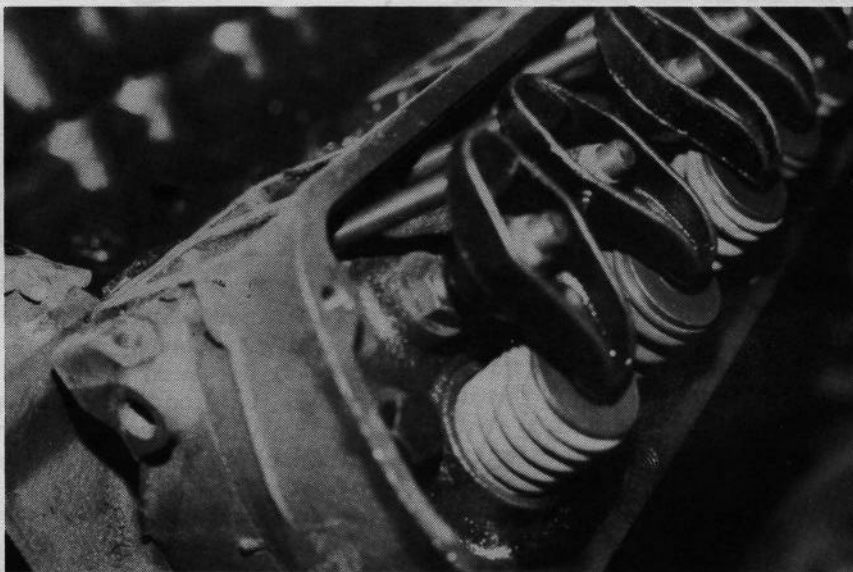
We will now discuss the cylinder heads and their relation with the pistons and their interchangeability.

As mentioned earlier, swaps should be made for horsepower and reliability gains only. For example, Windsor type heads will fit on a Boss 302, but the only reason I can think of for doing this is for vintage racing. So much is sacrificed when using the Windsor heads instead of the Cleveland heads.

The most common head swap to the 289 and 302 is using the early 351W heads. When doing this, use cylinder heads with casting #C90Z-6049-F or D00Z. Along with these heads you must use TRW domed pistons (part #L-2249) to bring the compression back to approximately 10.5 to 1. 351W heads have larger valves, intake ports and exhaust ports. C80-Z-6065-A and C80Z-6065-B head bolts must be used. If domed pistons are not installed, compression will end up around 9 or 9.5 to 1. When making this swap, 351W intake gaskets and 289 head gaskets are used.

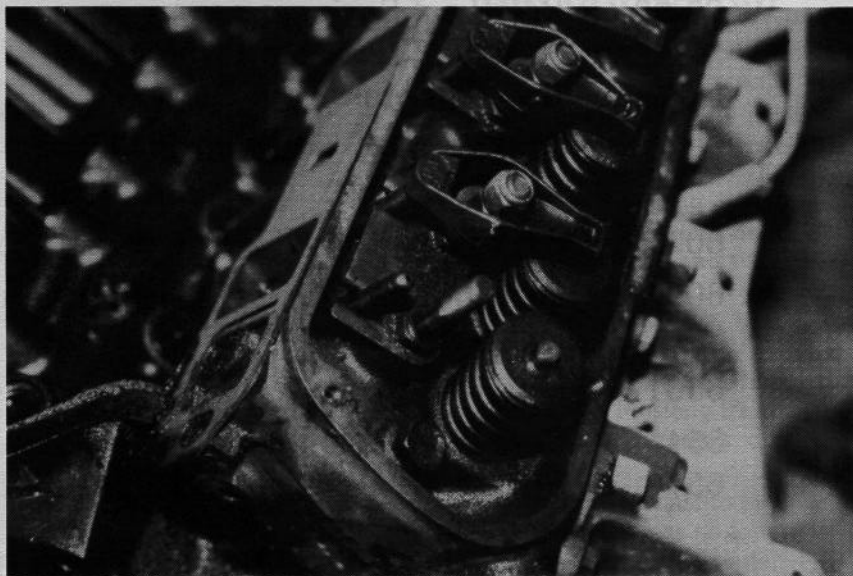
If the engine is going to see high RPM's, we suggest that quideplates, screw-in studs and conventional rocker arms be used. The machine shop will know how to machine the rocker stud Bosses .300 inch for this conversion. You will note a horsepower increase of approximately 32. Hardened pushrods and a good set of retainers will also be needed.

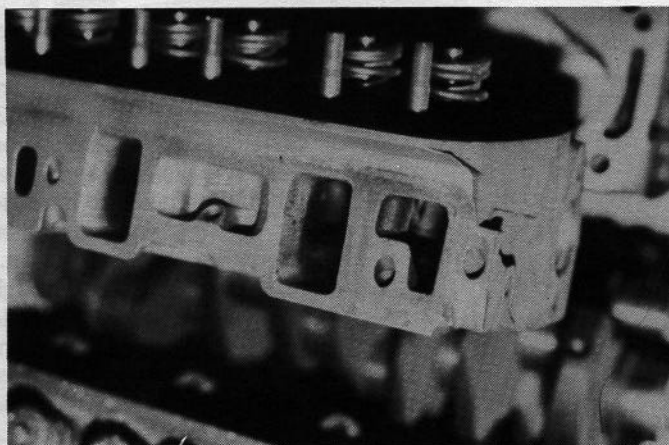
Also, if you have a 289 or 302, the 289 hipo head is a simple bolt-on procedure. The heads are getting more expensive every day, but they do allow higher RPM's and are very durable. 289 hipo heads come with screw-in studs and close tolerance valve slots for the pushrods instead of quideplates.



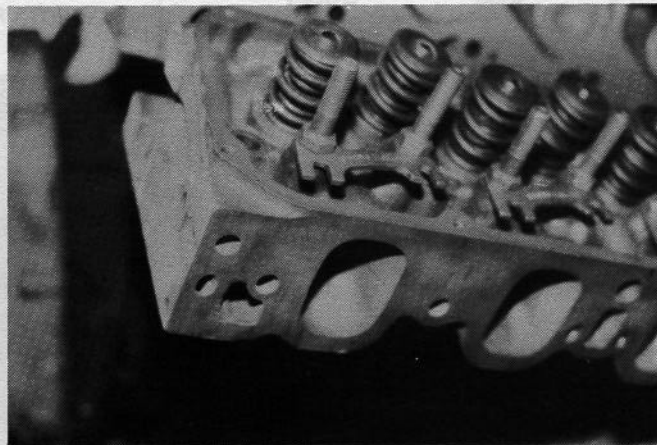
289 hi-po heads come standard with screw-in studs. Note conventional rockers.

Guide plates and screw-in studs on 351W heads. DO NOT use rail rockers as pictured.





289 intake ports.



Boss 302 intake ports.

Ford Motorsport is now making Cleveland type heads that will fit the Windsor blocks. A special intake is necessary for this conversion. Any Cleveland head will swap to any other Cleveland block. Check Motorsports catalog for availability.

If your car will be used mostly for street driving, a lot of thought should be given to the compression aspect of the engine. Try to stay in the 10.5 to 1 or less range to minimize pinging and spark knock. We do not suggest piston swaps from one block design to the other just because the bore size is the same. There are too many variables, such as pin height and dome size, along with skirt length and overall piston length. If pistons are being replaced, always use forged pistons and try to stay with a flat-top piston.

All 2 bbl. Windsor engines and the early 289 4V (64½) came with cast aluminum dished pistons. The compression ratio through the years varied from 9.5 to 1 and 8.5 to 1 depending on the cylinder head chamber size. The most desirable piston to boost compression to 10.5 to 1 for these engines is the TRW forged flat-top design with 4 eyebrows for valve clearance.

If you are dead-set on building a high compression engine, pick up a copy of the old Ford Muscle Parts catalogs and one of the new Motorsport books. Between the two you can build any kind of small block or make any kind of parts swap that suits your fancy.

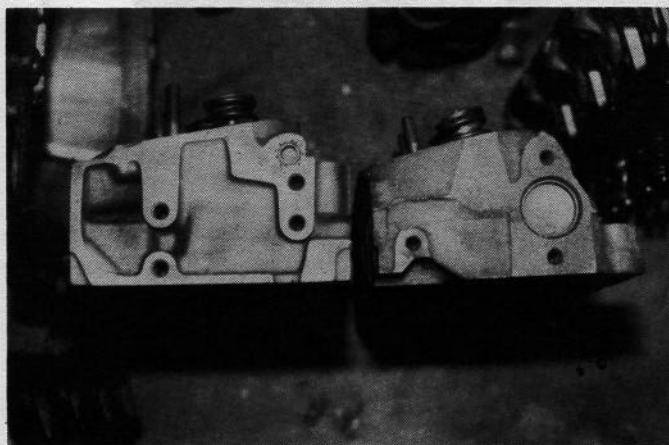
The 260 cylinder head should never be seriously considered in any swap. The valve and port sizes are too restrictive. Some of the early '64½ and '65

289 heads, 2V and 4V, had a 48CC combustion chamber. These carried a C3 or C4 casting number and are very desirable heads for high performance applications. These heads also had close tolerance slots for the pushrods which eliminates the need for guide plates.

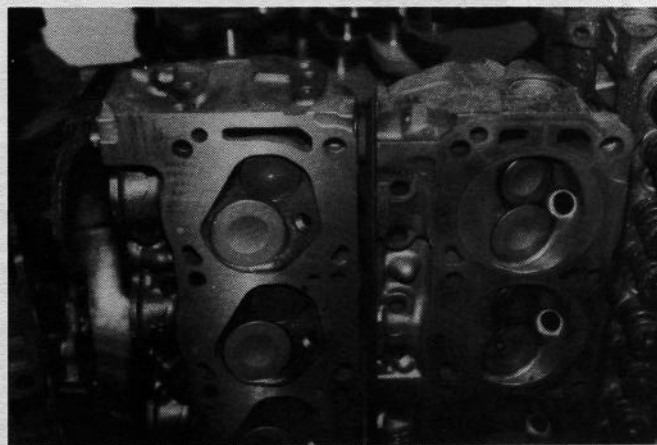
For further horsepower increases, Chevrolet valves can be used in the 289 through 351 heads. An intake valve as large as 1.94 inch can replace the stock 1.84 inch. You can also go from 1.45 inch on the exhaust valve to 1.54 inch.

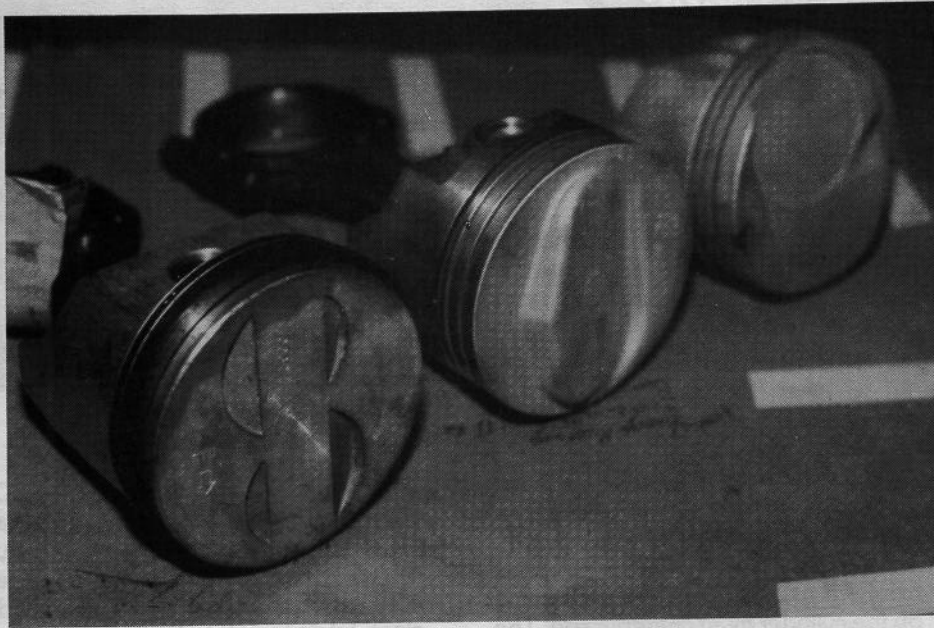
The ultimate set of heads for the 289-351 is the GT-40 heads. These heads carry a C6AE casting number and were designed for racing. They incorporated all of the excellent qualities of the 289 hipo with the larger ports of

Cleveland on left vs. Windsor on right.



Cleveland on left vs. Windsor on right.



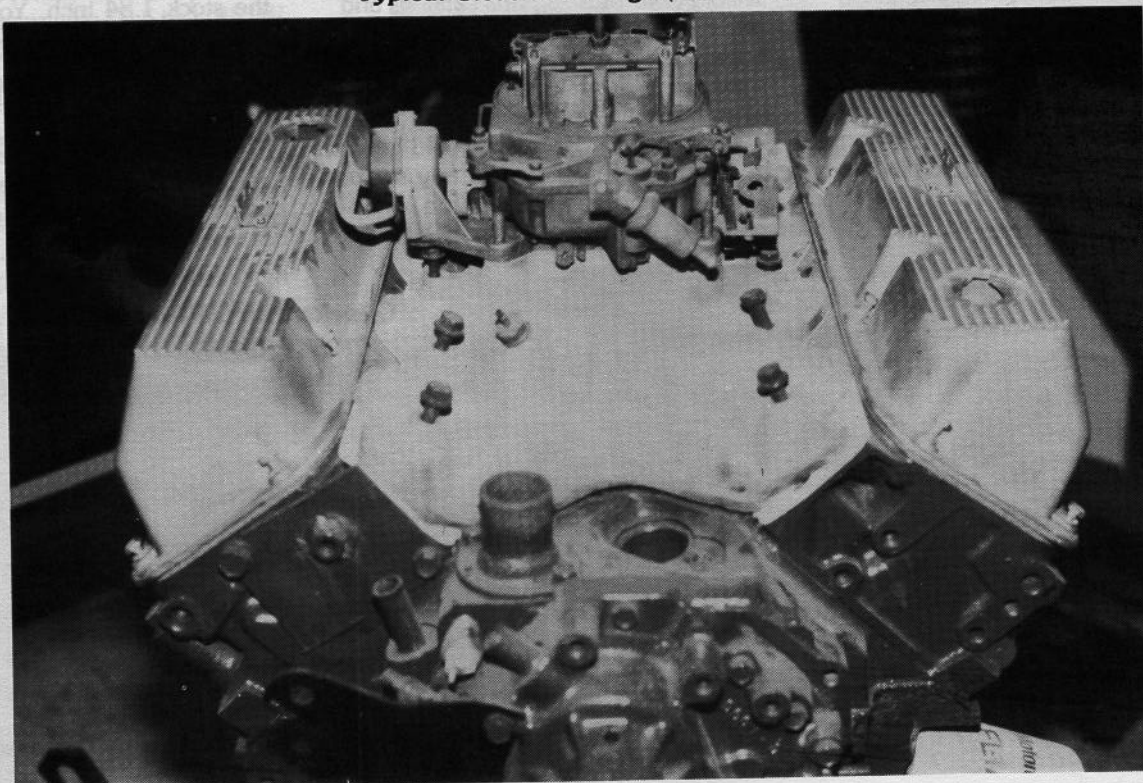


289 4V, 289 12.5 comp., Boss 302

the 351. The intake valve measures 1.88 and is a polished swirl design. No special head gaskets or head bolts are required for use on the 289 and 302. They do have the same combustion chamber of the 351W head, and therefore, steps should be taken to increase compression as we discussed earlier. Your only problem now is finding a set.

We don't have the time or enough magazine to discuss every possible swap for every application. These mentioned have been some of the more common and easiest swaps. Next month we'll talk about some intake manifolds and carburetors. **MT**

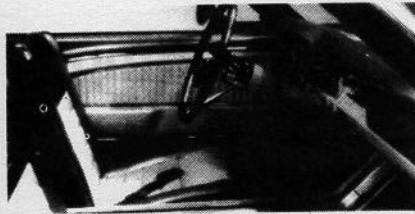
Typical Cleveland design (Boss 351).



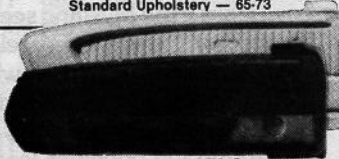
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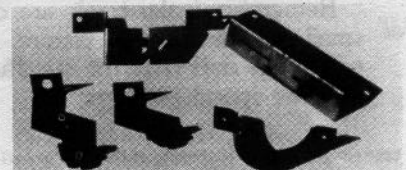
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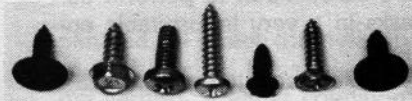
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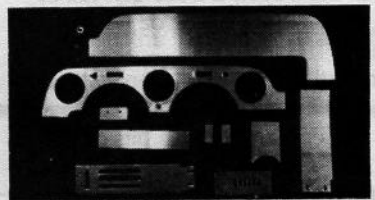
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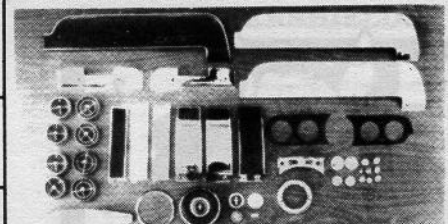
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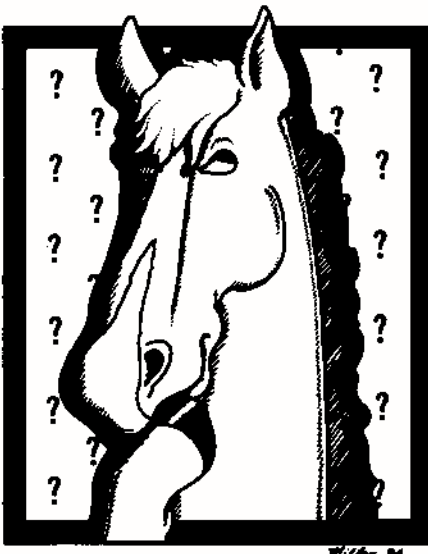
They are subjected to pressure nearing 18 pounds per square inch and at under-hood temperatures often exceeding 280F. On top of all this, the radiator hoses are required to circulate about 7,500 gallons of hot coolant per hour.

Hoses can provide long service life, but they are by no means permanent items. Often, bad hoses exhibit clearly visible signs of wear such as a hardened or cracked cover, swelling at the end(s), swelling and softening of the cover, leaking at the clamp, collapsing, or perhaps a buldge or bubble.

Signs of a failing hose are easy to spot with a careful inspection under the hood. However, a hose can fail internally as well, with little or no external signals.

Deterioration can start from within, causing small particles to flake off and fall into the coolant. These bits of rubber can clog the radiator cooling tubes, hold a thermostat valve open or plug coolant passages.

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How To Buy A Mustang

Part One - Cowl
by Warren Daniels

This is part one on the subject of buying a Mustang. In the past few months people have shown me Mustangs that require many thousands of dollars of work. I have decided to try to cover different aspects each time because of the broadness of the subject. I welcome any comments or corrections.

The cowl is located forward of the windshield, and just to the rear of the hood. It is part of the unibody construction. On most late model cars, the vent slots are part of the hood. Open the hood on a late model car, and you will see that the water drains through the hood vent, down along a trough and down the inside of the fender.

On the Mustang that trough is sealed as part of the vent. As time passes, leaves and dirt accumulate inside the cowl. Moisture gets trapped, rust starts and then leaks develop. Unfortunately those rust holes drain water into the interior of the car.

Now that we know how cowl leaks develop, here is a way to determine whether a Mustang has rusted out in that area. Whenever you examine a Mustang that is for sale take along a gallon jug filled with water. If the owner doesn't mind, pour the water down both sides of the vent and then look for water leaking into the interior of the car. If the owner does mind then assume the cowl leak! If you do see water leaking, you now have more of a bargaining position on the sale price of the car!

Repair of cowl leaks requires removing the fenders and then cutting and folding up a piece of the upper cowl to allow repair of the rusted-out area (usually in the vicinity of the vent (left side) and the heater intake (right side)). This usually is repaired by brazing on a new piece of metal then sealing with undercoat. Of course the cowl top must then be bent back into place and brazed. Remember the cowl is part of the unibody!

Don't be overly concerned about cowl leaks if the Mustang seems "worth the money". This is a very relative term. Most Mustangs require cowl repair.

The bright side of this article is that perhaps only dirt or leaves have built up around the openings leading to the interior of the car. If the cowl leaks on the heater side, open the rectangular door and reach your hand up and over the circular lip up into the cowl. It is fairly easy to remove any dirt accumulation from the area. Next run a garden hose into the vent from the outside of the car. This should flush out any loose dirt. Be sure to check, with a flashlight for rust holes. If you see any holes then you will have to repair the holes properly. The vent side is a little harder to deal with. This requires removal of the vent which is held on by a few nuts. Put penetrating oil on the nuts first and let it sit for a while. Removal of the nuts allows the vent to be dropped down and out. It is a tight fit but snake your hand up and over the rim inside the cowl and then try to remove the accumulated dirt. Remember to run the garden hose down and through the outside vent on that side.

Remember leaky cowl are only a small part of the total picture. Other conditions and rarity of the Mustang must be considered.

MT



U.S. Department of Transportation
National Highway Traffic Safety Administration

Changing the ATF in your Mustang's C4 Automatic Transmission

by Rick Mitchell

The ATF (automatic transmission fluid) in your Mustang (if you have an automatic) should be changed when one of the following conditions exist: (1) the old ATF is 50K miles old; (2) the ATF is 25K miles old but has had a lot of hard use; (3) the ATF is not "cherry red" in color when you check it or it smells "burned"; or (4) you really have no idea how old your ATF is and this story leads you to believe your present ATF may be the remains of what they installed in 1966 back at the factory. At any rate, it's an easy and worthwhile job usually taking under an hour to do and should prolong the life of your automatic transmission. Assuming your C4 otherwise operates properly, here's how to change and refill your automatic transmission.

Begin by buying a C4 "trans filter and pan gasket set" made by Motorcraft, Kit No. FT-36A, part no. C5AZ-7A098-D", also called a "Trans. Oil Pan Kit", and then buy 4 quarts of Ford Type F (not Type AF) ATF fluid. (I used Pennzoil Hydra Flo Type F in my Sprint.) Then you're ready to change your ATF. It is better to change the ATF when the motor is cold as it lets the torque converter drain out more ATF. Jack up the car's front end and put it on jackstands. Place a large drain pan under the transmission. Loosen all of the trans. pan bolts part of the way and let the old ATF drain out. Then remove all of the bolts and remove the pan but do not remove the old gasket. Then remove the old screen filter inside the transmission. Inspect the inside of the

pan and the screen for metal fibers. Inspect the actual trans. gears for gummy varnish. If either condition exists, this could be a sign of a serious problem you should consider reinstalling the old screen, reassembling the pan and old gasket if not broken, refilling with new ATF and having a transmission shop examine your C4 before the transmission worsens. Assuming the gears look good and the screen and pan have no gummed deposits or unidentified metal fibers, pull off the old gasket and discard it along with the old screen filter. Clean up the pan, inside and out, and the bolts, and wipe around the base of the C4 but not inside the C4. When all of the old ATF is drained out, it is time to begin reassembly.

Install the new dry screen filter by

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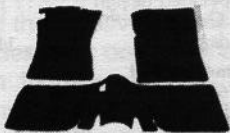
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bolting it in. Do not glue it or grease it anywhere. Place the new dry cork gasket on your clean, dry pan. Don't glue this either as any glue can be squeezed inside the pan into the bottom of the C4 and bolt it back in but not too tightly or it will tear the thin cork gasket. Finish any underside cleanup and remember that the judges do like to see nice clean trans. pans! Also check the modulator hose to be sure it's dry. Lower the car and prepare to go topside to finish the job.

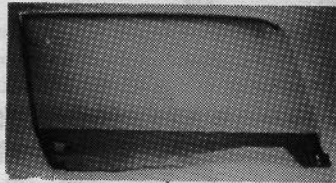
Add 3 quarts of your new Ford Type F ATF into the ATF dipstick tube which is located between the starter and the heater fan motor, and next start up the motor. Run the engine at idle without racing it until the motor

comes up to normal operating temperature, while the car is in PARK. When the engine is warm, check the ATF dipstick. Add more ATF if needed to raise the level to FULL on the dipstick but do not overfill the transmission. Check the pan again for possible leaks (and again one week later). At this point your C4 has 3 quarts of fresh, clean, cherry red ATF and a new screen filter and is ready for 50,000 more trouble free miles!

Rick Mitchell is a long time MCA member and founder of the 1966 Sprint 200 Registry. Rick is also an excellent Technical Writer, as evidenced by his HORSE SENSE articles. Look for more of Rick's common sense approach to Mustang maintenance in future issues of the Times. — Editor



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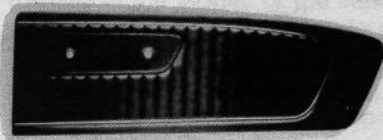
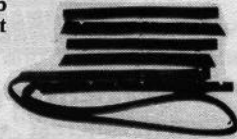
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GETTING THE LEAD OUT

*Once hailed as a key ingredient in premium gasoline,
lead is all but disappearing . . . but not without causing problems*

by John Hamilton

(Reprinted from Chevron World, Vol. 62 No. 4, Fall 1985)

One day in the early 1920s, an assistant to the well-known inventor, Charles F. Kettering, made a discovery that changed the automotive industry.

He found that a solution of tetraethyl lead in gasoline was a miraculous anti-knock agent. "Ethyl," or leaded gasoline, was born.

Detroit needed a cure for engine knocking because consumers were starting to demand higher compression ratio, higher performance engines, and some gasolines were burning irregularly (knocking) in those engines. Events moved swiftly. A process was developed to produce the fluid in commercial quantity. Another chemical to "scavenge" undesirable lead oxide deposits from valves and cylinders was found and added to the mixture.

With a partner, General Motors formed the Ethyl Gasoline Corporation to market the final lead additive. The Surgeon General considered public health questions based on contemporary knowledge and gave lead his okay.

By 1929, most oil companies, including Chevron, were selling gasolines with the ethyl lead additive. Detroit was now free to increase engine compression ratios even more, and did so. The benefits of the additive proved so great that decades later, one historian of the petroleum industry wrote: "The discovery and commercialization of tetraethyl lead as an anti-knock agent was undoubtedly one of the most remarkable innovations of the 20th century."

The first lead limit set by the government back in the 1920s was about 3 grams a gallon. That was later increased to 4 grams a gallon, although Chevron motor gasoline specifications never permitted more than the original three.

Now, more than half a century later, leaded gasoline is on the way out — by

order of the Environmental Protection Agency (EPA). In January 1985, the permissible limit was down to an average of 1.1 grams a leaded gallon (0.8 grams in California). At that point, on health and other grounds, the EPA ordered the limit slashed to 0.5 grams a gallon by July 1, and further to 0.1 grams a gallon on January 1, 1986 — a total reduction of 91 percent in a year.

With the possibility of a total ban by 1988, consumers are asking what it means to them. What will happen to older engines designed for leaded fuel? Will gasoline prices go up? Will there be shortages? At the same time, refiners are facing the problem of maintaining octane levels (which measure the resistance of gasoline to knocking) while lowering lead content. Technically this can be done, but not without repercussions economically.

The EPA's action has been controversial and misunderstood.

The EPA's action has been controversial and misunderstood. There was, to begin with, discussion of the EPA's motives for reducing the lead content of gasoline. Although agency officials cited studies suggesting that the IQs of children are adversely affected by exposure to very low lead levels, the agency also was trying to discourage automobile "misfueling" by making leaded gasoline at least as expensive as unleaded.

Undoubtedly, misfueling is a problem. It had been expected that leaded gasoline gradually would disappear because of the unleaded fuel requirements of cars manufactured since 1973. But by filling up with cheaper leaded gasoline, significant numbers of new car owners — as many as 17 percent of all "unleaded" vehicles are using leaded — have been perpetuat-

ing the demand for leaded gasoline.

After two or three fill-ups of leaded gasoline into an engine designed for unleaded, misfueling poisons the catalytic converter, causing more emissions than allowed under the Clean Air Act. Alarmed by the situation, the EPA decided it had to act.

Lead phase-down attacks the misfueling problem by eliminating price incentives. To continue to meet octane requirements at the lower lead level, leaded regular gasoline will have to be made up of slightly higher quality components than unleaded regular, which will increase the cost.

Doing without lead in gasoline is not going to be simple or painless.

All the controversy has made one point clear: Doing without lead in gasoline is not going to be simple or painless. On the contrary, there will be a significant impact on both consumers and the petroleum industry.

Will unleaded gasoline damage engines?

The phasing-out of lead in gasoline is causing anxiety for owners of certain older model cars (generally pre-1973), trucks, motorcycles, farm equipment, boats and even lawn mowers. They've heard that certain engines, designed to thrive on leaded gasoline, won't run properly — or at all — on unleaded.

In particular, it's often claimed that the older engines need lead to prevent excessive exhaust valve seat wear when operated continuously at high speeds. While excessive valve seat wear has been caused with unleaded gasoline under severe laboratory conditions, the results of these tests are not necessarily relevant to the fleets of the same cars and trucks that have been

run on unleaded gasoline for years with no problems.

It's all right to use unleaded gasoline in all typical passenger car engines, light-duty truck engines, antique car engines and most two stroke cycle engines.

In fact, taking the lead out shouldn't cause serious problems, according to Chevron researchers. It's all right to use unleaded gasoline in all typical passenger car engines, light-duty truck engines, antique car engines and most two stroke cycle engines — in short, in the overwhelming majority of engines in all categories. To clarify the situation and reassure customers, Chevron U.S.A.'s Marketing Department has published a Technical Bulletin (No. 17) giving detailed information on the use of unleaded gasoline in all types of engines. (Readers who would like to receive a copy may write to Chevron U.S.A., Product Commercialization/Technical Services, P.O. Box 7006, San Francisco, CA 94120.)

For the very few heavy duty, marine and industrial gasoline engines without valve seat inserts, the bulletin advises owners to avoid "full throttle operation for extended periods," or as a last measure, to install hardened valve seat inserts and special valves. Also, the paper briefly discusses V-4 and V-6 outboard engines of one manufacturer.

"Some dealers and repair shops have been telling customers they'd better keep using leaded gasoline or their engine valves will suffer damage," reports the technical bulletin's author, John Skellchock. "The news media have not been very helpful — they've been picking up this misconception and perpetuating it."

He acknowledges that valves in some older cars theoretically could be damaged by extremely hard service. However, that's been observed almost exclusively in laboratories where damage was deliberately induced. "If

people are worried, all they have to do is take it easy — avoid hauling trailers up mountains at high speeds, for example," he adds.

The bulletin's conclusions are backed not only by Chevron's 15 years of experience in marketing unleaded gasoline, but also by a Chevron Research Company survey of technical literature and of fleet operators, engine rebuilders and manufacturers.

Lew Gibbs, the fuels research engineer who directed the survey, says it focused in part on the favorable experience of truck fleet operators who switched to unleaded gasoline because their new vehicles required it and they couldn't store two grades of gasoline.

Unfortunately, no equivalent fleets were found to provide similar data on the use of unleaded gasoline in four stroke cycle marine engines. This was disappointing to Gibbs, because spokesmen for marine industry groups have been insisting publicly that these marine engines need lead as a valve lubricant even if they have hardened valve seats. "Well, they have no data either, and personally I don't think it will be a problem for most boaters," says Gibbs, who has talked to some of these critics. "For those who do think they have a problem, the remedy is to go to hard valve seat inserts and valves, as discussed in the Chevron technical bulletin."

Will the cost of gasoline go up?

Another problem facing both consumers and the industry is the higher cost of making gasoline. "Lead phase-down will increase the average cost of making all grades of gasoline by up to 3 cents a gallon, or about \$3 billion annually," says George Nanche of Chevron's Economics Department.

Whether conditions will permit these costs to be passed through to consumers remains to be seen. Certainly, the EPA acted at an unfavorable time for refiners, who are struggling with a combination of low oil demand, low-to-negative profit margins and fierce price competition. If costs can't be passed through, additional business pressures could drive some refiners to the wall (111 U.S. refineries have

closed since the beginning of 1981).

Basically, costs will be higher because of a sequence of historical events. Over the years, engine compression and octane requirements increased beyond the ability of lead alone to prevent "pings," so higher octane was provided through additional processing. Now the lead is being taken away, so the higher octane level will have to be provided entirely through processing, which will increase the expense.

Assuming some construction of new facilities, the oil industry will be able to maintain octane levels. There is no technical obstacle. As Larry Shanks, Planning Coordinator for Chevron U.S.A.'s Manufacturing Department, puts it, "It's just a matter of economics — for a price you can do almost anything."

The potential for higher costs becomes clear once it's understood that, after lead, the most economic way to increase octane is up to eight times as expensive.

The potential for higher costs becomes clear once it's understood that, after lead, the most economic way to increase octane is up to eight times as expensive. This is through additional "catalytic reforming," a modern refining process. To achieve required octane levels, however, it's often necessary to run reforming units more "severely" (at higher temperatures and stopping to regenerate catalysts more frequently).

More attractive for some refiners is the approach of using MTBE (an ether) or one of the other oxygenates as a replacement for an anti-knock additive. MTBE production capacity is limited, however, and there won't be enough to go around. Ethanol is available, but is more costly, apart from tax considerations. Additionally, ethanol is sensitive to water and separates from gasoline if

contacted by water.

Another high octane blending component — toluene — is available from refiners with surplus octane capacity, but tends to be priced at a premium because of its other uses as a petrochemical building block. There also are a variety of modifications and additions that can be made to refineries to increase the supply of high-octane gasoline components. New construction is a costly approach, however, and Chevron hopes to avoid building new facilities by relying on other strategies tailored for each refinery.

In general, retail gasoline prices will be governed by supply. "If supplies remain adequate, prices won't increase significantly," Nanche says. "If supplies tighten, the price of gasoline could go up some." However, he points out that, in the long run, lower demand for

gasoline should ease supply pressures, resulting in moderate prices. Last year, the U.S. consumed 6.7 million barrels of the fuel a day. Chevron predicts that in the year 2000, gasoline consumption will be only 6 million barrels a day.

No one really knows how consumers will react after the lead phase-down is implemented.

It could result in the appearance of an intermediate-octane level unleaded as the third grade at the pump block in place of leaded, Nanche says, adding: "A grade of gasoline becomes vulnerable when its market share drops below 15 percent. Current projections show leaded gasoline's share of the market falling to 10 percent around 1990."

Will there be gasoline shortages?

Industry trade publications such as the *Oil & Gas Journal* have warned of

possible shortages in 1986, or least an "octane shortfall" leading to higher prices for premium unleaded gasoline.

Chevron, however, predicts no shortages for its customers, and the American Petroleum Association (API) expects that the industry will escape shortages as well. The area most likely to feel a supply pinch is the Rocky Mountain states, where there is an above-average demand for leaded gasoline and few refineries. But last July 1, the region met the first phase-down deadline without difficulty.

Ultimately, lead phase-down may be remembered not for engine troubles or price increases or shortages, but as another policy that served to increase U.S. oil imports (by forcing refiners to maintain octane with more energy-intensive methods). In Chevron's case, if the company holds to its present mix

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of light products (gasoline, jet fuel, kerosene), lead phase-down will increase the company's consumption of crude oil by about 1.5 percent, says Shanks.

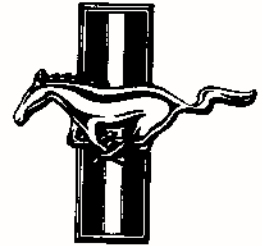
For the country as a whole, the API estimates that increasing octane without lead will boost oil consumption (and imports) by at least 100,000 barrels a day. Quoting that figure, *Barron's* suggested that the EPA was "OPEC's best friend."

While some may consider the EPA politically vulnerable on that score, the agency gets good marks from Chevron for one bit of regulatory flexibility — a system of "lead banking rights" that will help refiners meet lead phase-down deadlines. Under this system,

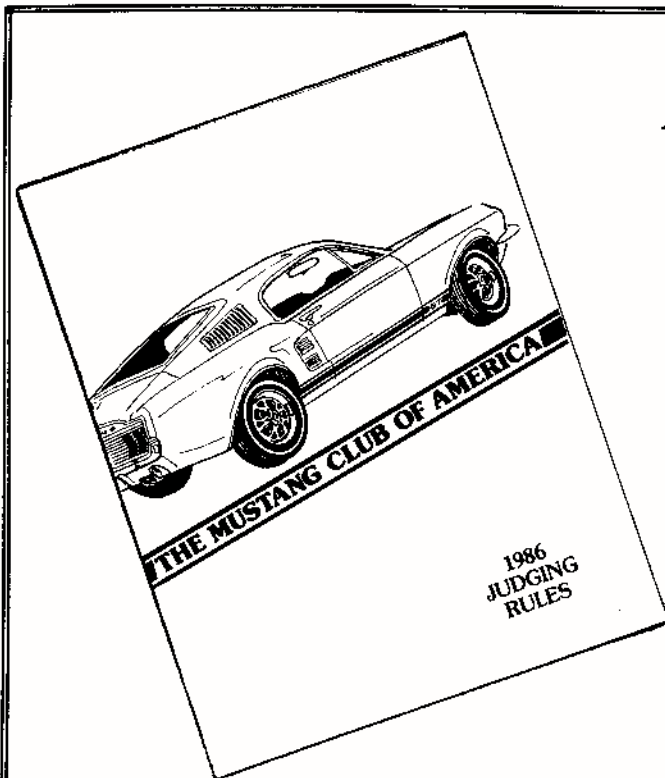
Chevron is earning credits this year by holding the lead content of its gasoline below permitted maximums at most of its refineries.

Next January, these credits may be "spent" to permit the manufacture of leaded gasoline containing more than the allowed 0.1 grams a gallon. On January 1, 1988, all unused credits become worthless, so at that time the industry actually will go to 0.1 grams a gallon.

"The lead banking system allows us to find the most economic solutions and avoid hasty, wasteful decisions," said Shanks. "Thanks to their approach, we see our transition as being as smooth and efficient as possible — costly maybe, but smooth."



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OLD FORT MUSTANGERS WIN BEST CLUB DISPLAY AT ROD & CUSTOM SHOW

The corral fence with saddles, cowboy chaps, and running Mustangs cut from wood, was a perfect setting for a Mustang Corral at the Fort Wayne, Indiana Rod and Custom Show. The cacti scattered among the twelve classic cars added to the decor.

Entered in the Mustang corral were: Don Bergman's spotless white/black '71 Boss 351, Dennis Begley's awesome Candyapple Red '68 Shelby Cobra, Jim Champion's beautiful Jade Green Mach I, Biff Hitzeman's "Lady of the Night" Red '67 GTA, Jim and Ginger Shoenherr's super-shiny Honey Gold '65 Fastback, Steve Yanner's "Cherry Coke" maroon '73 Mach I, Leland Etzler's '65 newly painted red Convertible, Mark Yoder's flashy blue '69 Mach I, Rick Miller's outstanding bright red '65 2+2 Fastback, Renea Miller's gorgeous '83 red/white Convertible, Brent Ewald's impressive blue/silver '65 coupe, and new member Kevin Dailey's lovely modified shiny blue/white Convertible. In their own Corrals were Jerry Yoder's new Ford EXP, Noah Yoder's Pace car and Matt Ruppert's modified green '73 Mach I.

The OFMC took a share of the drawing prize and trophies. Jim Champion and Steve Yanner both won tickets to the Baer Field Races, Don Bergman won a fender cover from R&C Camper, Dennis Begley won a bottle of Meguiar's car wax from Pete Russell's, Inc. Jerry Yoder won an Oldsmobile Calendar . . .

Trophy winners are:

2nd Street Custom Division	.....	Jim Champion
1st Current Domestic Division	.....	Jerry Yoder
3rd Restored Mustang Division	.....	Biff Hitzeman
1st Restored Mustang Division	.....	Ginger Shoenherr
3rd Modified Restored Division	.....	Brent Ewald
2nd Modified Restored Division	.....	Matt Ruppert
1st Modified Restored Division	.....	Steve Yanner
3rd Limited Production Division	.....	Dennis Begley
2nd Limited Production Division	.....	Don Bergman
1st Early Stock Division	.....	Rick Miller
2nd Late Stock Division	.....	Mark Yoder
1st Current Production Convertible	.....	Renea Miller
2nd Late Modified Convertible	.....	Kevin Daley
1st Early Production Convertible	.....	Leland Etzler

And the Old Fort Mustangers won First Place Plaque for the Best Club Display! A Great Start for the New Season!!!

Thanks to a bunch of super Mustangers, the Old Fort Mustang's first big show was a huge success. Competition for the Mustangs included many very impressive classics — such as Jaguars, Avantis, AMXs, Studebakers, Chevies, Firebirds, — nearly any kind of rebuilt car you would want to look at. Most were in excellent condition. All in all it was a really great and very well-planned show.

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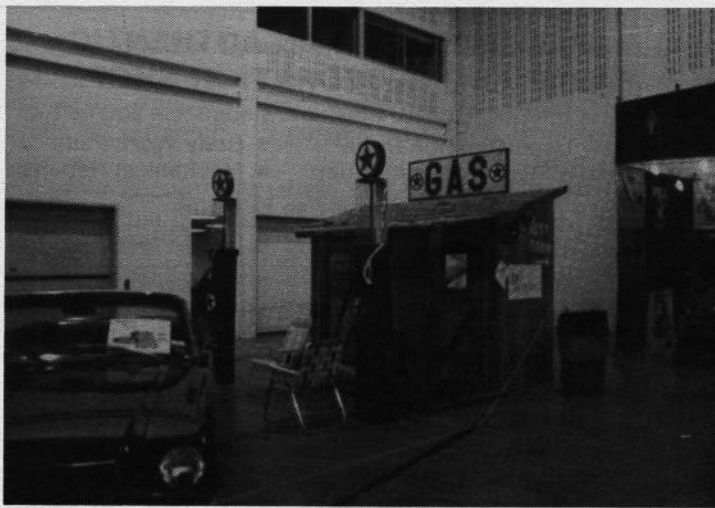
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GREEN COUNTRY CLASSIC MUSTANG CLUB

by Sharon Slack

1986 has been a very busy year for members of Green Country Classic Mustang Club. January found club members working on a display for the Darryl Starbird Rod and Custom Show. Two work sessions and the club had built a pretty good facimile of an old time gas station complete with the old red pumps. Eight members displayed their cars along with the station and won \$200.00 for the club treasury. Melvin Little also won a second place trophy with his 1965 convertible. Others displaying their cars were: Jack Fox, 1966 convertible; David Mordecai, 1967 convertible; Johnny Dixon, 1965 convertible; Melvin Little, 1966 Fastback and 1965 convertible; Chief and Mabel Homer, 1965 convertible; Bill and Lisa Allen, 1970 Mach I, and Jim and Sharon Slack, 1973 convertible.

In February we held our second annual chili supper and bingo party. Chili and the fixins' were furnished by the club and made by club members Phil and Billie Cabrera. Other club members brought deserts and snacks. After dinner we got down to the serious business of playing bingo. The club treasury had let go of some of that \$200.00 won by the display earlier in the month and bought a 1965 Mustang liquor decanter to give away, a couple of \$50.00 gift certificates to Tulsa Mustang Parts and a couple of \$30.00 cash prizes completed the list of prizes furnished by the club. Club members had brought smaller prizes to give away also. Club member, Noel Crain, owner of Tulsa Mustang Parts also gave away a \$50.00 gift certificate. Almost everyone won something and no one went away hungry. Approximately 75 club members enjoyed this night of fun and fellowship.



This old time gas station display was well received at the Darryl Starbird Rod and Custom Show.

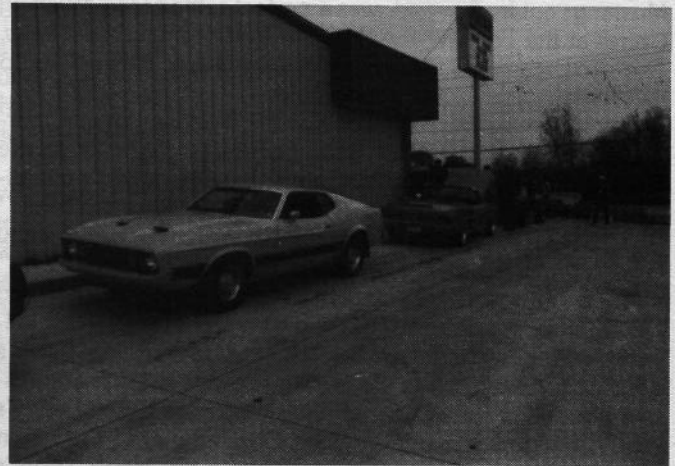
March was a month with little activity. Everyone was getting their cars ready for the spring shows and other activities. David Mordecai entered his 1967 convertible in the Okmulgee Tech Car Show and won a second place trophy. Melvin Little and Danny Mills made the long trek to Pensacola for the first big show of the season. Melvin won first place with his 1966 Fastback and Danny won first place with his 1970 convertible.

On April 5th seven club members displayed their cars at the grand opening of Fairway Auto Mall in Broken Arrow. Dave and Sue Norwood, 1964½ coupe; David Mordecai, 1967 convertible; Chief and Mabel Horner, 1965 convertible; Joyce and Andy Anderson, 1964½ convertible; Stephanie Sheldon, 1973 Mach I; Brent Brogan, 1966 coupe; and Paul and Donna Smith, 1967 fastback. One of our club members who was just there for the opening and not to show a car, won a trip to New York City and another club member won a \$100.00 gift certificate. Seems as though these displays can sometimes be a winner even if no trophies are given away.

Even though April 19th was a little wet, 23 club members joined together for a drive to Krebs, Oklahoma for some good Italian home cooking. Needless to say only a few drove their Mustangs on this drive. But those that did go on the drive enjoyed the steak, chicken and lamb fries along with the homemade pasta and wine.

May 3rd was definitely a busy day with displays in Pryor and Coweta. The Family Ford Dealership in Pryor had contacted the club about a fun fest that they wanted our club to attend and show our cars. They also had cars from the early V-8 Club and the T-Bird Club. Six Mustangs were on the road by 9:30 for the hour drive to Pryor. We were met by Jack Kackly of Family Ford and positioned our cars next to the lake in the park. It was a beautiful day, not too hot and not really cold. We walked around the park where there were all kinds of crafts and displays to be seen. Family Ford provided our

members with a delicious bar-b-que lunch. Those taking their cars for display were: Bryant and Carla Coffman, 1964½ convertible; Bill and Diane Boss, 1965 convertible; Phil Cabrera, 1966 coupe; Doc Willemstein, 1968 Shelby; David Mordecai, 1967 convertible; and Jim and Sharon Slack, 1973 convertible.



Club members displayed their Mustangs at the grand opening activities of the Fairway Auto Mall in Broken Arrow.



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Meanwhile back at Coweta, club member Jack Fox was heading up a radio remote for KV00 Radio to celebrate that town's Spring Fling Day. Jack had driven his 1966 convertible and also taken his "Baby" convertible a rare gas powered promotional replica. Frankie and Connie Beene had their 1965 fastback on display and Jim and Sharon Slack had taken their other 1973 convertible over early that morning before they left for Pryor so that it could be on display also. Joyce and Andy Anderson rounded out the display with their 1964½ convertible.

As you might have noticed, several different towns have been mentioned. Green Country covers the northeastern section of Oklahoma and therefore our club members come from towns surrounding the Tulsa area. We also have members from Kansas and Missouri. Our membership continued to grow with each display, show and drive that we have.



A beautiful day and beautiful cars at the May Fun Fest at Pryor, Oklahoma.

SIXTH ANNUAL ROCKET CITY MUSTANG SHOW

by Brad Bowling

Mustang enthusiasm ran high Saturday, May 10th at the Sixth Annual Rocket City Mustang Show in Huntsville, Alabama. Not only were 100-plus cars registered for the show but almost half that many pony cars could be seen in the surrounding parking area.

Registration ran smoothly from 9:00 a.m. until 12:00 noon when the judging started. While the judges were tabulating their votes, over 100 door prizes (just about one for every car entered) were given out, including hats, T-shirts, cans of oil, bottles of anti-freeze, car speakers, chrome engine kits, to name a few.

During the trophy presentations applause was held to a minimum except for extra-sharp cars (or those people who brought large families). Those of us who didn't leave the show with a trophy still appreciated the memory of seven hours of 60's music, sunshine, and a successful gathering of some of the most beautiful cars in the South.

WINNERS OF THE SIXTH ANNUAL ROCKET CITY MUSTANG SHOW

1964½-66 Convertible (Street Driven)

- 1st Charlie McCormack (tied with) Margaret Palmer
- 2nd John Akin (tied with) Bill Boshers
- 3rd Carolyn Pemberton (tied with) Sean Doolin

1964-66 Coupe (Street Driven)

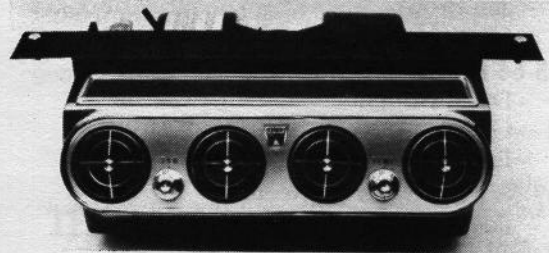
- 1st Lee Lester
- 2nd Kay Shields
- 3rd Charlie McCormack

1965-66 Fastback (Street Driven)

- 1st Alesia Blackwell
- 2nd Pat Thompson

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REGIONAL GROUP NEWS

1967-68 All Models (Street Driven)

- 1st Larry McCrary
- 2nd Connie Spivey
- 3rd James Detlerson

1969-70 All Models (Street Driven)

- 1st Jan Gregory
- 2nd Barbara Davis
- 3rd Russell Hamilton

1971-73 All Models (Street Driven)

- 1st Jerry Breeden
- 2nd John Ikard
- 3rd Barry Barnett (tied with) Dan Stacey

Modified All Years and Models (Street Driven)

- 1st Ivan Koltai (tied with) T. C. Williams
- 2nd J. Morgan
- 3rd Mark Brazier

Shelby All Models and Years (Street Driven)

- 1st Don Perry
- 2nd Connie Gately
- 3rd Carl Phillips

Boss (Street Driven)

- 1st Bill Price
- 2nd Larry Mullins
- 3rd Joe Young

1964½-66 Convertible (Concours)

- 1st E. C. Glorie
- 2nd Charlie McCormack

1964½-66 Coupe (Concours)

- 1st Bob Turner
- 2nd Jim Brown
- 3rd G. W. McNutt

1965-66 Fastback (Concours)

- 1st David Norton
- 2nd George Delk
- 3rd Larry Cornel (tied with) Mike Gordon

1967-68 All Models (Concours)

- 1st Joe Antrican
- 2nd Al Cherry
- 3rd Bob Turner

1969-70 All Models (Concours)

- 1st Wesley Pepper
- 2nd John Roger
- 3rd Charles Young (tied with) Brady Wolfe

1971-73 All Models (Concours)

- 1st Mike Sanders
- 2nd Danny Hawkins

Modified All Years and Models (Concours)

- 1st Jerry Shearrow
- 2nd Barry Hobgood
- 3rd Donnie Holland

Shelby All Models and Years (Concours)

- 1st Jimmy Coker
- 2nd Vernon Bush
- 3rd Joe Spivey

Special Interest

- 1st Ricky Howell
- 2nd Tom Helton
- 3rd Charlie McCormack

Long Distance

- 1st Ronald Skeen

People's Choice

- 1st Mark Brazier



Over 100 Mustangs were on display at the Rocket City Mustang Club's sixth annual show.



This 11,000 mile 1968 California Special was purchased by Joe Antrican from the original owner. This beauty placed first in its class.



Although this 1963 Mustang prototype replica did not place, it was quite an attention-getter.



Many vendors were present including Classic Restorations.



Don Perry placed first with his 1968 GT 350 Shelby.



A good variety of Shelby's were present at the show including this 1968 GT500KR owned by Buddy Blackwell.

REGIONAL GROUP NEWS

Group news for publication in the *Mustang Times* should be submitted in typewritten or legible handwritten form and marked as regional group news. The MT Editor will not be responsible for selecting or editing material from regional group newsletters. Your cooperation in this matter will be greatly appreciated.

THE LYNCHBURG AREA MUSTANG CLUB

by L. R. Doyle

The Lynchburg Area Mustang Club held their March meeting at River Ridge Mall. Committees were organized for future meetings and for our fall show. Activities committee has Judy and E. D. Henderson as chairpersons. Carolyn Harris will handle advertising. Registration committee is headed by Darnell and Dwight Bennett. Parking at the show is headed by Larry Doyle. Trophies and Judging committee chairman is Owen Tomlinson. The food committee consists of Carolyn Harris, Judy Henderson and Phyllis Cooper. E. D. Henderson and Doug Doyle will be in charge of the tents.

Our April meeting was a family picnic at Smith Mountain Lake Park. Twelve prized Mustangs made the 100 mile round trip. Fourteen of our 29 families attended. The majority of the members voted not to include 1974 to present Mustangs in the National Club.

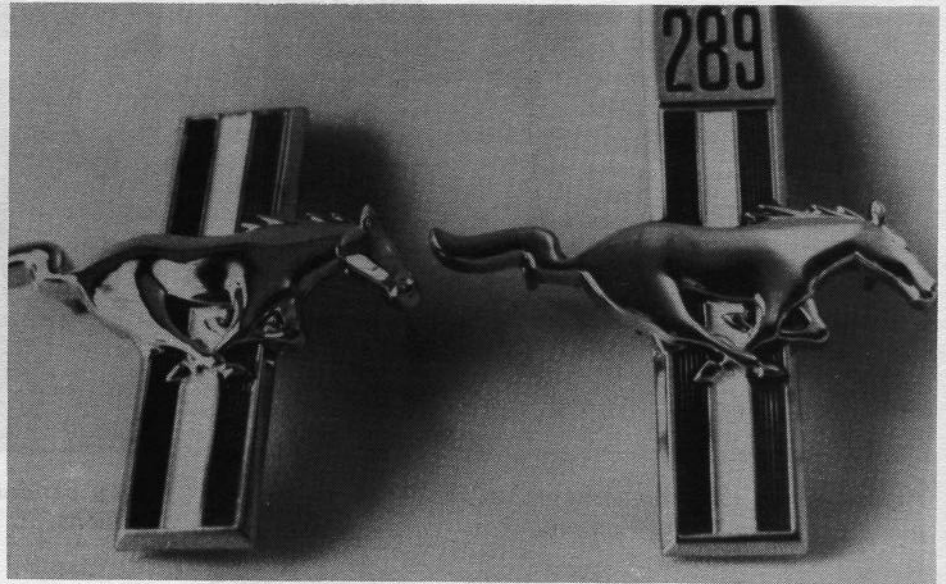
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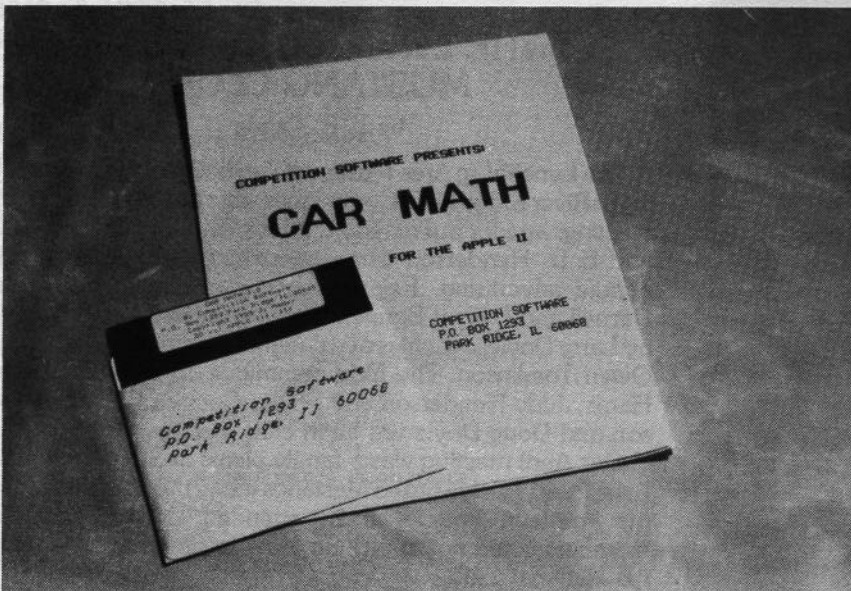


"289" model. We also offer a price break to distributors.

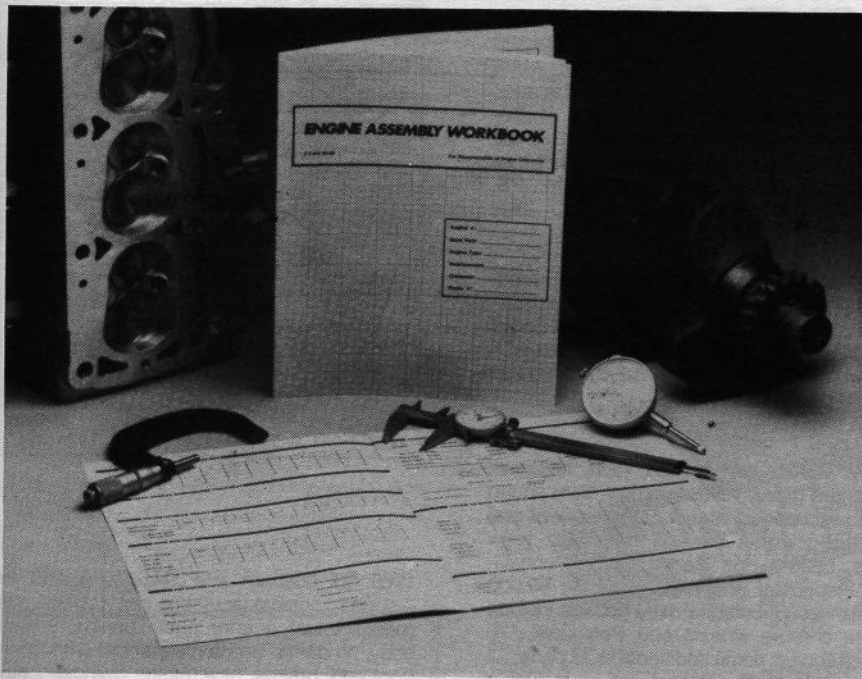
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Competition Software is pleased to announce Car Math for the Apple II computer. The program is designed to make modifying cars easier. Car Math can calculate engine displacement, top speed, gear ratios, carburetor sizes, tire diameters, convert cubic liters to cubic inches. Also included is a power speed calculator program (a \$25.00 value alone). Car math can help car buffs interested in drag racing pick the right components for their high performance machine the first time. Avoid spending hundreds of dollars on parts that won't work right. A manual is included to help guide you through the easy-to-use menu-driven program. Computer ownership is not necessary since many libraries, high schools, and colleges have Apple Computers available to patrons free of charge. Car Math for the Apple II computer sells for \$24.95 and is available from Competition Software, P.O. Box 1293, Park Ridge, IL 60028.



Engine Assembly Workbook

No engine builder should be without a copy of the ENGINE ASSEMBLY WORKBOOK from Mach Four Concepts. The ENGINE ASSEMBLY WORKBOOK, an attractive 12-page

booklet, makes recording an engine's critical measurements incredibly easy. And this allows the performance enthusiast to spend more time with his wrench, rather than a pencil.

Compatible with almost every 4, 6, or 8-cylinder powerplant, the Work-

book encompasses practically every facet of the engine building process. From a quick-glance torque specification section to the camshaft timing chart, the ENGINE ASSEMBLY WORKBOOK is a handy reference to evaluate changes in the future.

The new for 1986 Workbook includes spaces for recording measurements and determining clearances through simple subtraction. Also convenient are the formulas for calculating compression ratio and displacement. Both sections allow the engine builder to fill in his own specs. and verify the results immediately.

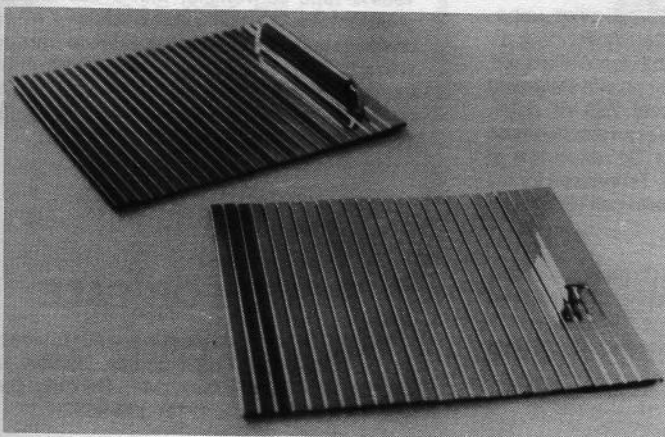
And for technicians new to the field, there's even a step-by-step blueprinting guide proven to facilitate higher horsepower levels and greater reliability. Single copy price for the ENGINE ASSEMBLY WORKBOOK is \$5.00 postpaid. Quantity discounts are available when ordering three or more copies.

Other recent developments from Mach Four Concepts include a drag racers test log and the Sourcebook to: Automotive Aftermarket Manufacturers. For more information write: Mach Four Concepts, Dept. MGT, P.O. Box 3786, Fullerton, CA 92634.

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ADVERTISING INDEX

Circle Mustang	46	Mr. Mustang	23
Classic Auto Air Mfg. Co.	41	Mississippi Coast Mustang Club	7
The Clotheshorse	11	Mustang Corral	6
Dale King	3	Mustang Headquarters	34
1st Pennsylvania Mustang Club	47	Mustang Parts Corral of Texas	46
Ford/Mustang Buyer's Guide	47	N.O.S. Unlimited	13
Glazier's Mustang Barn	27	National Parts Depot	51
Gullett Design & Illustrations	25	New Castle Battery Mfg. Co.	40
Lary's Mustang Parts	37	The Paddock, Inc.	12
MCA Accessories	38	Snake-Oyl Products	2, 33
Mid County Mustang	39	Vintage Mustangs	4
Mr. G's Mustang City	31		

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