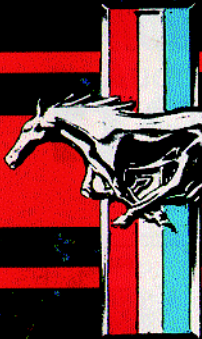


Vol. 22 No. 8



# MUSTANG TIMES

The Official Publication of The Mustang Club of America

August 1998



# Mustang Times

August 1998

The official publication of the Mustang Club of America, Inc.

Vol. 22, No. 8

**Mustang Club of America, Inc.**  
3588 Highway 138, Suite 365  
Stockbridge, GA 30281

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# Pacing Indy

*by Fritz and Sue Dowe  
photos by the authors*

**T**he 1979 Mustang was chosen to pace the 63rd Annual Indianapolis 500 Race on May 27, 1979. Three "official" Pace Cars were equipped with T-tops and Roush-prepared motors to be used at the track. A total of 10,478 replicas were built to be sold through Ford dealerships nationwide. The replicas offered a choice of a Turbo four-cylinder with four-speed, or a 302 V8 with

automatic or four-speed. All Pace Cars were equipped with Recaro seats with special zebra-striped inserts, flip-open removable sun-roof, machine-turned instrument applique, hood scoop, front air dam, driving lights, and rear spoiler. The options list included tilt steering, cruise control, air conditioning, power door locks, rear window defroster, rear window wiper, and heavy duty bat-

tery. Special TRX rims with metric Michelin tires were standard on all replicas.

The exterior paint and striping made the car even more unique. Pewter paint and graphics included red and orange striping, the word "Mustang" along both sides of the hood, and running horses on the front fenders. The winged-wheel decal on the rear quarter panels, along with the lettering





on the doors arrived with the car in a kit, and could be installed by the dealer or the new owner.

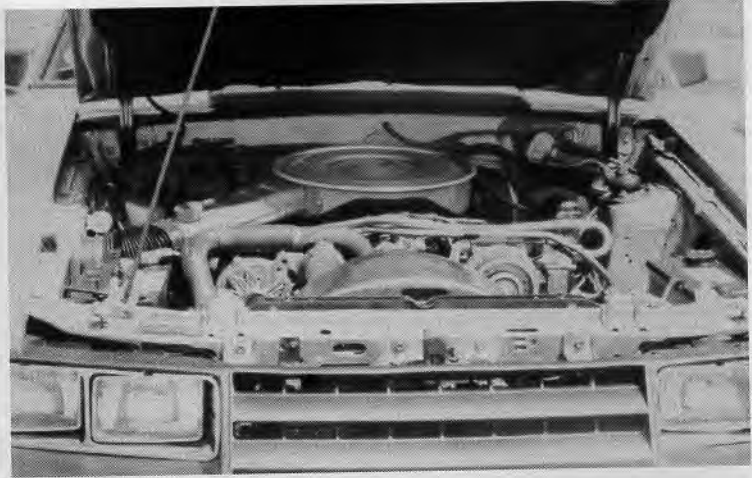
After the 1979 Indy race was over, dealers had a hard time selling some of the Pace Cars. This option was not popular at the time, due to a price of almost \$3,000 over a base model Mustang. As a result, some

unsold examples were repainted by dealers. It is unknown exactly how many actual replicas are in existence as a result of this.

Our search for a Pace Car ended when an acquaintance mentioned a car for sale in Bakersfield, California. We had found just what we were looking for - a low mileage, V8, fully-

optioned Pace Car. The only option not on this vehicle was the rear window wiper, which Tom Horne, the original owner, was told was not available at the time of purchase. Our car is one of only 2,106 built with the V8/automatic transmission combination, making it one of the rarest replicas. Many phone calls and letters





were exchanged with Mr. Horne before we received the car several months later. We never actually saw the car before the purchase, but we were lucky enough to find a relative of a coworker, living less than seven miles from the car, who agreed to test drive it. That same person happened to be moving back to our home state of Wisconsin, and agreed to trailer the vehicle back for us. It was delivered on a sub-zero day in February of 1994, and because of its trek on an open trailer from California to Wisconsin was in dire need of a good cleaning. Its first bath was inside the garage!

and we have many trophies to enjoy. Our first show was a little shaky - on the way the radiator hose blew as a result of having sat for several years. We made it to the event, but we couldn't open the hood since it was a disaster. Later the engine compartment was cleaned and freshened, but the incident sent us in search of a new hood insulation pad that is unique to the V8 Pace Car.

It's the most comfortable, enjoyable car we own. But it's very hard to keep it in the garage so that we don't add too many more miles to the original 33,000-mile odometer reading.

Being a part of various clubs is what we enjoy most. We are members of a few including the Indy Pace Car Registry of Mustangs where we are the collectibles editors. Updating the long list of collectibles for these cars definitely keeps us busy. Also, we are members of Team Saleen, the Northwood Region SAAC Club, and the Wisconsin Early Mustangers.

Any inquiries about Mustang Pace Cars can be directed to the Indy Pace Car Registry of Mustangs, Dept. MCA/MT, P.O. Box 261251, Lakewood, CO 80226. The registry is an excellent source for technical and restoration advice, as well as collectible items, and events involving these unique vehicles.

MT



# National Headquarters

## Mustang Club of America 1997 - 1998 National Officers

Bill Dillard (007)	Chairman of the Board
Charles Hampton (1230)	President
Ricky Simmons (17874)	Vice President
Jean Penn (21237)	Secretary
Randy Church (17916)	Treasurer
Margaret Davis (7053)	Sergeant at Arms
Walter Scott (395)	Sergeant at Arms
Floyd Scranton (6115)	National Head Judge
Delphia Cox (335)	Parliamentarian
Tony Garcia (28769)	Publisher

Kay Kleschka (22338)	Orlando, Fla.
Thomas Kleschka (22338)	Orlando, Fla.
Bob McNeal (596)	Pensacola, Fla.
Rochelle McNeal (596)	Pensacola, Fla.
Sue Osborn (376)	Buford, Ga.
Amanda Perry (13019)	Jasper, Ga.
Lynn W. Perry (13020)	Dallas, Ga.
Robert Smith (28545)	Wallace, N.C.

### *Serving through January 2000*

## Mustang Club of America National Board of Directors *Serving through January 1999*

Jack Botic (16547)	Shawnee, Kan.
Jim Chism (28864)	Dickson, Tenn.
Bob Davis (7053)	Kingsport, Tenn.
Rebecca Marcum (36034)	Knoxville, Tenn.
Mike Fussell (22515)	Lilburn, Ga.
Tommy Gilstrap (16647)	Greenville, S.C.
John Hayden (30063)	McDonough, Ga.
Butch Hollingsworth (24627)	Atlanta, Ga.
Jim Johnson (7547)	Chattanooga, Tenn.
Larry Kilgore (26004)	Charlotte, N.C.

Wes Alford (11566)	Germantown, Tenn.
Wendy Bradshaw (22180)	Westwood, N. J.
Don Cox (335)	Kingsport, Tenn.
Bill Dillard (007)	Calhoun, Ga.
Tony Gowan (27432)	Charlotte, N.C.
Joe Horne (28162)	Youngstown, Ohio
Wilfred Johnson (17305)	Bellevue, Wash.
Kenny Newcombe (23438)	Jonesboro, Ga.
Jack Penn (21237)	Duncan, Okla.
Don Perry (13019)	Jasper, Ga.
James Ray (32670)	Charlotte, N.C.
Scott Sammons (9000)	Hendersonville, Tenn.
Walter Scott (395)	Greenville, S.C.
Cliff Watson (28164)	Knoxville, Tenn.
Bruce Weiss (19423)	Melbourne, Fla.
Arley Whitsell (27470)	Springfield, Va.
Dave Zimmerman (7993)	Peapack, N.J.

## Mustang Club of America Hall of Fame

**Alex Trotman**

**John Coletti**

**Joe Oros**

**Larry Shinoda**

**Will Boddie**

**Hal Sperlich**

**Carroll Shelby**

**Steve Saleen**

**Don Frye**

**Lee Iacocca**

**Bunkie Knudsen**

# Mustang Club of America

April 1998 National Board of Directors

## Meeting Minutes

by Jean Penn  
National Secretary

The April 14, 1998, National Board meeting was called to order at 7:10 p.m. by Charles Hampton, president. Roll call showed 34 officers and directors present.

Guests present were Vincent M. Liska, New Jersey Shelby Club; Geneva Smith, Southeastern North Carolina Mustang Club; Todd and Molly Smith, Falls City Mustang Club; Lynn and Donny Brown, Tara Mustang Club; Bill and Linda Price, Cherokee Regional Mustang Club; Norman Demers, Carolina Regional Mustang Club; Steve Prewitt, Rick lawless, and Keith Hazelriggs, Central Savannah River Area Mustang Club; Lon Bollenbacher, Marketing Manager, Ford Motor Company.

A clarification was requested about the procedure on voting for MCA Hall of Fame nominees. Jean Penn, Don Cox, and Larry Kilgore were appointed to research past National Board meeting minutes to determine if a motion was approved concerning this procedure.

Minutes of the February meeting were approved with corrections. Randy Church, national treasurer, presented the financial report. The motion was made, seconded, and passed to approve the financial report.

Lon Bollenbacher, Marketing Manager, Ford Motor Company, said the Company is committed to developing a better relationship with MCA. MCA is the only officially sanctioned club. Ford will be a major sponsor of the 35th Mustang Anniversary Celebration. Lon stated the new

Mustang will reflect ties to the early models. A special 35th Anniversary model will have a limited production of 5,000 cars. Sales of 1998 models are up by 50%. Lon will be the keynote speaker at the Mid-America Shelby Meet at Tulsa, Oklahoma, in June 1998.

### Committee Reports

#### **35th Mustang Anniversary Celebration**

Jim Osborn, show chairman, stated the accessory selection is being finalized. There are cars entered and vendor spaces sold. Jim and all board members are expected to work and to plan your 1999 vacation. There will be a Saturday evening banquet with Ford.

#### **Museum Committee**

Bill Dillard, Mustang Museum, Inc., president, said the site selection is a slow process. The Committee wants to make sure they are selecting the best site. The new Board has been elected. Museum accessories, hats, and shirts will soon be available for purchase.

#### **National Show Committee**

Ricky Simmons, chairman, announced the 1999 National Show dates and host regional groups:

- February 26-28, 1999; Spaceport Blastoff National Show, Space Coast Mustang Club
- May 28-30, 1999; Smokey Mountain National Show, Tennessee Valley Mustang Club
- June 18-20, 1999; Augusta

Southern National Mustang Celebration, Central Savannah River Area Mustang Club

• July 9-11, 1999; Kansas City Mustang Round Up, Vintage Mustang Club of Kansas City.

Ricky said the first application for the 2000 Grand National show has been received. On future show applications, the National Show Committee will take a close look at the number of MCA members in clubs.

#### **Regional Group Committee**

Robert Smith, Regional Group Committee member, presented the Green Mountain Mustang Club, Shelburne, Vermont; Roanoke Valley Mustang, Roanoke, Virginia; and Mid-Michigan Mustang Club, Vassar, Michigan, for approval. The motion was made to grant these clubs regional group status. The motion was seconded and approved. The Mid-Florida Mustang Club wishes to give up the territory of Cypress Gardens. This was approved pending receipt of a new map redefining their area.

#### **Accessory Committee**

Butch Hollingsworth, chairman, stated the MCA accessory line will not expand at this time to avoid conflict with sales of 35th Anniversary accessories. RDB Marketing will sell accessories at the Tucson, Arizona, National show. Butch will keep the Board advised of updates on accessories.

#### **Administrative Committee**

Kenny Newcombe, chairman, said the MCA office computer

needs to be upgraded. The most cost effective way is to replace it with a newer, faster computer. If the current computer can be traded in, it will be. If not, it can be donated to a school or charity.

### Membership Committee

Don Cox, chairman, reminded board members about the membership contest. MCA members who sponsor 10 new members will receive a one-year free membership. The top three, who sponsor the most new members, will receive two tickets each to the Evening with Ford Banquet at the 35th Anniversary and be recognized at the banquet. Don asked when board members are communicating with their regional groups to be sure they have adequate MCA applications. Don said the MCA town hall meeting was well received at the Pensacola National show and suggested the meeting be pursued at other National shows. It was suggested that the town hall meeting idea be included in the new National Show Guideline Booklet when published. There will be an MCA membership table at the New Jersey National show.

Lon Bollenbacher said Ford is exploring the idea of providing new Mustang owners a separate mailing of Mustang information and perhaps an MCA application could be included. It was mentioned that the United States Postal Service will issue commemorative stamps of the 1960s. A 1964 1/2 Mustang is one of the designs to be voted on. Ballots will be at post offices from May 1 through May 31. The stamps are scheduled for introduction in June

1999. It was suggested perhaps the Mustang stamp could be introduced at the 35th Anniversary show.

A suggestion was made to teleconference MCA National Board meetings. After discussion, Charles Hampton appointed Don Cox to head a committee to research the feasibility and cost. The committee will report its findings at the August National Board meeting.

Since the Dearborn National show begins Friday after the June Board meeting, there was concern about Board attendance. After a count, the June meeting will be held at the regular date, time, and place.

### Nominating Committee

Kenny Newcombe, chairman, requested the Board members whose terms expire this year advise him if they wish to run again. An article will be in the July Mustang Times. Kenny asked for volunteers to serve on the committee.

### Publishing Committee

Tony Garcia, chairman, was unable to attend due to the recent

tornado in the Atlanta area and work commitments. Marilyn Newcombe presented the report. Tony recommended printing the membership application inserts in a quantity for one year. This would reduce the cost by \$400. There were 8,640 April issues of Mustang Times printed. There will be a color advertisement from Ford Motor Company.

### Regional Group Liaison Committee

Tony Gowan, chairman, suggested that National Board members set their own pace for contacting their assigned regional groups. Tony recommended Charles Hampton send a letter to each regional group reminding them that they have a National Board member assigned to them.

With no further business, the meeting was adjourned.

The next regularly scheduled MCA National Board of Directors meeting will be June 9, 1998, 7 p.m. at Gwinnett Civic and Cultural Center, 6400 Sugarloaf Parkway, Duluth, GA 30135, I-85, Exit 42.

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- ◆ The program helps you *identify rare Mustang models*: '69-'70 Shelby cars, '66 "Solid Gold" Specials, Indianapolis Pace Car coupes, "California Specials", NY World's Fair cars...and more.
- ◆ "Plate Builder", a helpful data reconstruction utility, *allows you to decode in reverse!* Illegible, damaged, or incorrect codes can be easily manipulated using Ford's original ordering guidelines.
- ◆ Registered owners can download updates from our website, including free corrections & patches.
- ◆ You get over twenty pages of *context-sensitive help files* for background & specific information.

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## New Members

Daniel Avis	Phoenix, KY	C. Robert Morseburg	Seattle, WA
Fred Spanuello	Forest Park, LA	Jeff Klauser	Sheboygan, WI
Wayne Avis	Bloomfield Hills, MI	Lane & Michele Scott	Gillette, WY
Vern & Carol Cavitch	Gaylord, MI	T. J. Turner	Shelton, CT
Dr. & Mrs. H. B. Balfour	Natchez, MS	Scott Russell	Jacksonville, FL
Mike Williams	Apex, NC	Austin McCormack	Jacksonville, FL
Lorraine Johnson	Morrisville, NC	Scott & Freida Barnes	Jonesboro, GA
Robert Magliacano	E. Hanover, NJ	Ricky Mitchell	McDonough, GA
Skip Vallorano	Hasbroock Hts., NJ	Daryl Corley	Stockbridge, GA
Sam Vassallo	Whippany, NJ	George Mendoza	Lafayette, LA
Chris Zima	Albuquerque, NM	Joseph Williams	Rochester Hills, MI
Bill & Denise Cusack	Highland, NY	C. J. Rigdon	Arnold, MO
Steven McBurney	Rome, NY	Cecil & Dorisalle Brattin	Wheaton, MO
Dave Hubble	Cincinnati, OH	Angelo Delmonte	Webster, NY
Thomas Narkin	Aldan, PA	Glenn Sober	Oklahoma City, OK
Tom Stidd, Jr.	Doylestown, PA	Janet Marsteller	Easton, PA
Kathy Glass	Macungie, PA	A. J. Derrick	Bethpage, TN
Beth Ann Scheid	N. Wales, PA	Ken Peters	Murfreesboro, TN
Liane Distefano	Parkside, PA	Parul Bhatt	Roanoke, TX
Brian Richardson	Pottstown, PA	Dave Krause	Marshfield, WI
James Van Vladricken	Prospect Park, PA	Barry Anderson	St. Catharines, Ontario, Canada
Charles Rogers	Shaw AFB, SC	Sandi & Paul Scott	Ontario, Canada
Mike & Kay English	Summerville, SC	Gary Duffy	Windsor, Ontario Canada
Lee Garrett	Sumter, SC	Vernon Naley	Roswell, GA
Ron Adams	Milwaukee, WI	Dominic DiBiaso	Chicago, IL
Maurice Balzer	Waukesha, WI	Jerry Gray	Pekin, IL
Donald & Judith McNemar	Bridgeport, WV	Joel Hudson	Ft. Wayne, IN
John Bissey	Wright, WY	Bob & Julie Peters	Ft. Wayne, IN
John Warren	Oakland, CA	Clint Derrow	Ft. Wayne, IN
Chris & Gary Cella	Cos Cob, CT	Brent Ewald	Ft. Wayne, IN
Paul & Linda Birch	Seaford, DE	Jack Jamison	Indianapolis, IN
Jim & Janet Ward	Seaford, DE	Rich Kline	Ada, MI
Robert Shartrand	Bryceville, FL	William Fox	Adrian, MI
Roy Stager	Ft. Lauderdale, FL	Sandor Pizar	Allen Park, MI
Sammy Smith	Murrayville, GA	Sam Callan	Ann Arbor, MI
David Allen	Des Plaines, IL	John Young	Ann Arbor, MI
Mike Viederis	Loves Park, IL	Lawrence Bolton	Battle Creek, MI
Richard Swanner	W. Monroe, LA	Amy & Kevin Kilbourn	Brighton, MI
Steve & Lana Seuss	Leominstr, MA	Dennis Metty	Brooklyn, MI
Marty & Wendy Porter	Goldsboro, MD	Derek Baker	Dearborn, MI
Craig & Jackie Harrell	Concord, MI	Anthony Zakolski	Dearborn, MI
Thomas Binert	Dearborn Heights, MI	Dennis Lark	Dearborn, MI
Greg Troutman	Concord, NC	Seraphim Pallas	Dearborn Hts., MI
John Thiel	Metuchen, NJ	Richard Shene	Detroit, MI
Jim & Sue Christopher	Baldwinsville, NY	Dana Panetta	East Pointe, MI
Richard Knudsen	Lynbrook, NY	Sam Nassar	Farmington Hills, MI
'Craig Giaccone	Shirley, NY	Steve Malknecht	Flushing, MI
Joseph & Linda Beutler	Ravenna, OH	Bennie Labo, Sr.	Frederic, MI
Philip & Jaime Tappenden	Boothwyn, PA	Geno Montes	Garden City, MI
John Bogin	New Kensington, PA	Randall & Dorothy Race	Grosse Ile, MI
Mike Martino	Newtown Square, PA	Jim Crawford	Livonia, MI
Bob Smith	Houston, TX	Henry Cholewa, Jr.	Livonia, MI
K & K Vintage Motor Cars	Houston, TX	Don Harris	Livonia, MI
William Johnson	Houston, TX		
Shelley Ellis	Bonney Lake, WA		

# 2FAST4U2C



*If you'd like to see your prestige plate appear in Mustang Times, simply send us a clear, well-focused photo of your tag (either color or black and white, but no polaroids, please). Be sure to include your name, address, and MCA membership number on the photo.*

This beautiful **Raven Black 1965 2+2** is owned by **Brad Baltzer of Lodi, California**. It features the potent **K-code engine, red standard interior, and GT package**. It was produced in Dearborn on March 27, 1965, and delivered to Turner Ford in Wichita, Kansas. Brad has restored the fastback to MCA Concours Driven standards and enjoys participating in shows in his area.



**Roger Sanzenbacher of Dolton, Illinois**, is the proud owner of this **Sprint 200 (six-cylinder equipped) 1966 hard-top**. These cars were produced to celebrate the sale of one million Mustangs and include equipment such as **wire wheel covers, accent stripe, chrome air cleaner, and center console**. Roger's **Candyapple Red** example also features the **three-speed Cruise-O-matic transmission**.

This **1996 GT coupe**, owned by **Bud Soffel of Catoosa, Oklahoma**, has been customized to give it a more unique appearance. Exterior enhancements on the **4.6 liter-equipped pony** include **Dech wing and front air dam, Saleen rear valance, SVO side-exiting exhaust, Cobra hood, and HRE mesh wheels**.



## Positions Available, Apply Now

*Kenny Newcombe, Chairman, 1998 Nominating Committee, requested that the following information be published. Please note the August 31 deadline.*

It's that time of year again. The time when the Mustang Club of America solicits active members to run for Board of Directors positions. Eighteen of our current Board positions expire at the end of January 1999. If you would like to run for a seat on the Board, you must be an active member in good standing and have reached your 18th birthday by October 1, 1998. To make your intentions known, submit a short biography to the Nominating Committee which is 50 words in length and includes facts about yourself such as name, MCA membership number, city of residence, any local club affiliation, past or present offices held within MCA or regional groups, and any other information you deem appropriate. This should be forwarded to Mustang Club of America, Attn: Nominating Committee, 3588 Highway 138, Suite 365, Stockbridge, GA 30281.

Your bio must be received no later than August 31, 1998, for your name to be included on the slate of nominees. All bios will be published and mailed with the October issue of *Mustang Times*. (The Committee reserves the right to edit bios for content and length.)

By becoming a member of the Mustang Club of America Board of Directors, you will help plan and implement the future direction of the Club. This is not just an honorary title - you will be required to put forth a great deal of effort and sacrifice some of your personal time. You will be required to attend Board meetings at your own expense which

are held primarily in the Atlanta area on the second Tuesday of every other month (the 1999 meetings begin in February). You will be required to serve on one or more of the Board's active committees, which are very important to the operation of the Club, and also attend any meetings called by the chairpersons of those committees. Each one makes recommendations to the full Board. Issues needing a vote are taken to the full Board meetings and presented for approval. Attendance at all meetings, committee or full Board, is expected. A director who misses three (3) consecutive meetings is subject to removal from the Board.

You may spend a great deal of time talking to regional groups and others on the phone. You will be a representative of the Mustang Club of America at National and regional events and will be expected to convey the positions of the Board to members and non members alike while at those events. As with many businesses and organizations, there are a lot of issues which must be discussed and decisions to make. Of course there is not always 100% agreement on everything. However, once the Board takes a democratic vote on an issue, the entire Board is expected to support the vote for the betterment of the Club. This is a hobby, but the Board actually operates like a business and must be accountable to all members much like a company and its stock holders.

You will be compensated for your efforts. Not by way of monetary means, but by having a hand in the running of the largest club in the world dedicated to the preservation of the Mustang car hobby. As a Board member you will carry a large responsibility and not just wear a badge bearing the MCA name. You *will* shape the future of the Club.

## Mustang Museum Updates

Mustang Museum, Inc., is proud to announce its Regional Ambassadors for the United States and Canada.

As part of the Mustang Museum's Ambassador Club Program, the Regional Ambassadors will serve to enhance communication between the Mustang Museum's Board of Directors and Mustang clubs worldwide. The main objectives for the ambassadors are to channel information to clubs, raise awareness about the Museum's activities, create support from Mustang clubs, and help raise funds for the Museum construction through encouragement of the clubs and their members to participate in the Museum's fundraising efforts, primarily decal sales and sponsorship programs.

Eventually the Ambassador Program will include an ambassador within every Mustang club.

The Mustang Museum Regional Ambassadors are:

- Northeast; Pam Noreway, New York
- Midsouth; Jim Woods, North Carolina
- Southeast; Larry Mousner, Florida
- Midwest; Rick Fowler, Indiana
- North; Janet Gorden, Wisconsin
- South; Shannon Guerden, Texas
- West Central; Jim Wicks, Oklahoma
- Northwest; Jim Fox, Idaho
- Southwest; Frank Morales, California
- Canada; Kyle Gregoire

As the Mustang Museum narrows its search for a permanent home, Mustang Trans-Am competitors are doing their part by displaying the Museum logo dur-

## News & Notes

ing the 1998 season. The same decals displayed by the Trans-Am teams can be purchased for a tax-deductible donation of \$5, which goes toward making the Museum dream a reality.

As America's original pony car, the Mustang boasts a strong heritage in SCCA Trans-Am competition, claiming seven manufacturers' championships (including the first one in 1966) and 79 wins through the end of 1997 by drivers such as Jerry Titus, Parnelli Jones, George Follmer, and Tommy Kendall. Highlights include last season's unprecedented sweep of all 13 races, including Kendall's record-setting 11-in-a-row streak.

The Mustang Museum is planned as a multi-dimensional, interactive facility to celebrate the Mustang experience - yesterday, today, and tomorrow.

Mustang Museum, Inc., has announced plans for the second annual Bright Light City Cruise in Las Vegas. Scheduled for Sunday, November 1, as a kickoff to the SEMA Show week, the cruise will start at the Imperial Palace casino on the strip and caravan through Las Vegas to the Las Vegas Motor Speedway. At the Speedway, the Mustang cruisers will be treated to parade laps, a Mustang car show, vendors, and door prize drawings.

Last year, the inaugural Bright Light City Cruise attracted nearly 70 Mustangs for a cruise from Mustang Sally's to the Hard Rock Cafe.

Tentative 1998 Bright Light City Cruise schedule:

- 9 a.m. - noon; registration at Imperial Palace
- 1 p.m.; cruise starts

- 2 p.m. - 2:30 p.m.; arrive at Las Vegas Motor Speedway
- 2:30 p.m. - 6 p.m.; cruise activities at LVMS
- 6:30 p.m. - conclusion.

For additional information on the Ambassador Club Program, Mustang Museum decal program, or the Bright Light City Cruise contact Mustang Museum Inc., P.O. Box 865, Dearborn, MI 48121, or call (888) 687-8397. Or visit the MMI's Web site at [www.mustangmuseum.org](http://www.mustangmuseum.org).

### 1999 MCA Events

Mark your calendars now for MCA-sanctioned events in 1999. As more complete information is available, we will pass it along to you.

- February 26-28  
Spaceport Blastoff National Show hosted by the Space Coast Mustang Club
- May 28-30  
Smokey Mountain National

Show hosted by the Tennessee Valley Mustang Club

- June 18-20  
Augusta Southern National Mustang Celebration hosted by the Central Savannah River Area Mustang Club
- July 9-11  
Kansas City Mustang Round Up hosted by the Vintage Mustang Club of Kansas City
- 1999 Grand National hosted by the Mustang Club of Houston

### International Enthusiasm

As momentum builds for the 35th Mustang Anniversary Celebration in April 1999 we are finding that once again Mustang enthusiasm spans the world.

We recently learned that a group from Norway is making plans to attend the event.

Don Perry, a member of the MCA Board of Directors, furnished us with the following blurb translated from Mustang Info. NR. 19, 1998:

"A trip to the USA is in the works. The time in question is April of 1999, and the destination is Charlotte, North Carolina. In Charlotte there will be arranged the 35-year jubilee for Mustang. The date for the arrangement is April 18, 1999, and it will be held at the Charlotte Motor Speedway.

....We are talking about the possibility of a trip that lasts around 10 days, perhaps with the chance for a prolonged stay for those who wish to remain for a longer period of time. It is already over 20 persons that have voiced interest, so we feel that it will become a reality."

### 1999 Mustang To Be Unveiled at Grand National

In a history-making move, Ford Motor Company will unveil the revamped 1999 Mustang during the 1998 Music City Grand National in Franklin, Tennessee.

Make your plans now to be among the first to get a public look at the new styling of our favorite pony car.

For show information, refer to page 7 of the July 1998 issue of this publication.

Be there or be square!

## Ask Fred

*Do you have a problem with your Mustang that no one seems able to fix? Are you confused by the various replacement parts that are currently on the market? Do you have a technical or mechanical problem that seems impossible to answer?*

Then -

**Ask Fred**

**c/o Glazier's Mustang Barn  
531 Wambold Road  
Souderton, PA 18964**

Dear Fred,

I own a 1967 Mustang fastback with a 289, and the car has a factory tachometer that goes up to 8000 rpm. I was under the impression that this tach was only found on Shelby's and not on regular production Mustangs. The only other Mustangs I've seen with a tach went up only to 6000 rpm.

Is this a rare option or is it common? If it is rare or unusual, how much does this increase the value of my Mustang that also has factory disc brakes and power steering?

Thanks,  
Matt

Dear Matt,

*The redline on tachometers is based on the engine, not the model. Mustangs with the 200, 289 2V, or 289 4V got the 6000 version while the 289 HiPo and 390 received the 8000 rpm tach. In other words, it is as rare as the associated engines. Now if you do not have a VIN indicating these engines, remember that people modify these cars with used options all the time.*

*Factory power disc brakes was a recommended option with 289 HiPo and 390 cars, and power steering was increasing in popularity by 1967 with increased weight and tire size. Disc brakes*

*also came as part of the GT package.*

Fred

Dear Fred,

I just read your reply to Chris who is installing a tach in his 1968. I am trying to do the same. I've purchased the correct wiring that goes under the hood (fire wall to headlight, alternator feed, and gauge feed). I wasn't clear on this - was there a different wire loom used under the dash for a car with tach or are they all the same? I assumed that you were saying the tach runs in series with the wire from the ignition switch to the coil. Is this correct?

Jim

Dear Jim,

*The wiring harness is different under the dash for a car with factory tachometer. The primary difference is the tach replaces gauges used in non tach cars and idiot lights are used in their place. This requires different wiring. The tach is wired in series with the ignition circuit (wire to coil). This does not affect the underdash harness.*

Fred

Dear Fred,

My son and I recently purchased a 1964 1/2 Mustang coupe. This car is in need of some serious restoration work which we hope to accomplish. One of the previous owners had changed the engine to a newer 289 (it came with a 260 V8) but did not finish the job. This car will need the wiring modified to an alternator system. Over all the car's wiring is questionable. Could you give any kind of basic diagram that would help?

Rusty

Dear Rusty,

*There was so much difference between the wiring on the generator versus alternator cars that we feel it would be less expensive and less difficult (and better for the value of the car) to re-install the generator. To put an alternator in the car you have to replace the wiring - all the wiring. Even the taillight wiring was different. Wiring diagrams are available for all models, but do not do this by hand. Diagrams are good for repair and diagnosis, but if the wiring is repaired extensively, or converted to non-stock configuration, or is simply old and brittle, there is a real danger of fire. All the wiring on your car is available new.*

Fred

Dear Fred,

I know you must get all kinds of questions in regards to Mustangs and I don't even know if you will answer my question, but here it goes. Obviously I don't know too much about Mustangs but my wife purchased a 1965 coupe. It has a 302 in it but the engine seems to overheat. I'm sure that it's because the original engine was a 200. The radiator is too small for one, and the rims have a four-bolt pattern. She doesn't want to get rid of it so I am asking you what do I have to do to get this thing running the way it should.

What kind of rear end should I put in and I would like to go to disc brakes. Someone told me I can use the front brakes from a Ford Granada, and the rear end of a Ford Ranger. In other words my wife wants to keep the car so what kind of price am I looking at in the future to restore this Mustang?

Soon out of money,  
Terry

Dear Terry,

The original 200 and 289 radiators were exactly the same size. The only difference was the location and size of the outlet. Having said that, probably the best (and least expensive) solution would be to change back to the 200 six.

We see article after article on how to use later car spindles, axles, etc., to "upgrade" early cars. What they don't tell you is the endless small details needed to make these conversions roadworthy. If you really want to convert to V8 you should use a complete "donor" car to get what you want. Hmm - now you just bought another car. I thought repairing the one you had was the goal!

The 200 six cars run very smoothly and get excellent gas mileage, and are still pretty peppy. Sounds like a '90s kind of car to me!

Fred

Dear Fred,

While putting a new suspension on a 1968 convertible, I noticed a broken engine mount. I want to use Ford OE parts but I'm faced with a problem. I'm not sure which engine mount to use, short or tall. The car has tall but I'm not sure this is the correct mount since the car originally had a 289 2 bbl., but now has a 302 4 bbl. The engine was switched before I got it. Two Ford dealerships have said the short mount is the correct mount. Can you help?

Thanks,  
Ernie

Dear Ernie,

The 1968 convertible calls for the D0ZZ-6038-B "short" insulator whether it had the 289 or 302. The hardtop and fastback used the D00Z-6038-G "tall" insulator. Be careful not to mix the two; the brackets on the frame were differ-

ent also, resulting in the engines being at the same height! Mixing "tall" style insulators with "short" style brackets and vice versa can be a major headache!

1967 cars had the same frame brackets and insulators regardless of body style. Apparently the convertible body had different vibration characteristics, calling for the change.

Fred

Dear Fred,

I have a 1964 1/2 Mustang. When I purchased the vehicle, it ran fine. One weekend I go to the garage to start it like I usually do and nothing - the battery was dead. I changed the battery and it still did not start. The solenoid clicked and that was it. The starter did not try to turn over. I changed the starter and still nothing. I then changed the solenoid and it still did not turn over.

Please help. I have not been able to trace down the problem and I have resorted to turning the crank to keep the motor from seizing up.

Don

Dear Don,

There really is not much to the starting system. Battery-cable-solenoid-cable-starter is the whole thing. Are the cables in good condition? Is there any corrosion at the ends of the cables? If the battery is well charged, try bypassing the ignition key circuit. Connect a wire from the positive terminal to the small terminal closest to the battery terminal on the solenoid. This should energize the solenoid, connecting the battery to the starter.

Fred

Dear Fred,

I have a 1972 SportsRoof with Magnum 500 wheels on it. I want

to put the original type tires on the car. When I asked I was told the car should have Firestone RWL Wide Ovals. I've looked in numerous books and they never say what brand, they just tell the sizes. When I see pictures, they always show Goodyear Polyglas RWL tires on the car or BFGoodrich radial T/As which I don't think were made in 1972. Can you tell me what the car should have had when it was new?

Steve

Dear Steve,

All of the photos we have from Ford of the period (engineering, advertising, etc.) show Goodyear Polyglas GT tires.

Fred

Dear Fred,

I have a 1965 200 cid three-speed manual transmission. Recently, it has begun flooding the carburetor at idle and when it is shut off. The carburetor is a 1 bbl. factory remanufacture. I replaced the float and needle and seat, but this still occurs.

I did run across something last evening. When I removed the gas cap there was a huge vacuum sucking sound. Could the problem be that the gas cap is not venting properly? Would this cause enough pressure to actually force the needle valve to open?

Any help would be appreciated.  
Rob

Rob,

The cap should not allow a vacuum to build in the tank, but that is probably not what is happening here. First we need to be sure you have the correct IV carburetor. So many of these have been replaced with oddball or later model carburetors.

You should have the C50F-E Ford design.

Fred

From Third Generation Gold Card Judges Stewart Jones and Terry McCoy

# 1992 — Keeping The Legend Alive

The 1992 model Mustangs were basically unchanged from the previous year with production down to 79,771 units.

The first 1992 Mustang, (#100001) produced on August 24, 1991, was a GT hatchback (42E) in Oxford White (color code YO) with a Titanium cloth/vinyl interior (DA). The last 1992 produced (#179771) was a four-cylinder LX three-door hatchback (41M) in Deep Emerald Green (color code PA) with a Titanium cloth interior (FA) and a build date of July 29, 1992. Production ended on August 3, 1992.

Colors for the GT remained the same. However, the LX 5.0L received two new colors; Calypso Green Clearcoat Metallic (PM), and Bimini Blue Clearcoat Metallic (K3) (this was the only year for this particular shade of blue). The LX now included color-keyed body side molding and bumper rub strips.

The interior for this year received a new style interior dome lamp with dual map lights. A four-way power driver's seat (217) was now an available option at a cost of \$183. Among items deleted was the convertible rear power window

switch. And this was the last time a graphic equalizer (915) would be offered.

A limited production LX5.0L Feature Car convertible in Vibrant Red (paint code EY)

would first appear in late February. This special model will be covered in our next column.

A special treat for those attending the Chicago Auto Show was the launch of SVT and the first public viewing of the 1993 Mustang Cobra and F150 Lightning pickup. Formed in 1992, the Ford Special Vehicle Team is charged by Ford with developing and marketing limited edition, high performance vehicles derived from mainstream Ford products.

Although the Fox platform was nearing the end of production, surprises were still in the pipeline as the 1992 models kept the legend alive.



### Did You Know? Topic: 1992 Mustang

1. The 1993 Mustang Cobra debuted at the Chicago Auto Show in 1992.
2. Bimini Blue was offered only in 1992 on the LX series.
3. The rear power window switch was deleted on the convertible.
4. This was the last year for the optional graphic equalizer.
5. The coupes and hatchbacks received a new dome light with an integrated map light.

### TEST YOUR KNOWLEDGE

Answers from last month's issue.

1. When sequential fuel injection came into play in 1986, the spot previously housing the battery became home to the air filter.
2. 1993 saw the wiper motor receive a black plastic cover.
3. 1985 was the first year the Mustang received headers.
4. The SVO had an optional single-plane wing.
5. Power rear quarter windows were available on the 1984 convertible.

*The Third Generation News guys are still in need of photos of third generation Mustangs. If you'd like to show off your pony, call Stewart Jones at (407) 984-1125 (phone/fax).*

# Stampede to Dearborn

by Teresa T. Vickery  
photos by VTC & Co.

**H**omecomings and family reunions usually evoke a myriad of emotions and questions. Who will be there? Has the family changed much? Will you recognize those third and fourth cousins you haven't seen in umpteen years? Is the old home place still large enough to hold

the entire family?

Mustang's homecoming hosted by the Mustang Owners Club of Southeastern Michigan proved that even a huge family reunion can be very successful.

For many Ford enthusiasts, the cities of Dearborn and Detroit are so intertwined that we think

of this location as one big automotive manufacturing facility.

Detroit, known as Motor City, is Michigan's largest city. The word detroit is French meaning "of the strait." The city received this name due to its location on the Detroit River connecting Lake St. Clair and Lake Erie. It is con-





Mustangs and people were consistently lined up at tech inspection and the vehicle registration tent.

nected to Windsor, Ontario, Canada, by the Ambassador International Bridge and a tunnel.

Detroit is a steel-producing center furnishing both raw metal and finished products for the automobile industry. The city's economy also relies on industrial chemical plants, drug manufacturing, aircraft manufacturing, aluminum production, and food processing.

When the St. Lawrence Seaway opened in 1959, this city became a major port. Approximately 60 steamship lines operate out of this location.

Dearborn is located in southeastern Michigan on the River Rouge. It is the home of Henry Ford and also home to Ford Motor Company's astounding River

Rouge plant. Originally used as a coach stop between Detroit and Chicago, Dearborn was settled in 1795. Growth of this city took off during the 1920s after construction of the River Rouge plant was completed.

The following information was supplied to showgoers who attended the Dearborn Assembly Plant tour -

"In 1918 Henry Ford began construction of the 1,100-acre Rouge Manufacturing complex in Dearborn. Dearborn Assembly Plant (Ford's oldest plant) is located in the Rouge complex and initially built submarine

## Through the Eyes of an Enthusiast

by Gene Kennedy

One of the highlights from my attendance of the MCA show in Dearborn was a tour of the Dearborn Assembly Plant.

We boarded a yellow school bus for transport to the plant. It took us nearly as long to get to the entrance of the complex as it did to travel back through the industrial area to the plant. We knew we were getting close when we saw rows upon rows of Mustangs awaiting shipment. We unloaded from the bus at a side door and entered a break room.

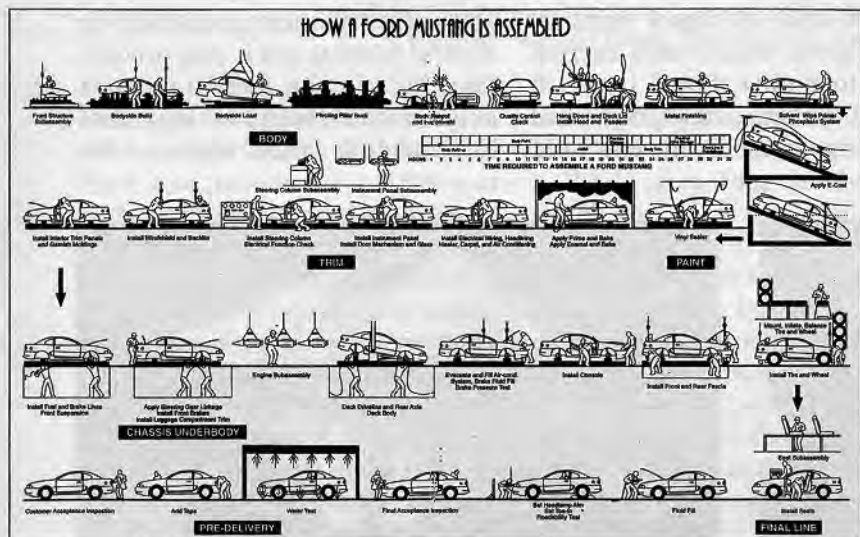
One of the employees/tour guides mentioned that the plant has played host to a number of dignitaries such as Nelson Mandela and President Clinton. However, he said that we were the most important visitors to the plant employees since we are the ones who purchase the cars.

The plant was very noisy and we usually could not hear what the tour guide was saying, but we could see what an amazing transformation was occurring, starting with a piece of sheet metal that resembled a floor pan. As we walked down the line we could see massive welding robots send sparks flying and attaching more metal parts to the floor pan. A little while later that floor pan was beginning to look like a chassis. Pretty soon that chassis had door openings and quarter panels. That floor pan was now becoming a very familiarly shaped object - a 1998 Mustang coupe.

We saw complete Mustang bodies painted in gleaming colors descending from the ceiling. Parts such as headlamps and taillamps were added as they proceeded down the line.

It was amazing to watch the progressions. Everything went like clockwork with all the right parts, such as tires, colored trim panels, etc., arriving at the right time. At the end of the line we saw two bright blue Mustangs come to the end of the line but exit in very different ways.

The first was a six-cylinder which fired immediately and was driven away. Next was a Cobra. Unfortunately, we didn't hear it fire, and next noticed the car being pushed away. One of my mechanic friends joked that he was going to make an offer on that car and fix it himself!



Number of Mustangs Produced From 1964-May, 1992: 2,121,143  
 Other Locations That Built Mustangs: Metuchen, New Jersey and San Jose, California  
 Current Line Speed: 37 JPH  
 Daily Production: 592 units  
 Total Time for Product Through Plant: 32 hours



chasers for the U. S. Navy during WW I. The Rouge represents the largest concentration of factories owned by a single American company. To fully explore the Rouge would take several days.

Mr. Ford envisioned the Rouge as a self-contained manufacturing

The Rouge complex today includes a steel mill, ore-boat docks, iron and steel-making furnaces, rolling mills, glass plant, stamping plant, engine plant, assembly plant, frame plant, tool and die plant, and an electricity generating plant. Enough elec-

Approximately 10,000 people work at the Rouge today."

The assembly plant tour was followed by a stop at the Henry Ford Estate which is now a part of the University of Michigan campus. This tour offered an inside peek into Mr. Ford's world, his tastes, and his



complex where most parts needed for an automobile could be made and assembled into a product ready for the road. True to his vision, the Rouge once had the distinction of being the only place in the world where a car could be built from raw materials into a finished product, all on the same grounds.

tricity is generated each day to serve the domestic needs of a city the size of Boston. The Rouge has a railroad system with 100 miles of track and 16 diesel engines. Great Lakes vessels once carried four million tons of coal, iron-rich taconite pellets, limestone, and other cargo to the Rouge in a year.

attention to detail.

He experimented with a type of horseless carriage around 1890 resulting in the quadricycle of 1896. He tried unsuccessfully for several years to get it into production, but, in the meantime, was able to find an outlet for his talent by building race cars. He





*Included in the manufacturers area were displays by (top) Classic Design Concepts, (middle) Roush Performance, and (bottom) Kar Kraft*

launched Ford Motor Company in 1903 with \$100,000. The Model T Ford was introduced in 1908 and was eventually produced on a moving assembly line in 1913.

Such creativity was evident in several areas of his estate including the garage. Originally configured to house a "hose-down" area, this garage is also outfitted with a huge turntable in the center. The premise here is that since the early cars did not have a reverse gear, Mr. Ford could pull his Model T straight in, wash it down, and then use the turntable to move the car into a

"nose out" position. (Holy Bat cave, Mr. Ford!)

While this tour combination, which ran in several shifts, was hugely successful (all tour times filled long before the show dates), this proved to be only a small facet of the interesting aspects of this Mustang-intensive weekend.

Held at the enormous Hyatt Regency Hotel at Fairlane Center, 512 judged Mustangs vied for attention from several thousand spectators.

The show seemed to hit full speed-ahead Thursday evening

when approximately 85 participants of the "Mustangs To Dearborn" Caravan hosted by the Mahoning Valley Mustangs pulled into the hotel parking lot. Plenty of time was spent checking out the early arrivals.

Friday morning began with a bang as Mustang after Mustang lined up for tech inspection. The registration tent was so crowded at several different times during the day that some of us wondered if host club members were passing out \$100 bills! Nearly 300 participants arrived on Friday.



Garnering a great deal of attention over the three-day event were these well-known SVE toys; the 10L Boss and the Super Stallion.



A hospitality party that evening gave many folks a chance to unwind before the really hard work began the next morning.

Saturday started out as pretty much a repeat of the previous day; Mustangs everywhere. The major difference this time was that the show field was growing by leaps and bounds and empty spaces were becoming few and far

Judges are an integral part of any event. Nearly 100 individuals volunteered their time to complete the judging process for 512 Mustangs.



turnout in the driven categories. The first generation ponies were well represented by excellent examples of both trailered and driven versions including a very respectable showing of 1971-73 body styles.

Any hobbyist who is uncertain of the importance of the Mustang II would probably have walked away from this show convinced that these little cars deserve a lot of respect. After viewing a row of beautifully restored and main-

between in some of the classes.

All during this time buses were going in and out of the hotel carrying tour groups, the host club was selling show shirts, hats, and visors, MCA representatives were signing up an astonishing number of new members and selling accessories, and there were tickets being sold for both raffles and 50/50 drawings. And these tickets were going fast. Some of the raffle prizes included a Roush trunk-style tool kit, a complete set of tires, a Sharp color television, electronic equipment and many, many other impressive items. (Although we participated

in the Sunday 50/50 drawing and lost, we know one individual left the show delighted with their additional prize of over \$400.

Nearly every type of Mustang imaginable was on hand with the largest



tained second generation ponies nestled between first and third generation versions, the link between old and new became very obvious.

And of course late model performance in all shapes, sizes, colors, and horsepower ratings was on hand to grab the attention of every teenager who came within 20 feet of the area.

Skirting the fringes of the late model classes was a manufacturers area. National Parts Depot, Classic Design Concepts, Inc.,



Roush Performance, and Kar Kraft were in attendance to display their wares and handiwork. Mustang Museum, Inc., was also present handing out brochures and answering questions about the status of the project.

The Saleen Owners and Enthusiasts Club was out enforce to promote their organization as well as Steve Saleen's handiwork. Their tactics worked beautifully as crowds gathered around an S-281 Speedster wearing the BASF Extreme Paint color "Rainbow". If you think Mystic is unusual, you'd have to see Rainbow to believe it.

Taking in all the excitement and sights of this event was David Marchand of Ford Motor Company's Mustang Club Center. The Club Center supports the needs of Mustang club members nationwide. David is a Mustang enthusiast and considers his job to be more of a dream than real work. If you receive the publication entitled "horsepower" you will notice the return address belongs to Mustang Club Center. David, and the Center, may be contacted at (800) 576-PONY.

Vendors from all areas made the trek to the Mustang homeland to sell every Mustang part you could ever need. The pony corral also carried several respectable entries.

Surprises were in store for the 500 individuals who attended the Saturday evening banquet.

All ladies who entered the door were given a fresh flower corsage.



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Each table place setting included a program for the evening, a solid brass key ring from the "Classic Cars Collection" available at Henry Ford Museum and Greenfield Village (compliments of Dearborn's Michael A. Guido who declared the entire week Ford Mustang Week), and a beautiful ballpoint pen replete with velvetreen pouch. Parked just outside the banquet room doors was the famous Mach III show car, now sporting a very interesting shade of green.

Emcee Jim Madaus, chief meteorologist for Detroit UPN and an avid Mustang fan, related several humorous stories. He also described the Mustang phenomenon as being as hot and fast

as lightning.

Frank Lundgren, president of MOCSEM passed along his experiences with Mustang while working at Dearborn Assembly Plant. The

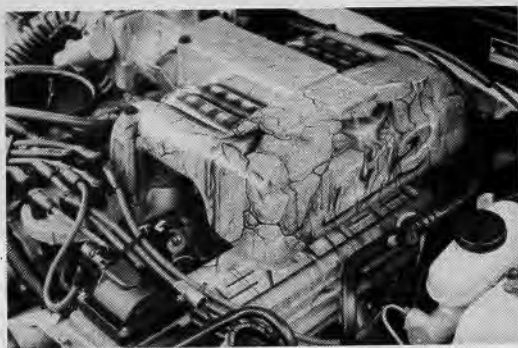


entire audience enjoyed a good round of laughter when Frank indicated that he was sure we all knew that Chevrolet was a fancy French word for "push".

John Coletti, from the Special Vehicle Engineering sector, nearly stole the show with two outstanding videos. (These were enough to make a gal run to the nearest Ford dealership and order up



something shiny, new, and very fast!) He explained that the purpose of SVE is to provide products for those individuals who truly enjoy driving their cars and trucks. SVE of England has produced over 40 special performance vehicles. And although SVE North America was formed



as recently as 1991, these guys and gals are fast compiling an impressive list of their own.

His tidbits of information included the fact that there was a mere seven-month period from "OK to build" status to actual production for the 1995 Cobra R-model, and the availability of a



5.4 liter Supercharged Lightning pickup in March 1999.

But it was Janine Bay, the high priestess of Mustang production, who had the upper hand. She relayed information on the 1999 Mustang such as more power, improved handling,

improvements that are more than skin deep, wrap-around headlamps, new tri-bar taillights, the running horse once again corralled, a new hood design featuring a single scoop, and a new rear end design. She also showed slides of the various aspects of the new design ending with a slide of a red 1999 Mustang! That's right, folks - those in attendance got a bona fide sneak peek of the real 1999 Mustang.

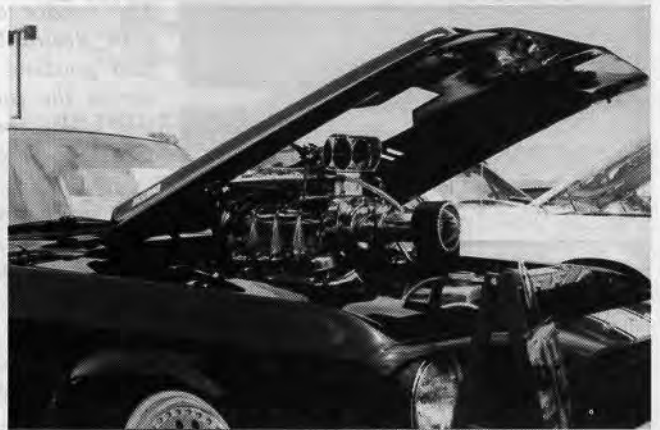
The last day of the show was nearly as busy as the

previous two. This National show was a bit different in that the host club opted to charge admission for spectators. However this seemed to deter no one as all throughout the three-day event, spectators perused row after row after row of Mustangs.

The members of the Mustang Owners Club of Southeastern Michigan obviously know what it takes to hold a family reunion. What appeared to be chaos at times was actually a well-oiled machine at work. Not only are co-chairpersons Ron Movinski and Chris Bolla and their support staff to be thanked, but also the nearly 100 certified and Gold Card judges, and individuals who volunteered their time and expertise to judge the mass of Mustang models.

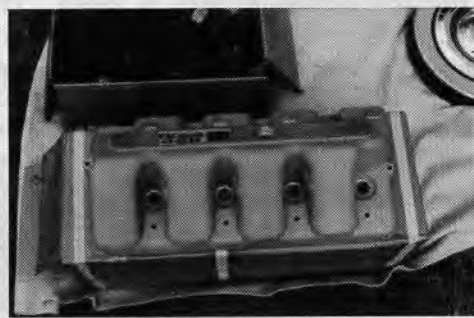
And who says that after success "you can't go home again"!







*The vendor area was laden with desirable and hard-to-find goodies. Vendors from across the country made the trek to Dearborn to attend the largest-to-date MCA National.*



*The raffle prize table (above right) also held numerous goodies for those willing to take a chance.*

### **Congratulations!**

Receiving their well-earned retirement plaques from Floyd Scranton are:

Jack Schroeder of Cincinnati, Ohio, with a 1970 Mach 1

& Tim Peter (and son, traveling incognito) of Appleton, Wisconsin, with a 1973 convertible



# Stampede to Dearborn Winners List

## Division I Concours Trailered

**AT 1964 1/2 - 65 Closed**  
**Gold**

Charles Turner  
Dale Richeson

**BT 1964 1/2 - 65 Open**  
**Gold**

Lee Heppleston  
**Silver**

Brian Salyer  
Nate Miller

**DT 1966 Open**  
**Gold**

Kelly White  
Carl Hartmann

**ET 1967-68 Closed**  
**Gold**

Joe Chambers  
Ed Peggy Sargent  
**Silver**  
Vernon Elliott

**FT 1967-68 Open**  
**Gold**

James Chism

**GT 1969-70 Closed**  
**Gold**

Bob Masraum  
Preston Morgan  
**Bronze**  
Lee Millgan

**IT 1971-73 Closed**  
**Bronze**

Mark Autenrieth

**JT 1971-73 Open**  
**Gold**

Frank Diebert

**KT 1965-66 Shelby**  
**Gold**

Dennis Crow

**LT 1967-68 Shelby**  
**Gold**

Mike Berardi

Michael Yoder  
John Hanson  
Rodney Harrold  
Ernie Moegelin

**MT 1969-70 Shelby**  
**Gold**

Richard Berry  
Curt Piotrowski

**NT 1969-71 Boss All**  
**Gold**

Curt Prostrowski  
Nikki Diss  
**Silver**

Rod Dotten  
Carson Anglin  
Kenneth Boehm  
**Bronze**  
Julio Santiago

## Division I Concours Driven

**AS 1964 1/2 - 65 Closed**  
**Gold**

Bob & Julie Peters  
Marvin Sauner  
**Silver**

Frank Lundgren  
Brian & Wendy  
Sutherland  
Rick Hunt  
**Bronze**

Robert & Doris Britton

**BS 1964 1/2 - 65 Open**  
**Silver**

Roy Curtis

**CS 1966 Closed**  
**Gold**

Paul Cohen  
**Silver**  
Rick Lage

**DS 1966 Open**  
**Gold**

Mike & Gloria Bazan  
Scott Bouchard  
Mark Murphy

**ES 1967-68 Closed**  
**Gold**

Dennis & Kelly Fields  
Win Keep  
**Silver**

Randy & Linda Francis

**FS 1967-68 Open**  
**Gold**

Stanley Walz

**GS 1969-70 Closed**  
**Gold**

Larry Weiss  
**Silver**

Larry Ligenza

**HS 1969-70 Open**  
**Silver**

Beryl & Bob Neitz

**IS 1971-73 Closed**  
**Silver**

Tom Borger

**JS 1971-73 Open**  
**Gold**

Tim Peter  
**Silver**

Donna Jones

**KS 1965-66 Shelby**  
**Gold**

Ron Kaeser  
Ken Costella

**LS 1967-68 Shelby**  
**Gold**

Chester Kalinowski  
**Silver**

Michael Hudock  
**Bronze**

Steve Wasniewski

**MS 1969-70 Shelby**  
**Gold**

Joe Timmons  
**Silver**

Mark Wickizer

**NS 1969-71 Boss All**  
**Gold**

Mark Potter  
**Bronze**  
John Oliver

## Division II Unrestored

**URA 1964 1/2 - 68 All**  
**Gold**

Robert & Mary Richard  
Joe Errante

John & B. G. Skavelm  
Farrel & Brenda Buis  
Larry & Julie Faulker  
**Silver**

George Baughman  
Frank & Nadine Burnett  
Greg Cohan  
**Bronze**

Thomas Shattock  
Keith Snyder

**URB 1969-73 All**  
**Gold**

Robert D. Relos  
Paul Houseman  
Seraphim Pallas  
**Bronze**

Jeff White  
Bill Githens

Kenny Newcombe  
Tony Bonnanno  
Keith Batko

**URC 1974-88 All**  
**Gold**

Elmer Bolla  
Robert & Mary Richart  
Scott Moen

Larry Vandawalker  
Tim Reese  
Russ Weiss  
Sandor Pizar

Terry & Chlovena Hebert  
Lee Wright  
Fritz Dowe  
Anthony Davidson  
Jeff Selderks

**Division III**  
**Thoroughbred**  
**THBA 1964 1/2 - 73 All**  
**Gold**  
Tom Mynes  
Wes Alford

**THBB 1974-88 All**  
**Gold**  
Mike Buchanan

**Division IV**  
**Street Driven**  
**(Occasional Driver)**

**SDA-1 1964 1/2 - 65**  
**Coupe**  
**First**  
Keither & Vickie Owens  
Ivan & Doris Coles  
**Second**  
James Daughtery  
**Third**  
Heather A. Borgen  
Nick Mauromatis

**SDA-2 1966 Coupe**  
**First**  
John A. Gervasi  
Robert Dedeluk  
**Second**  
Michael Olewski  
Jeff Kruse  
**Third**  
Chris & Kurt Movinski  
Richard May  
Joseph E. Lenac

**SDA-3 1964 1/2 - 66**  
**Fastback**  
**First**  
Richard Gillette  
**Second**  
Doug Mather  
Bob Frantz  
**Third**  
Mike Killeen

**SDA-4 1964 1/2 - 65**  
**Convertible**  
**First**  
Phil Wolfe  
Jack E. Dayhoff  
Jim & Rita Merrick  
**Second**  
Bruno Gervasi  
**Third**  
William Monsour  
Tom Smith

**SDA-5 1966 Convertible**  
**First**  
Roger & Marti Darte  
William E. Drozdacski  
**Second**  
Jack & Mary Wolff  
John Hirtzel  
**Third**  
Chuck & Joan Brenner

**SDB-1 1967-68 Closed**  
**First**  
David Rutkey  
Mike Bianchi  
Steve Robison  
**Second**  
Bill Norman  
**Third**  
Mark Storm

**SDB-2 1967-68 Open**  
**First**  
Dan Petrie  
**Second**  
Bill Kepko  
Doug Jones  
**Third**  
Larry Watson  
Ernie Zack  
Garry Duffy

**SDC-1 1969 All**  
**First**  
J. Emory Harrigan  
Mike Yeager  
**Second**  
Henry Cholewa, Jr.  
Chuck Kalish  
**Third**  
Bob Christian  
Russell Porter  
John Cordier

**SDC-2 1970 All**  
**First**  
Ed Kempa  
**Second**  
Richard Kellen  
Steve Malknecht  
**Third**  
John Christie  
John Houghman

**SDD 1971-73 All**  
**First**  
Brad Swanson  
**Second**  
William D. Leitch, Sr.

**Third**  
Jeff Flowers

**SDE 1974-78 All**  
**First**  
Edward Gribble  
**Second**  
Michael Winter

**SDF 1979-88 All**  
**First**  
Terry McCoy  
Rich Kline  
Brent Ewald  
**Second**  
Jerry Ostaleuk  
Joseph Greene  
**Third**  
Dave Scheek  
Peter C. Pellerito

**Division V**  
**Daily Driven**  
**DDA-1 1964 1/2 - 66**  
**Closed**  
**First**  
Anthony Alagna  
Thomas & Patsy Vincent  
**Second**  
Bill Goobaker

**DDA-3 1964 1/2 - 66**  
**Convertible**  
**First**  
Tricia Zimmerman  
**Second**  
Peter Moutsatson  
**Third**  
Gregory LaPorte

**DDB 1967-68 All**  
**First**  
John Farkis  
**Second**  
Kris Wahl

**DDC 1969-70 All**  
**First**  
Bill Vox  
**Second**  
Steve Gamoff

**DDE 1974-78 All**  
**First**  
Robert Chester

**DDF 1979-87 All**  
**First**  
Robert Goward

Traci Hodges  
Mark Morley  
J. Kelly Payne  
**Second**  
Michael A. Huffine  
**Third**  
Alan Wright

**DDG-1 1988-96**  
**Hatchback**  
**First**  
Dale & Tammy Bakken  
Mike Updike  
Steve & Jodi Etienne  
**Second**  
Greg Burkowski  
**Third**  
Dean V. Ricci  
Brian Hoffman

**DDG-2 1988-96 Coupe**  
**First**  
Robert Michael  
**Second**  
Dean Gier  
**Third**  
Richard Shene

**DDG-3 1988-96**  
**Convertible**  
**First**  
Ralph Corning  
Carl Blackwell  
Ed Liberacki  
**Second**  
Gary L. Strappazon  
Jim & Lelia Voit  
**Third**  
Carl Ogden

**MA 1964 1/ - 73 Street**  
**Driven Excluding**  
**Undercarriage**  
**First**  
Lynwood Pendleton  
**Second**  
George Collins  
Frank Abrahams  
**Third**  
Daniel Whisler  
Al Marani  
Harold & Karen Borgen

**MB 1974-96 Street**  
**Driven Excluding**  
**Undercarriage**  
**First**  
Jim Myre  
Geno Mountes

Ron Lindy  
**Second**  
 Mark Wilson  
 John Scott  
**Third**  
 Thomas D. Ayers

**MC 1964 1/2 - 73 Street**  
**Driven Including**  
**Undercarriage**  
**First**  
 William Check  
**Second**  
 Scott Fleming  
**Third**  
 Bill Wells  
 John Keller

**MD 1974-96 Street**  
**Driven Including**  
**Undercarriage**  
**First**  
 Wayne Hailey  
 Gerald Shaw  
**Second**  
 Keith Podemski  
 Dennis Marikowski  
**Third**  
 Steve Kaufmann

**ME 1964 1/2 - 96**  
**Trailer All**  
**First**  
 Bob Cornelius  
**Second**  
 Todd Hart  
**Third**  
 Greg & Jane Patrick

**Division VII Retired**  
 Jack Schroeder  
 Wally Tupper  
 Gary Richard  
 Bob & Rochelle McNeal  
 Forrest & Pat Jackson

**Division VIII Second**  
**Generation (1974-78)**  
**Concours All,**  
**Trailer and Driven**  
**Gold**  
 Tom Podemski  
 Dale Rabe  
 Gary Baum  
 Charles Guenther  
 James Dominiak  
**Bronze**  
 Bob Richardson

**Division IX Third**  
**Generation (1979-93)**  
**TGB 1979-88 Concours**  
**Driven All**  
**Gold**  
 Carol Podemski  
 Scott Boismenu

**TGC 1989-90 Closed**  
**First**  
 Phillip Smith  
 Joe Horne

**TGD 1989-90 Open**  
**First**  
 Bill Rettig  
 Rob Powell  
 Stewart Jones  
**Second**  
 Bob Egleston  
**Third**  
 Jeffrey Henderson

**TGE 1991-93 Closed**  
**First**  
 Tom Starker  
 Bill Gill  
 Jim Engel  
 Steve Kline  
**Second**  
 Kevin Ameduri  
 Tom Ostrowski

**Third**  
 Jack & Grace Bosis  
**TGF 1991-93 Open**  
**First**  
 Marilyn Newcombe  
 Porter Wallace  
**Second**  
 Joe Watson  
**Third**  
 Christopher T. Welborn

**Division X Fourth**  
**Generation (1994-96)**  
**FGA 1994-96 closed**  
**First**  
 Larry Simm  
 Kate Ambrosy  
**Second**  
 Kristine A. Watson  
**Third**  
 Raymond A. Fender  
 Richard & Jeanne Lage

**FGB 1994-96 Open**  
**First**  
 Gary Riggio  
**Second**  
 Dave Trutter  
 Glen Bonk  
**Third**  
 Doug Brown

**Division XI Saleen**  
**(1984-96)**  
**SA 1984-89 All**  
**(Including Pioneer &**  
**SSC)**  
**First**  
 John Koza  
 Gene & Donna Kennedy  
**Second**  
 Ed Svoboda

**SB 1990-93 All**  
**(Including SC & SA-10)**  
**First**  
 Bob Muesegaes  
**SC 1994-96 All**  
**First**  
 Scott Smith

**SD 1984-96 Trailered All**  
**First**  
 Scott Welch  
**Second**  
 Jim Reynolds

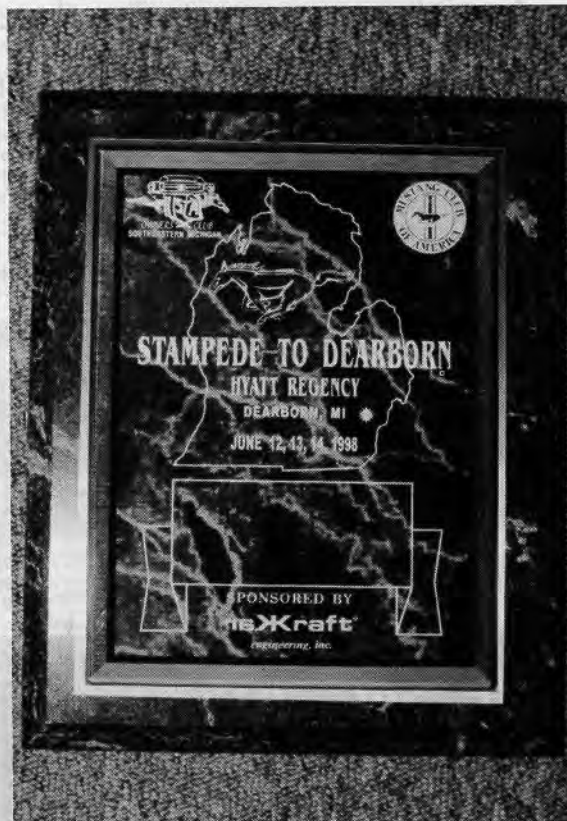
**Division XII Current**  
**Year 1997-98 All**  
**Popular Vote Only**  
**1997 Coupe**  
**First**  
 Anothly Baker  
**Second**  
 Jerry Schultz  
**Third**  
 Kurt Luth

**1997 Convertible**  
**First**  
 Rudy & Betsy Beyer  
**Second**  
 Sorita Wussow  
**Third**  
 Richard & Karen Lynch

**1988 Coupe**  
**First**  
 Kraig Wahl

**1998 Convertible**  
**First**  
 Ron & Sheila Wahl  
**Second**  
 Don Bergman  
**Third**  
 Elaine Wilson

**Congratulations!**



### 4th Annual Ozarks Regional Mustang and Open Car Show



The Ozarks Regional Mustang Club's 4th annual car show was held May 1-2 in Jasper, Arkansas, in conjunction with Jasper's "Spring Fever Days" Arts & Crafts Show. This was a new location for our show and everyone seemed to think it was a great improvement from our previous Wal-Mart parking lot location.

The festivities started Friday evening with early registration and a Hillbilly Hospitality. Everyone was treated to a good old hill country buffet of corn bread and beans, fried taters and okra with all the fixin's, and homemade country cobbler for dessert! Live bluegrass and popular country music provided the background for a great evening of fellowship with fellow Mustangers and Brand X drivers. One and all had a great time.

The show started promptly at 8 a.m. Saturday morning. A total of 27 Mustangs and 60 other vehi-

cles from four different states were in attendance with a great representation of many different types of cars and trucks from the 1930s to the 1990s. The South Central Kansas Mustang Club from Wichita, Kansas, the Vintage Mustang Club of Kansas City, and the Northwest Arkansas Mustang Club of Springdale, Arkansas, each brought a good caravan of Mustangs.

In addition to shining on their cars, show participants had the opportunity to browse through the arts and crafts fair and chow down on the delicious food provided by various Jasper civic organizations.

First, second, and third place awards were presented in 36 classes. Mayor's Choice Award and three different best of show awards were also presented, with Richard and Jeanne Berry receiving Best of Show Mustang for their Candyapple Red 1969 Shelby. Also, each participant received a dash plaque, a goody bag, and shared in over \$1,700 worth of door prizes.

Thanks to our sponsors paying the bills, we were able to donate \$800 to the Newton County First Responders, and \$200 to Ronald McDonald House of the Ozarks from the proceeds of the show.

Thanks to all who came, and to those who couldn't, you missed a great time!

*Submitted by Forrest and Pat Jackson for the Ozarks Regional Mustang Club.*



## Regional Events



### Rocket City Hosts 18th Annual Mustang and All Ford Show

Sponsored by Woody Anderson Ford and Sears, and hosted by the Rocket City Mustang Club, the 18th Annual Mustang and All Ford Show took place on May 19 at the Madison Square Mall in Huntsville, Alabama. Not even a weather forecast of a 50% chance of thunderstorms and possible hail could dampen the spirits of some dedicated Ford lovers on this day. In fact, by noon over 170 vehicles had gone through registration!

There were 18 vendors on site with a large variety of parts for sale. We enjoyed the presence of each and every one and a special thank you goes to all who donated door prizes.

The day seemed to fly by as many skilled judges performed that all-important task. During the three hours of judging, lots of great door prizes were given away which had been donated by club members and dozens of local businesses.



The awards presentation took place earlier than scheduled due to the threat of severe weather. A total of 100 awards were presented along with many specialty awards which also included a "Mother of the Year" award! Ted Dunlap of Moulton, Alabama, convinced the crowd that his wife of 27 years deserved this special award which included a certificate of recognition, free dinners, and a Ford Motorsport watch.

We would like to thank everyone who attended our show and those who volunteered to work and help judge. Many thanks go to the various clubs who have supported us through the years. All of these small things put together is what truly makes our show such a success year after year.

*Submitted by Mike Denton for the Rocket City Mustang Club.*

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**Front Range  
Mustang Club  
Hosts  
Judging Seminar**



A "Mile-Hi MCA Weekend" planned by the Front Range Mustang Club of Denver, Colorado, for April 18 - 19 was designed to help hobbyists learn the rigors of Mustang Club of America judging. Jeff Speegle, MCA Assistant National Head Judge, and Richard Ciaffredo, Gold Card Judge for the 1964 1/2 - 66 classes were on hand to guide those in attendance.

Two locations had been selected which included the Bandimere Speedway in Morrison, Colorado, but unfortunately, four inches of snow kept the speedway closed. The two-day seminar was ultimately held at Pony Boys Performance at the Pacifica/Hampden Center in Englewood, Colorado.

A variety of Mustangs were present for the hands-on portion of the seminar. We had members from three different clubs and owners of a couple of the restoration shops in the area present. The judging sheets have certainly changed from when a couple of us old timers

served as judges. We were still judging when Jeff and Richard had to leave for the airport.

Our thanks to them for a very informative weekend.

*Submitted by Leon Cooley for the Front Range Mustang Club.*

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## Trailers For Less

Trailers For Less has 16-foot car trailers available for immediate delivery. The trailers weigh only 1,500 pounds and feature tandem 3,500-pound axles equipped with 15-inch wheels, radial tires, and electric brakes. The deck length is 13 feet with a seven-foot width between the inside of the tear drop fenders. The trailers also feature standard ramps that slide in from the side of the trailer giving easier access to the ramps. Full metal flooring, a three-foot dovetail length, and two-inch heavy duty Bulldog coupler add to the ruggedness of this fine trailer. Four extra D-rings are recessed in the floor of the trailer plus additional D-rings are located on



the main frame rails. The trailers are painted semi-gloss black with white pinstriping and are excellent for hauling your Mustang or Shelby. Trailers For Less also carries Haulmark and Featherlite trailers for all hauling needs. Call (800) 321-3164 for further information.

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## The Style of Performance

Once again TSW Alloy Wheels pushes the edge of custom wheel design with the VX-1, a wheel aggressively designed for today's new performance attitudes.

Expanding in a progressive direction, TSW designed the VX-1 with revolutionary semi-softline styling. TSW's VX-1 wheel features the popular multi-point design with a distinctive twist - the design extends beyond the wheel's outer rim, a visionary approach adding a new dimension in visual styling. This bold innovation not only elevates wheels to a new level, it redefines the street performance appearance. The look is enhanced with exposed lugs and a center cover highlighted by the distinctive TSW logo.

The VX-1 wheel from TSW provides a performance compliment to any import or domestic car. This is an excellent wheel selection for enthusiasts who want cutting edge styling in aggressive sizes.

Manufactured to the highest quality standards, the new wheel design is a die cast, lightweight alloy wheel combining strength and durability.

The VX-1 wheel fits all popular American, European, and Japanese sedans, coupes, compacts, and sports cars and is available in 15 x 7, 16 x 7, 17 x 7, 17 x 8, 18 x 7, and 18 x 8 sizes in four- and five-lug with offset to +50mm. Available in the popular

competition silver or chrome finishes, TSW VX-1 wheels are easy to care for and clean. All TSW wheels are covered by a limited lifetime warranty.

For more information on the new VX-1 wheel, or to locate the TSW wheels dealer near you, contact TSW Alloy Wheels, 311 E. Alton Ave., Santa Ana, CA 92707, (800) 760-4254, fax (714) 435-1568 or <http://www.tswnet.com>.



# Saleen Performance Celebrates 15th Anniversary by Offering Limited Edition Saleen Mustangs

Saleen Performance celebrates its 15th model year by offering 10 limited edition Saleen Mustangs, on sale now through Saleen Performance. Each handcrafted vehicle will have its own serial number identification as "SA-15", designating it as a car from the anniversary collection.

The hot yellow Saleen Mustang S281 Speedster will include a new intercooled Saleen "Roots" type supercharger on a two-valve 4.6 modular engine, capable of generating 320 horsepower. The vehicle will also feature special wheels and tires, and a custom interior including race pedals and a carbon fiber steering wheel and shifter. Styling notes on the vehicle's exterior include a special paint scheme in the traditional yellow, white, and black

anniversary mode with racing stripe.

Naturally, the limited edition SA-15 comes with complete Saleen Racecraft suspension, refined aerodynamics and extensive air management features. Additional performance features include a Saleen Performance air filter, close ratio shifter, and a Saleen exhaust system. As traditional in all Saleens, an engine bay plaque and serialized console plaque verifies Saleen's authenticity and collectibility, including sequential VIN numbers.

"We are proud to celebrate our 15-year landmark and wanted to offer a special vehicle for Saleen enthusiasts who want, what we hope to be, a rare collectible," said Steve Saleen. "We have produced nearly 6,000 vehicles since our beginning in 1984, which is more than many other specialty vehicle

manufacturers combined, and we appreciate and value all our customers who have helped make it happen."

Although Saleen Mustangs are only available through certified Team Saleen Ford dealerships, in order to control pricing levels, the limited edition SA-15s are offered directly through Saleen Performance for a base price of \$42,500. Initial offerings of these exclusive vehicles have been made to members of the Saleen Owners and Enthusiasts

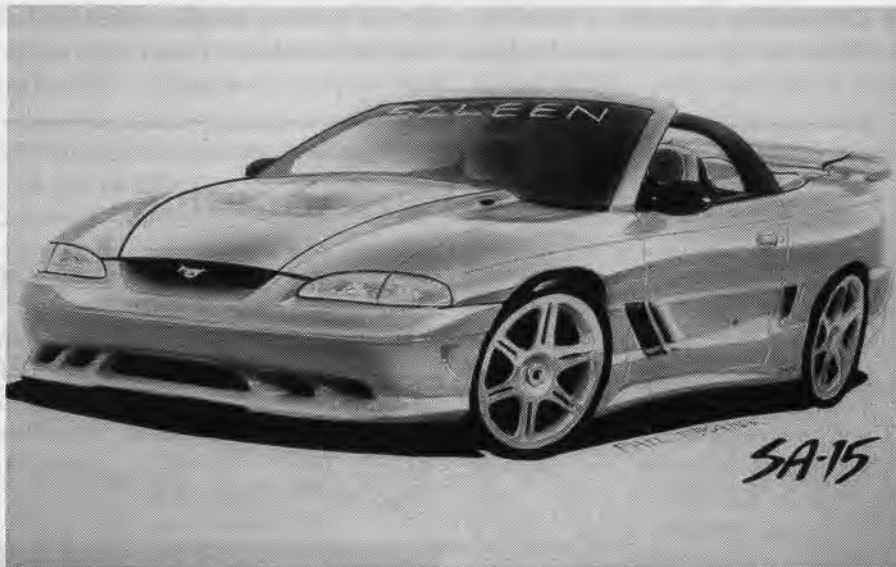
Club. The SA-15s will also be made available with a select list of options for each owner.

To honor those who purchase the vehicle, Saleen Performance will offer a "Buyer Appreciation Package", including round-trip

airfare, hotel accommodations, and dinner. The cars will be delivered to customers at the Saleen Car Show at Saleen's Irvine production headquarters on Saturday, September 12, 1998.

Saleen Performance is regarded by the federal government as a specialty vehicle manufacturer. Since the company's inception in 1984, Saleen has produced nearly 6,000 vehicles, more than any other specialty manufacturer. The company's line includes Saleen Mustangs, Saleen Explorers, and Saleen Performance Parts, the latter a complete line of performance and appearance products for Mustangs and Explorers.

For more information on purchasing the Saleen Mustang SA-15, please call (800) SALEEN-4.



## From The Paddock



### Mustang GT Wheels

This is an excellent reproduction of the original wheel used on 1968-69 Mustangs. This is a painted wheel using a chrome trim ring and center cap (sold

separately - C8OZ1130CR). The sizes 14 x 7, 15 x 7, and 15 x 8 are chrome wheels not requiring trim rings. (14 x 6 was the original.) Also for your convenience, these are sold as kits. The 14 x 6 kit includes center caps, 20 lug nuts, and four trim rings; the 14 x 7, 15 x 7, and 15 x 8 kits include center caps, and 20 lug nuts (trim rings are not required).

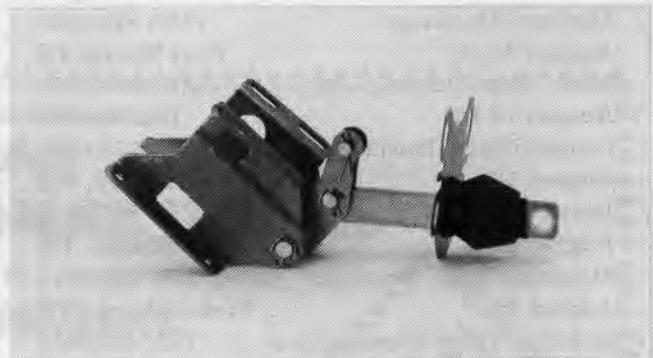
GTW14x6 painted wheel		ea.	\$139.95
GTW14x7 chrome wheel		ea.	\$169.95
GTW15x7 chrome wheel		ea.	\$169.95
GTW15x8 chrome wheel		ea.	\$169.95

GTW14x64	14x6	kit	\$879.95
GTW14x74	14x7	kit	\$836.95
GTW15x74	15x7	kit	\$836.95
GTW15x84	15x8	kit	\$836.95

Contact The Paddock, Inc., 221 W. Main St., P.O. Box 30 Knightstown, IN 46148, (800) 428-4319, or Paddock West, Inc., 1663 Plum Lane, Box 8547, Redlands, CA 92375 (800) 854-8532.

### 1964-66 Mustang Power Brake Booster Bracket

This new hard-to-find bracket mounts booster to fire wall. This is needed when converting manual brakes to power brakes. Call today and ask for 1512BCA and we'll send it out to you at the everyday low price of \$159.95. Contact The Paddock, Inc., (800) 428-4219 or Paddock West, Inc., (800) 854-8532.



## Chrome Plated Water Pump Pulleys

Performance Parts, Inc., is selling two sizes of chrome plated water pump pulleys for all 1979-93 Mustangs and Capris with 4.2L (255) and 5.0L (302) engines. These OE pulleys are triple chrome plated to offer a lifetime of trouble free service. Price is \$14.99 each.

For more information contact Performance Parts Inc., 13120 Lazy Glen Court, Herndon, VA 20171-2326, (703) 742-6207, E-mail to [ppi@mustangparts.com](mailto:ppi@mustangparts.com).



# Event Calendar

## 1998 MCA National Events

### 1998 Grand National

**September 4-6**

**Franklin, Tennessee**

The Music City Mustang Club presents the 1998 Music City Grand National. For complete information call (615) 446-0520.

### Regional Shows at a Glance

<b>August 2</b>	<b>Bourbonnais, IL</b>
Northern Mustang Corral	(815) 932-5285
<b>August 2</b>	<b>Erie, PA</b>
Lake Erie Mustang Owners Club	(814) 825-5421
<b>August 8</b>	<b>Kingsport, TN</b>
First Tennessee Regional Group	(423) 349-0815
<b>August 8-9</b>	<b>Muncy, PA</b>
North Central Mustang Club	(717) 584-5547
<b>August 9</b>	<b>Northampton, MA</b>
Mustang Car Club of New England	(508) 674-5462
<b>August 15</b>	<b>South Bend, IN</b>
Michiana Mustangs	(219) 874-4488
<b>August 15-16</b>	<b>Fort Worth, TX</b>
North Texas Mustang Club	(214) 373-4835
<b>August 15-16</b>	<b>Decatur, IL</b>
Central Illinois Mustangers	(217) 525-8566
<b>August 16</b>	<b>Tacoma, WA</b>
Pierce County Mustang Club	(253) 847-2623
<b>August 16</b>	<b>Sharon, PA</b>
Mahoning Valley Mustangs	(330) 448-0215
<b>August 16</b>	<b>Parkersburg, WV</b>
Mid-Ohio Valley Mustang Club	(740) 423-9464
<b>August 16</b>	<b>Coopersburg, PA</b>
First Pennsylvania Mustang Club	(215) 343-4885
<b>August 22</b>	<b>Arlington, WI</b>
Badgerland Mustang Club	(608) 439-4648
<b>August 22</b>	<b>Chattanooga, TN</b>
Thunder Valley Mustang Club	(423) 842-6054
<b>August 22</b>	<b>Rancho Cordova, CA</b>
Sacramento Area Mustang Club	(916) 973-1854
<b>September 11-13</b>	<b>Carrollton, KY</b>
Derby City Mustang Club	(502) 241-8170
<b>September 12</b>	<b>Fort Smith, AR</b>
Arkansas Valley Mustang Club	(918) 626-4986
<b>September 13</b>	<b>Manchester, CT</b>
Mustang Car Club of New England	(508) 674-5462
<b>September 13</b>	<b>Springfield, MO</b>
Greater Ozarks Mustang Club	(no phone number)

<b>September 13</b>	<b>Mt. Laurel, NJ</b>
South Jersey Mustang Club	(609) 768-8428
<b>September 18-20</b>	<b>Channel Islands, CA</b>
Mustang Owners Club of California	(818) 991-6937
<b>September 19</b>	<b>Richmond, VA</b>
Central Virginia Mustang Club	(804) 743-1490
<b>September 19</b>	<b>Cherokee, NC</b>
Northeast Georgia Mustang Club	(770) 346-0776
<b>September 19</b>	<b>Salt Lake City, UT</b>
Northern Utah Mustang Owners Association	(801) 572-3724
<b>September 19-20</b>	<b>Atlanta, GA</b>
Georgia Regional Mustang Club	(770) 992-0343
<b>September 20</b>	<b>Randolph, NJ</b>
Garden State Region Mustang Club	(973) 267-7146
<b>September 27</b>	<b>Oxford, AL</b>
Model City Mustang Club	(256) 831-6251
<b>October 4</b>	<b>Bolton, MA</b>
Mustang Car Club of New England	(508) 674-5462
<b>October 9-10</b>	<b>Wichita, KS</b>
South Central Kansas Mustang Club	(316) 265-4176
<b>October 10</b>	<b>Raleigh, NC</b>
Heart of Carolina Mustang Club	(919) 387-4585
<b>October 10-11</b>	<b>Oak Ridge, TN</b>
Tennessee Valley Mustang Club	(423) 577-7743
<b>October 11</b>	<b>North Little Rock, AR</b>
Central Arkansas Mustangers	(501) 568-8473
<b>October 25</b>	<b>San Antonio, TX</b>
San Antonio Mustang Club	(210) 497-8056

### MCA Events

**August 2** **Bourbonnais, IL**  
Northern Mustang Corral hosts its 8th Mustang & Ford Show. 32 classes, 22 for Mustangs alone. Music and games, food on site and restaurants within walking distance. Dash plaques for the first 100 cars, participant judging, well organized. Modified MCA rules per inspection for class. Club discretion for classes. Recommended hotels in walking dis-

tance of shopping mall. \$10 registration fee, \$8 preshow postmarked by July 26, 1998. At Court Street Ford, 558 Latham Drive. For additional information contact Terry Hebert at (815) 932-5285 or Jeff Henderson at (815) 476-0108.

**August 2** **Erie, PA**  
Lake Erie Mustang Owners Club and Sears Tire and Auto Center present the 10th Annual Mustang Round-Up at Sears Tire and Auto Center, Millcreek Mall, Erie, Pennsylvania. Eight Mustang classes; 1964 1/2 - present, three trophies per class plus Best of Show, Sponsor's Choice, and other special awards. Awards presented at 3 p.m. Wall plaques to all participants. Registration 9 a.m. - noon; preregistration \$7, day of show \$10. For more information call (814) 825-5421, (814) 838-8153, or (814) 664-9460.

**August 8** **Kingsport, TN**  
Kingsport '98 Annual Mustang and All Ford Show hosted by the First Tennessee Regional Group at Fort Henry Mall. Friday night cruise from show site to Warriors Path State Park with food and drink available. Saturday registration 7 a.m. - 11 a.m. Over 25 judged classes. For further information contact

Steve Smith (423) 349-0815 or Bob Davis (423) 323-2262.

**August 8-9** **Muncy, PA**  
The North Central Mustang Club presents "Fords at the Mall" all Ford-powered car show. 42 Mustang and Ford-powered show classes, SCCA autocross, door prizes, vendors, picnic, etc. For information contact Tom Shreiner at (717) 584-5547 or Rod Dieffenbacher at (717) 435-0807.

**August 9** **Northampton, MA**  
20th annual New England Regional All Ford Show and Swap Meet hosted by the Mustang Car Club of New England at the Northampton Airport just off I-91 at Exits 19-N and 20-S. Three divisions, over 20 classes for all years of Mustangs, Cougars, T-birds, "Ford Family" compacts, and all other "Ford Family" and factory Ford-powered autos stock, modified or custom. All vendors (except food) welcome, 20' x 20' space \$15. Auto entry fee is \$10. Spectators \$1. Children and parking are free. Rain date: August 16, 1998. Information: MCCNE information line (508) 674-5462 anytime including day of show, or Peter Payne (413) 584-0394.

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# Event Calendar

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**August 15** **South Bend, IN**  
Michiana Mustangs will host their 15th Annual All Mustang Show at Montgomery Wards Auto Express, 1390 E. Ireland Road in the Scottsdale Mall, South Bend, Indiana. Judged and participant voting divisions, dash plaques, door prizes. For more information contact Bob Christena (219) 874-4488, Vic Garrison (219) 326-8773 or Carl Kindig (219) 256-2173.

**August 15-16** **Fort Worth, TX**  
9th Annual Yellow Rose classic, All Ford Show hosted by the North Texas Mustang Club. Air conditioned indoor show at the Amon G. Carter, Jr., Exhibit Hall, Will Rogers Memorial Center. Space limited to about 200 cars plus vendors. Registration deadline is July 15, 1998. For information and registration call (214) 373-4835.

**August 15-16** **Decatur, IL**  
The Central Illinois Mustangers club is hosting their 20th Annual Regional Mustang and All Ford Show at Decatur, Illinois' Northtown Ford (455 E. Pershing Road). Entry fee prior to August 1 - \$12. After August 1 - \$15. 25 classes are available with

top three awards in each class. Registration from 3 p.m. to 5 p.m. August 15. Registration 8 a.m. until noon on Sunday with judging beginning at noon. The club will host a 20th anniversary party on Saturday at the Best Western Shelton Inn in Decatur. The party begins at 7 p.m. and is free to all entrants in the Ford show. For entry forms or more information, please contact Tom Nichols at (217) 525-8566.

**August 16** **Tacoma, WA**  
Pierce County Mustang Club is hosting the 6th Annual MCA Regional Show 'N Shine at Lakewood Mall. Dash plaques, door prizes, trophies, goody bags. For additional information contact Donnie Beartee (253) 847-2623.

**August 16** **Sharon, PA**  
Mahoning Valley Mustangs Regional Group hosts its First Annual All-Mustang Stampede, 8:30 a.m. - 4 p.m. at Hot Rod Cafe off Rt. 62, downtown Sharon, Pennsylvania. Judged show with 13 classes and 40 trophies presented at 3:30 p.m. Proceeds to benefit local charity. Those preregistered by August 8 will receive a free t-shirt, dash plaque and 1/2 bucket of wings courtesy the Hot Rod Cafe. Registration is \$15 per car. Restaurants on site, shopping within walking distance. For more information call John Hougelman at (330) 448-0215 or Nancy Evans at (330) 538-2416, E-mail mvmmstng@aol.com.

**August 16** **Parkersburg, WV**  
13th Annual Mustang-Ford Show sponsored by the Mid-Ohio Valley Mustang Club and Astorg Ford will be at the City Park. There are over 35 judging classes for all Mustangs, other Ford cars and trucks, plus Lincolns, Mercurys, and Edsels. For more information contact Russ Weiss, 908 George Street, Belpre, OH 45714 or call (740) 423-9464.

**August 16** **Coopersburg, PA**  
The First Pennsylvania Mustang Club is hosting the 22nd Annual Coopersburg Collector Car Show and Flea Market. This is to be held at the Southern Lehigh Living Memorial Park, Route 309 and Fairmount in Coopersburg, Pennsylvania. Preregistered cars are \$8 by August 10 and \$12 day of show. There is an \$8 donation for spectators. For more information, contact Scott Houston at (215) 343-4885 before 10 p.m.

**August 22** **Arlington, WI**  
The Badgerland Mustang Club will host its Fourth Annual All-Ford Show at Bell Motors located in

Arlington, Wisconsin. This year's show will be our first judged show with 19 classes anticipated. Goody bags, dash plaques, model car contest, coloring contest, and more. For additional information, contact Dennis Fields at (608) 439-4648.

**August 22 Chattanooga, TN**  
Thunder Valley Mustang Club will host their 3rd Annual Mustang and Ford Show at Northgate Mall located on Highway 153, rain or shine. Registration 8 a.m. - 12 p.m., awards ceremony at 3 p.m. Classes for all Fords, Mustangs, Cobras, Shelbys, and Saleens. For more information call Dale Wrinkle at (423) 842-6054, David Leff (423) 899-2321, or Jeff Cardwell (423) 344-5585.

**August 22 Rancho Cordova, CA**  
The Sacramento Area Mustang Club will host "Mustangs and Fords in the Park Car Show and Picnic" at Hagan Park in Rancho Cordova, California. There will be awards for first, second, and third place, Best Mustang and Best Ford as well as Best of Show and Best Under Construction. Dash plaques will be given to the first 100 entrants. There will be food and a 50/50 raffle. Hours are 9 a.m. - 3 p.m. \$7 registration fee. For more infor-

mation contact Michael Hess (916) 973-1854, E-mail [m\\_hess@juno.com](mailto:m_hess@juno.com). Visit the club's Web site at [www.geocities.com/motorcity/downs/8549](http://www.geocities.com/motorcity/downs/8549).

**September 11-13 Carrollton, KY**  
Derby City Mustang Club will host the first annual September In The Park Mustang and Ford weekend getaway show to be held at the General Butler State Resort Park located at Carrollton, Kentucky, just minutes off I-71 between Louisville and Cincinnati. Lodge rooms and cottages have been set aside for show participants. If park accommodations are filled, additional motels are available two minutes from the park entrance. For more information contact Gene or Linda Smith (502) 241-8170, or Jim or Bette Zimmerman (502) 241-4025.

**September 12 Fort Smith, AR**  
Arkansas Valley Mustang Club presents its 18th Annual Show and Swap. All Mustangs welcome. Mustang classes 1964 1/2 - present. Special Interest Class (Ford-powered Fords). Held at Sam's Club parking lot at 7700 Rogers Ave., Fort Smith, Arkansas. For more information, call Bill Whitman at (918) 626-4986, or Larry Hall at (918) 427-5346.

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# Event Calendar

**September 13** **Manchester, CT**  
 19th Annual Summer Auto show hosted by the Mustang Car Club of New England and the Connecticut Cougar Club at Mustangs Unlimited, 185 Adams Street, approximately one mile south of I-84 at Exit 62. Three divisions, 24 classes for all years of Mustangs, Shelbys, Cougars, special interest "Ford family" and factory Ford-powered autos, stock, modified, or custom. Auto entry \$10; spectators and parking free! (Sorry no vendor spaces). For further information call (508) 674-5462 anytime including day of show, or Joe Dinella (302) 348-3144 (days) or (302) 322-4916 (evenings). Rain date - September 20.

**September 13** **Springfield, MO**  
 The Greater Ozarks Mustang Club will be holding its annual "All Ford Show and Swap Meet" at Chesterfield Village in Springfield, Missouri. Hours are from 9 a.m. - 3 p.m. For complete information contact Greater Ozarks Mustang Club, P.O. Box 4725, Springfield, MO 65808.

**September 13** **Mt. Laurel, NJ**  
 The 18th Annual Mustang and Ford Fall Car Show hosted by the South Jersey Mustang Club at Rice and Holman Ford, Rt. 73. Dash plaques, door prizes, and three awards per class. Preregistered only, \$8; day of show, \$12. Spectators free! Rain date - September 20. For more information call Herb Sharp at (609) 768-8428, Joe Rementer at (609) 694-1471, or Frank Lokaj at (609) 468-3971, E-mail to lokaj@delnet.com or write to SJMC Fall Show, 1417 Rogers Ave., Vineland, NJ 08361.

**September 18-20** **Channel Islands, CA**  
 19th Annual West Coast MCA Regionals. Hosted by the Mustang Owners Club of California at the Casa Sirena Resort on the Water. Friday night social/square dance, Saturday show, awards banquet, and harbor tour. Information: MOCC (818) 991-6937.

**September 19** **Richmond, VA**  
 The Central Virginia Mustang Club is proud to present the 14th Annual Mustang and Ford Show from 10 a.m. - 4 p.m. at Trigon Blue Cross/Blue Shield Building, 2015 Staples Mill Rd., Richmond, Virginia. For more information contact Kenny Fischer (804) 743-1490 or (804) 743-9444, 6506 Lothaire Ct., Richmond, VA 23234, or Don Lane (800) 379-5353.

**September 19** **Cherokee, NC**  
 The 25th Annual Great Smokies Shelby/Mustang Meet in Cherokee, North Carolina, hosted by the Northeast Georgia Mustang Club. Special trophies awarded for this milestone show. Host hotel is the Great Smokies Best Western in Cherokee. Awards banquet and special guest speaker from Ford Motor Company. For a show flyer and information contact Reggie Triggs (770) 346-0776, Randy Church (706) 778-3413, or Mike Fussell (770) 469-5452.

**September 19** **Salt Lake City, UT**  
 The Northern Utah Mustang Owners Association, a recently organized regional group in Utah, will host its 3rd Annual Mustang Show at the Valley Fair Mall in Salt Lake City, Utah. There will be food, awards, music, and lots of fun and nice Mustangs. A portion of the proceeds will be donated to the Salt Lake Women and Children Rescue Facility. Call Scott at (801) 572-3724 for more information.



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**September 19-20  
Atlanta, GA**

Georgia Regional Mustang Club hosts their 12th Annual John Bleakley Ford Show. Something different this year - it will be held at Speedzone, an adult theme park located in Kennesaw, Georgia, north of Atlanta off I-75. Modified MCA judging rules. Registration 8 a.m. - noon, barbecue Saturday night, track events for show participants and awards Sunday at 1 p.m. For further information contact Charles Lambert at (770) 992-0343.

**September 20  
Randolph, NJ**

Ninth Fords at Trebour hosted by Garden State Region Mustang Club at Jack Trebour Ford, 906 Route 10 West, Randolph, New Jersey. For detailed information contact Ed Gaczek at (973) 267-7146 or Wendy Bradshaw at (201) 666-8022, or E-mail Plundell@aol.com. Rain date September 27.

**September 27 Oxford, AL**

The Model City Mustang Club will host its 16th Annual Mustang, Shelby, and Ford Show and Swap Meet sponsored by Sunny King Ford. The event will be held at Martin-Wakefield parking lot, 900 Quintard Ave., Oxford, Alabama, across from the Oxford Quintard Mall. For more information contact Larry Maddox at (256) 831-6251 or Dale Garrett at (256) 831-1559.

**October 4 Bolton, MA**

18th Annual Mustang/Ford Fall Round-Up and Swap meet hosted by the Mustang Car Club of New England at Bolton Office Park on Rt. 117 just west of I-495 at Exit 27. Four Divisions, 16 classes for all years of Mustangs, Shelbys, and all other "Ford family" and factory Ford-powered autos, stock, modified, or custom. SWSD qualifying event! All vendors (except food) welcome! 20' x 20' space, \$15;



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auto entry, \$10; spectators, adults \$1, children and parking free. Information (508) 674-5462 anytime including day of show, or David Jaskella, (508) 779-2798 (evenings). Rain date - October 11.

**October 9-10 Wichita, KS**

5th Annual "Classic II Cobra" Mustang and Ford-powered Car Show and Swap at the Kansas Coliseum Pavilion, Exit 17 at 85th Street North off of I-135. Excellent indoor show hosted by South Central Kansas Mustang Club, Inc. Modified MCA rules. Lots of classes available, including concours and show 'n shine. Early registration, tech, and free hospitality dinner Friday. Registration, tech, and show Saturday. Security provided inside coliseum Friday evening. Vendor spaces and pony corral available. Proceeds benefit the American Cancer Society. Please call Carl Mitchell (316) 265-4176 (days), Rick Richardson (316) 522-7682 (nights), or Marilyn Cantrell (316) 721-9408 (any time), or see our Web site at <http://www2.southwind.net/~raider/> for details.

**October 10 Raleigh, NC**

Mustang and all Ford show hosted by the Heart of

# Event Calendar

Carolina Mustang Club at #1 CrossRoads Ford in Cary, North Carolina. All Ford-powered vehicles welcome. Entry fee is \$20 day of show, \$15 before October 3. All vehicles will be judged. For more information call Al (919) 387-4585 or Marv (919) 848-6786.

**October 10-11** **Oak Ridge, TN**  
The Tennessee Valley Mustang Club is having a regional Mustang/Ford show at Oak Ridge Mall in Oak Ridge, Tennessee. Contact Buddy Houser (423) 577-7743, or Bob Hawsey (423) 482-4573 for details and flyer. For host hotel reservations call the Comfort Inn (423) 482-8200 and mention the Mustang show for special rates.

**October 11** **North Little Rock, AR**  
The Central Arkansas Mustangers will host their 17th Annual Regional Mustang and Ford Show under the showroom canopy at Northpoint Ford, North Little Rock, Arkansas. Registration is \$15 for the first car, \$10 for each additional car. Judging for Mustangs will be under modified MCA rules. Ford-powered special interest vehicles will be under a 100 point system. Show hours are 8 a.m. until 4 p.m. Dash plaques will be available for the first 75 entries. Information: David Green (501) 568-8473 or 868-8473.

**October 25** **San Antonio, TX**  
The San Antonio Mustang Club is hosting the annu-

al charity Mustang and Ford-powered car show to benefit Dare to Love children's charity and Club college scholarship fund. Mustang and special interest classes. Contact Joe Beissner, 23109 S. Breeze, San Antonio, TX, (210) 497-8056.

## Non MCA Events

**August 2** **Harrisburg, PA**  
15th Annual Ford and Mercury Extravaganza at Hoffman Fordland, 5200 Jonestown Road, I-83 Colonial Park Exit, Route 22 East. Hosted by Performance Ford Club. 30 classes 1903 to present, three-place awards. Rain or shine. Ford powered vehicles only! Bob (717) 767-5205; Randy (717) 367-6700; tom (717) 469-1104.

**August 14** **Lexington, OH**  
4th Annual Ohio SAAC Region open track event at Mid-Ohio Sports Car Course. Open to all closed wheel vehicles that are Shelby or Ford based using Ford power. Spaces limited. Information: Rod or Bev Harrold (330) 497-9683.

**August 23** **Montreal, Quebec, Canada**  
Montreal Mustang presents the 5th annual car show at Ford of Canada. Open to all Mustangs, Shelys, Fords, Mercurys, and trucks. Prizes and trophies. For further information call (514) 333-9674 or fax (514) 349-5665.

**September 12** **Ft. Walton Beach, FL**  
The Emerald Coast Car Show, a non-profit organization, will be sponsoring their 6th annual event at Fort Walton Beach High School in Fort Walton Beach, Florida. Proceeds benefit the Emerald Coast Children's Advocacy Center. For additional information contact Roger Hibbs at (850) 862-0946.

**August 30** **Wisconsin Dells, WI**  
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## Event Calendar

Ford Show sponsored by the Dells Auto Museum and the Northwoods Region SAAC. Vehicles must be Ford or Mercury powered. Show held on Museum grounds in Wisconsin Dells. Preregistration, \$6 SAAC members, \$8 non members; day of show, \$9 SAAC members, \$10 non members. Dash plaques to first 125 cars, trophies awarded for various popular vote classes. Disc jockey "39 and Holding", door prizes and food available. For information contact Lance (920) 648-2151 (days) or (920) 648-8762 (nights).

**September 11-13 Elkhart Lake, WI**  
23rd Annual Midwest Invitational at Road America sponsored by Northwoods Region SAAC. Friday early registration and get-together, Saturday autocross and awards banquet, Sunday open track. This driving event is held at one of the best road racing courses in America. For information contact Mark Pietrzak (920) 787-3818.

**September 13 Moline, IL**  
19th annual show and swap at Sexton Ford Sales, 3802 16th Street, at John Deere Expressway, Moline, Illinois. Sponsored by Central Plains Region of SAAC. Rain or shine on paved lot. Open to all Ford-bodied vehicles. Participant judging. Registration fee, \$10; swap space, \$10. 35 classes, 107 trophies, door prizes for all entries. Information - John James, 1015 E. 19th Ave., Coal Valley, IL 61240, (309) 799-7286.

**September 20 West Virginia**  
The Mustang Club of West Virginia is hosting their 18th Annual All Ford Car Show and Chili Bash at the West Virginia State Capitol Complex. This show is open to all Ford-powered cars. Entry fee is \$10 per vehicle. Registration open from 9 a.m. - 1 p.m. with awards presented at 4 p.m. There is also a model car show with an entry fee of \$2. For further information contact Alan Yoke at (304) 727-1709 or write to 1924 Benedict Circle, St. Albans, WV 25177.

*If your group has an event planned for 1998, send us all the pertinent details for Event Calendar. Please keep the listing as brief as possible, (show flyers and newsletters are not acceptable submissions). Indicate whether or not your club is an MCA affiliate and be sure to submit your information at least 60 days prior to the event month in conjunction with our deadline as outlined in the ad information section. And don't forget our new E-mail address of [mcatimes@bellsouth.net](mailto:mcatimes@bellsouth.net).*

## Classified Advertising Information

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## Display Advertising

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

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

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Ad copy must be accompanied by payment in full. Ads received without full payment will be returned unpublished. Contract advertisers are required to submit a two-month payment with their initial copy and will be billed monthly thereafter.

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# Marketplace

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## Cars For Sale

**1965 GT convertible**, fully restored show car. 289 4V, automatic, AC, PS, PT, console, 5 SS wheels, Red Line tires, white with black top, red Pony interior, Rally Pac. \$20,000 (405) 843-3926 (Oklahoma). MCA #13073.

**1965 GT convertible**, Pony interior, Rally Pac, Wimbledon White, white top, red interior, 289 4V, four-speed, PT, disc brakes, Styled wheels, factory AC. \$12,500. Call (352) 787-5524 after 5 p.m. (Florida). MCA #37872.

**1966 convertible**. Red, black top and interior, 500 miles since rebuild. Everything redone. 289 4V, automatic, console, wire wheel covers, original AM/8-track. \$15,000 in receipts. \$11,500 takes car. Great driver! (860) 449-1116, 7 a.m. - 7 p.m. ET. MCA #32504.

**1966 luxury coupe**. \$13,000. Numbers correct, second owner, 80,000 miles, totally restored. Candyapple Red, black vinyl top and interior, bench seat, AC, PS, PB, 289 4V, aluminum exhaust, factory tinted windows, five steel mag wheels. Silver award Charlotte Mustang show, second place Rocky Mt. nationals and numerous awards at local shows.

(919) 781-7860 (w), (919) 266-2909 (h) (North Carolina). MCA #31593.

**1966 coupe**. Second owner seeks good home for "little old lady Mustang". Original 289, automatic, PS, console. Mostly original parts. Needs total restoration. \$1,700. (717) 344-7404 after 5 p.m., leave message (Pennsylvania). MCA #31408.

**1966 GT fastback**. Very rare factory original GT with the K-code engine option. Only 5,469 made in 1966. Complete restoration in 1997. VIN 6F09K217168. Vintage Burgundy with parchment and palomino interior. Rare walnut trimmed steering wheel. Has only won first place trophies. Asking \$23,800. Call (714) 963-0113 (California). MCA #37912.

**1967 coupe**. Red and black, rebuilt 289 and C4. Runs and looks great. New everything. Needs minor interior work to finish. Almost \$9,000 invested. Asking \$7,000 OBO. Call for pictures. (607) 433-1029 (New York). MCA #34369.

**1967 coupe**. Springtime Yellow with nice black interior, 289 2V, automatic, AC (but the air needs work), luggage rack, tinted glass,

good radial tires, and a Pioneer CD player with AM/FM. Car runs good. \$4,200. Call David at (901) 372-8273 (Tennessee). MCA #18035.

**1967 hardtop**. Parting out excellent southern body. PS, PDB, tilt wheel, deluxe interior, AC. Also 271 hp "K" complete engine, 1965-68 convertible top rack, complete and excellent. Jack at (410) 266-9061. MCA #725.

**1967 GTA fastback**. S-code 390, AC, PS, PDB, all smog equipment, fold-down seat, tilt-away wheel, SSW, upper/lower console, California car, no rust, excellent condition, needs a proper paint job. \$12,500. (352) 735-6323 after 6 p.m. (Florida) or [abh@magic.net](mailto:abh@magic.net). MCA #24364.

**1967 convertible**. Ground-up restoration, white with black top, red interior, rebuilt 289 4V and C4, Exterior Decor Group, sport hood, Styled Steel wheels, PDB, factory air, PS, PT, correct numbers, tinted glass, radio, clock, console, first place Grand National in MCA competition 1993. \$18,500. Call Juan at (956) 381-0928. MCA #31234.

**1967 GTA fastback**. Wimbledon white, blue deluxe interior, VIN 7R025135509, 351 Cleveland .30 over, 92,000 miles, always stored, never seen bad weather, very good condition! \$10,000. Call (814) 476-1200 or E-mail [Hagmedic@AOL.com](mailto:Hagmedic@AOL.com). MCA #32705.

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**1969 Shelby GT 500 convertible,** 9T03R480859, Black Jade with black interior, white top, AT, SCJ, 3:91 rear (factory Drag Pack), non AC, factory AM/tape. 14,000 miles, very good condition, owned 15 years. Time to say goodbye. \$55,000. Gary at (413) 665-3507 (Massachusetts). MCA #12542.

**1970 Boss 302.** Very clean, Lime Green Metallic, ivy deluxe interior, Shaker Hood, front/rear spoilers, four-speed, PS, PB, Boss motor rebuilt in 1990. Factory quality paint job in 1991. Same owner since 1975. See photo on the Web at [www.geocities.com/motorcity/Garage/2806](http://www.geocities.com/motorcity/Garage/2806) (capital "G" in Garage). \$20,900. Call Jim at (814) 825-5495 (Pennsylvania) or E-mail gtscoupe@juno.com. MCA #41816.

**1970 Mach 1.** M-code 351W 4V, FMX, PS, new Candyapple Red paint with black stripes, louvers, spoilers, new black interior, complete rebuild, new parts throughout. Sacrifice at \$12,900. Contact Don at (912) 382-4251 (Georgia). MCA #23452.

**1972 convertible,** white, one owner, 351C, AT, PW, PDL, PT, PS, disc brakes, AC, console, AM/FM stereo, Deluxe Interior, dual rac-

ing mirrors, tinted glass, glass rear window, Protection Package, window sticker, maintenance records. Looks, runs, drives excellent. \$12,500. Also have 1968 fastback, V8, AC, very nice. \$9,950. (903) 586-6493 (Texas). MCA #40842.

**1972 Mach 1,** Q-code, rebuilt 351C 4V, four-bolt, C6, Light Pewter Metallic and black, hardtop, PS cooler, PB, factory sway bars, spoilers, pop-off gas cap, new brakes, tires, accessories, battery. Trophy winner, 90% restored. Over \$12,000 invested, must sell immediately. \$6,000 OBO. Call for pictures. Josh at (516) 264-0537. MCA #34727.

**1973 Mach 1,** Q-code 351C 4V, four-speed, Gold Glow paint, Medium Ginger interior, console, Instrumentation Group, front and rear spoilers, PB, Magnum 500s with Firestone tires, 36,000 miles. \$9,250. Also 1969 Boss 302 quarter panel, left-hand side (driver's), #C9ZZ6327841-B \$1,500. (412) 653-1456. MCA #16483.

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**1966 tinted glass,** left door, \$30; 1965 AM radio, 5TMX (6-16 dial), \$25; 1965 bright red steering wheel, cracks are small, trade for dark red 1966 or \$35; 1964 1/2 headlight assemblies, very good condition, left side only, no cracks or breakouts, \$100 each; five-lug front drum spindle assemblies, \$15 each; 1968 dash pad, red, no cracks, \$50; 1964 1/2 260 V8,

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**Literature, your choice** - 1969 Shelby Car Shop Manual Supplement; Boss 429 - 1970, four-page piece; 1985 Mustang brochure (includes SVO); \$8 each, 3 for \$20. Popular Mechanic - 25 Years of Mustang (issue August 1989), Road & Track - Guide to the 1994 Ford Mustang, \$6 each or 2 for \$10, mix or match. Add \$2 for shipping and handling on 1 - 2 pieces, add \$4 for shipping and handling on 3 - 4 pieces. Henry Rasmussen, 1117 Wilderness Trail, Richardson, TX 75080-2353, (972) 235-1169. MCA #39238.

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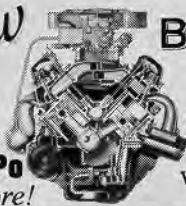
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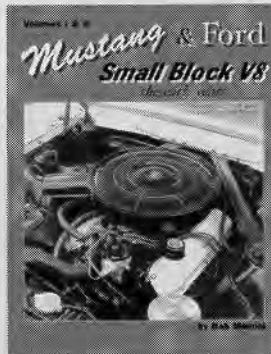
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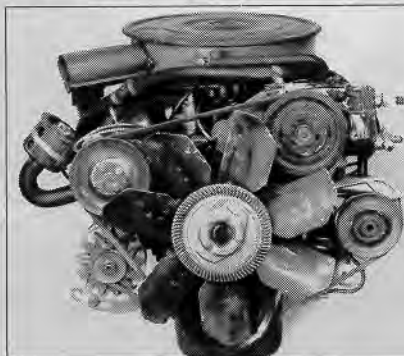


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1967-289 CA smog engine with P/S and A/C

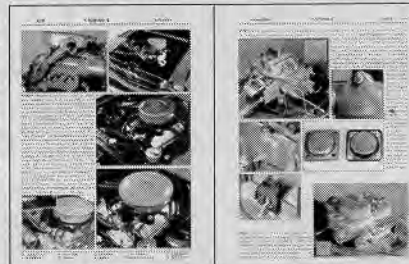
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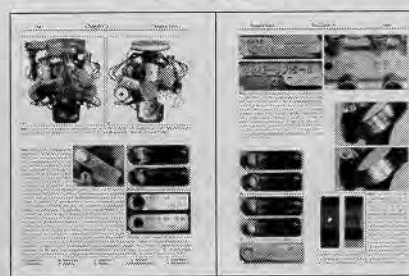
Ever ask the question, what air cleaner is correct for a 260 V8 in a 1964½ Mustang, or what carburetors are correct for 289 HiPos, or what 1966 casting numbers were on 1965 Mustangs? The answers are in this book. How about 1966/67 California smog control? Yes, it is in there! How about the colors used on engine components? Yep, in there, along with many factory photos; illustrations; significant technical service bulletins; details on fans, belts and pulleys; and a special factory high performance section covering the 289 HiPo, Cobra parts, and Ford's 1969 Muscle parts program. Page after page of details!

Walk through the evolution of the small-block V8, from its humble start as a 221, through its thunder days as a 289 HiPo, and into its beginnings as the 302. Learn what power steering and air conditioning engine parts are correct and authentic for your particular small-block V8. It takes 736 pages and almost 3,000 photos to tell this story!

This book will be a great addition to your library and one you can't do without. Know what is right for your engine and know what is not. One good find in a swap meet and the book has paid for itself! - Author



1964½ air cleaners and carbs



1966 engine change levels & tags

# Don't Knock 'em Until You've Tried 'em

by Teresa T. Vickery  
photos by Nancy McMillan  
Photography

Conversations surrounding Mustang usually hit upon the horsepower and brute force of the first generation cars, and the sleek styling and agility of the modern-day version. Sandwiched somewhere in between is the widely overlooked Mustang II. However, once the subject of the second generation ponies is broached, the one model that is most easily recognized is the 1978 King Cobra.

A 1978 dealership brochure describes King Cobra this way -- "King Cobra. The new King of the road! Presenting the King Cobra. Unmistakably bold. The ultimate in flair. A car designed

to rule its class. Experience the way King Cobra exuberantly merges in traffic. Enjoy its superb ride and handling. The way it corners and hugs the road. And check out all the features of the King Cobra option. Features like: unique tape treatment, pin-striping on all major areas, words 'King Cobra' on sides and rear decklid spoiler; distinctive hood scoop with emblem; unique front air dam; color-keyed dual sport mirrors; rear quarter flair, and more. The King Cobra also has all the power you want. It includes a 5.0 litre (302 cid) 2V V8 engine, four-speed floor shift, power front disc brakes, power

steering, raised white letter radial tires, and Rallye Package which includes extra cooling, heavy duty springs, adjustable shock absorbers, rear stabilizer bar, and dual sport mirrors."

This package easily ranks among the most distinctive ones created for Mustang. The huge snake decal on the hood undoubtedly left many motorists scratching their heads when the King Cobra first hit the streets. Equipped with the largest Mustang power plant available in 1978, the 302 cranked out a mere 139 horsepower at 3600 rpm. However, at a time when gas mileage figures were front and





center, the end result of this package was respectable performance.

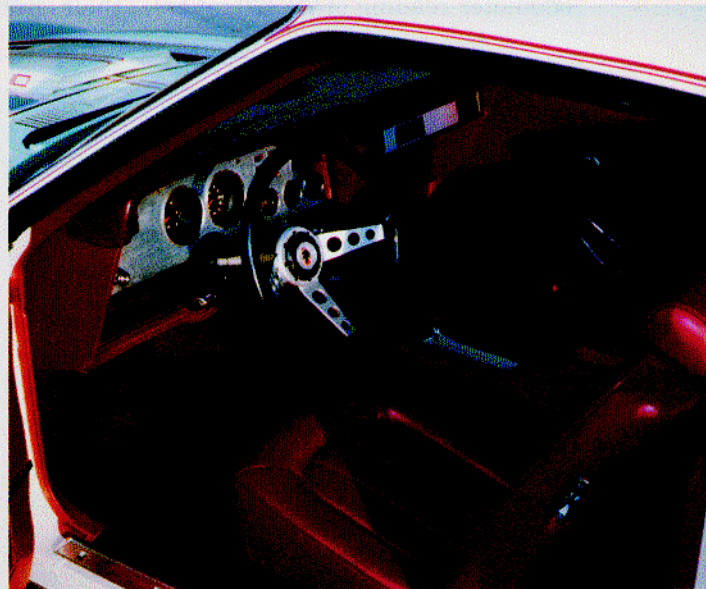
Jeff Pace of Piedmont, South Carolina, appreciates that era-appropriate performance. And he has a great deal of respect for those individuals who restore and maintain the somewhat elusive beasts. He knows firsthand just how difficult they are to restore.

No stranger to the world of pony cars, Jeff has owned a 1967 GTA fastback, 1968 GT convertible, 1969 Mach 1, and a 1979

Indy Pace Car. Friend and fellow Mustang enthusiast Shane Bryant also owns numerous award winning models including a brown 1978 King Cobra. Certain that he had found the remains of either a Cobra II or King Cobra in a Greer, South Carolina, junkyard,

Shane passed the information along to Jeff.

The car was sitting on the ground with no rotors or brake drums. Also missing were the seats, steering wheel, hatch spoiler, upper end caps, gas tank, jack and spare, and windshield wipers. Several components such as the console, radio, fenders, hood, and front spoiler all had a



"run over" appearance. "About all I really had was from the doors back with all the glass intact. However, the body was really straight and no rust anywhere, which was what actually sold me on this little car," Jeff stated.

The only items missing under the hood were the fan, fan shield, anti-freeze overflow tank, windshield wiper reservoir, and radiator. The four speed transmission was all there and the rear axle assembly was intact with sway bar and staggered shocks.

A to-do list was made and the long search for parts began. Luckily, Jeff works at Fairway Ford and was able to research parts availability. Much to his dismay he received the same message over and over - obsolete. CT Mustang in Connecticut came to the rescue with numerous hard-to-find and rare parts. Other items such as a leather-covered steering wheel, 8-track AM/FM radio, and FORD pin letters were eventually secured from individuals and swap meets.

Since no upholstery kit was available, Billy Owens of Got U Covered took over the chore of creating seat patterns and locating the correct red vinyl. New carpet from Auto Custom Carpet and a perfect dash from a donor car helped bring the cockpit back to showroom condition.

The power plant (which has an odometer reading of 72,300 miles)

was rebuilt using either Ford or TRW components.

A year's worth of weekends was devoted to bringing the exterior back up to factory specs. Weldon Pepper of Fairway Ford applied the original shade of



white while Jeff handled sanding and cleaning duties.

"To get it all back home, it took two truck loads and one car trailer," Jeff indicated. However, work came to a standstill to make time for a new wife and the building of their first house. When Jeff's

attention turned once again to the Mustang II, he was ready to go for the brass ring.

After all the sheet metal was carefully fitted and aligned, a decal kit, replete with hood-sized snake, was obtained from Jim Osborn Reproductions. "This is when Shane Bryant came into the picture again. One Saturday (from 7:30 a.m. to 6 p.m.) we pin-striped and detailed ourselves to death! Since Shane has a King Cobra with 30,000 original miles and correct paint, the correct measurements came from his car for factory location."

The final item was an exhaust system. The decision was made to use dual exhaust utilizing aluminum pipes and mufflers to avoid the problem of rust.

After four long, hard years, the King Cobra participated in its first show garnering not only a first place award, but also Best Restored Ford and Best of Show!

Having risen to the challenge of restoring a much maligned part of the Mustang breed, Jeff now has a renewed fondness for the little cars. The 1976-78 versions were the Mustangs that first got his attention in early high school. According to this South Carolina resident, "Don't knock them 'til you've tried them. The handling and V8 performance might surprise you!"

MT

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