



Vol. 26 No. 3

MUSTANG TIMES

The Official Publication of The Mustang Club of America

March 2002



Mustang Club of America presents Official MCA Accessories



Mustang Club of America Khaki and Navy All-Cotton Baseball Cap

(new logo)

Price: \$13.00 ea.

Quantity requested: _____

100% Cotton T-shirt with new logo (new printing technique gives word "Mustang" embroidered appearance)

Sizes: S _____ M _____ L _____
XL _____ XXL _____

Price: \$15.00 ea.

(add \$1.00 for XXL)

Quantity requested: _____

New Navy Blue and Khaki Logo

Jacket (water resistant microfiber material with sanded finish).

Sizes: M _____ L _____ XL _____ XXL _____

Price: \$51.00 ea. (add \$1.00 for XXL)

Quantity requested: _____

S & H: \$7.00 domestic

\$15.00 international

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Colors: White/Navy trim (new logo)

Sizes: M _____ L _____
XL _____ XXL _____

Price: \$27.00 ea.

(add \$1.00 for XXL)

Quantity requested: _____

Mustang Club of America Navy Blue Baseball Cap with Mesh Back

(new logo)

Price: \$13.00 ea.

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All apparel is direct embroidered except T-shirt which is silk-screened.



Shipping for Apparel Items:

For US orders --

\$6.00 for totals less than \$25.00

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International orders --

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Payment Method:

Check _____ Visa _____ MC _____

Card no. _____

Expires: _____

Signature: _____

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Shipping: _____

Total enclosed: _____

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Brass Key Ring	\$5.00 ppd	Qty. _____
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3" Cloth Emblem	\$3.50 ppd	Qty. _____
MCA front license plate	\$10.00ppd	Qty. _____
Vehicle ID Decoder Book (1964 1/2 - 73)	\$6.00 ppd	Qty. _____
1997-98 Judging Rule Book	\$9.00 ppd	Vol1 _____ Vol 2 _____
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'67-68\$169.95

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Best On the Market

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'69 Mach 1 with four inserts\$140.00
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'79-93 Cargo Area\$69.95

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BlueMAT12\$59.95
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MaroonMAT14\$59.95

Cobra Embroidered Floor Mats

Black, Blue, red, maroon\$59.95
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MCA APPROVED

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Pony door conversion kit\$359.95



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'67-70 (group 27).....C7ZZ10732KIT.....\$18.95
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'69 20 gallon with plug.....699002.....\$138.95
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March 2002

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Temptation

*story by Teresa T. Vickery
photos by Jerry Clement
and Teresa Vickery*

Ford needed to stay one step ahead of the rapid onslaught of competitors. Ford knew they had a winner in the 1964 1/2 Mustang; sales records proved that. The 1965 model year looked very good too with the addition of the sleek fast-

back bodystyle. But it was time to pull another rabbit out of the hat. And who better to pull off a bit of magic than Carroll Shelby who was already involved in ongoing projects with Ford and had an impressive reputation to boot.

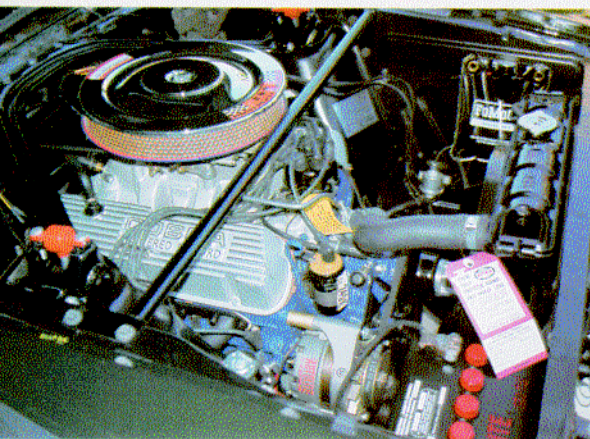
Shelby had one heckuva idea — take a specifically equipped 271-horsepower production Mustang, tweak it here and there, and leave the competition in a cloud of dust.

But the raw, rough, and tumble aspects of those 1965 Shelby GT-350s were not for everyone. Somewhat temperamental in nature, these powerful beasts were not the easiest vehicles to maneuver on the street. No

back seat, loud exhaust, no power steering, and heavy duty brakes were for the determined driver only.

Although less than 600 GT-350s were produced in 1965, this new performance kid on the block ultimately served its purpose well and kept Mustang in the forefront of everyone's mind.

Based on reaction to the 1965 models, it seemed logical that the 1966 Shelby GT-350 could be produced with profitability in mind. Ford executives and dealers seemed to be on the same wave



length with their recommendations to help boost sales — include a back seat, change the exhaust to rear-exiting only, make an automatic transmission available, make the car a little quieter and a bit more comfortable, offer more than one color (Wimbledon White was the *soupe du jour* in 1965), make it stand out more from the standard Mustang, and, of course, make it less expensive.

Executed changes included moving the odd-sounding Detroit Locker rear to the options list, eliminating override traction bars — instead using Traction Master underride bars, eliminating the one-inch drop of the front upper control arms, offering an automatic transmission, adding a backseat, rerouting the exhaust, adding Raven Black, Candyapple Red, Ivy Green, and Guardsman Blue (or Sapphire Blue depending on which source you consult) to the color palette, adding functional rear quarter panel scoops to send air to the rear brakes, and replacing the standard fastback louvered vents with plexiglas windows.

It was also during this year that a long shot sales call to Hertz would yield the GT-350H. Thanks to this deal, Shelby nearly quadrupled sales of the performance-oriented fastback to 2,380 units.

Ohio resident Jerry Clement understands the unique nature of performance cars. He spent a few years showing a consistently winning 1969 Boss 302 but eventually sold the car and began looking for an early model Shelby. He learned that friend Mark Stacey of Stacey's Restoration in Murfreesboro, Tennessee, had #6S762 hidden away in his shop.

The fastback had been in storage several years and was in rough condition. The Ivy Green color was correct and the parts were there, except for the need for new gears for the Detroit Locker, and it was wearing two old rusty Cragar wheels. The upside of this scenario was the low odometer reading (around 30,000) and the heater delete option. But nonetheless, as Jerry put it, "It was a project that no one wanted to take on."

An automotive engineer manager by profession, Jerry was not going to let a find like this slip away simply because it posed a serious challenge.

Tracing the GT-350's roots, the new owner learned that the car had seen its share of drag racing events around New Jersey and had also spent time in Idaho before landing on famous Woodward Avenue in Detroit for Friday and Saturday night fun.

Mark Stacey was enlisted to rebuild the original 306 horsepower 289 engine as well as smooth out and paint the aging sheetmetal. While this work was taking place in Murfreesboro, Jerry was busy running down those all-important, but elusive NOS parts, and also restoring chassis and body components. Once a rolling chassis was completed, final assembly took place at Stacey's Restoration.

During the process, a wood steering wheel and Cragar wheels shod with Goodyear 7.75 x 15 High Performance Blue Dot rubber were added.

Standard GT-350 equipment includes a black standard Mus-

tang interior, standard Mustang five-gauge bezel, dash mounted 9000 rpm tachometer, three-inch wide seat belts, stock Mustang shifter, Hi-Rise Cobra intake manifold, Tri-Y headers, Monte Carlo bar, heavy-duty export brace, front disc brakes, and oversized rear drum brakes.

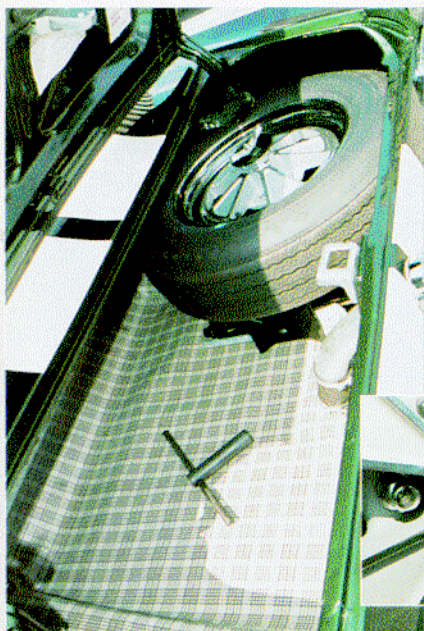
Amount of time invested in turning an aging hulk into a Concours winner? Approximately six years.

But those were six very well-invested years. The Shelby has consistently received Gold or first place awards not only at MCA nationals but also with the Shelby American Automobile Club. As a testament to the quality of the overall work performed, Jerry and the Ivy Green beauty received an invitation to the Meadow Brook Hall Concours d'Elegance in Rochester last August.

Jerry readily admits that he would very much like to drive this car. But he also knows that to maintain the quality of this restoration, driving is out of the question.

Time will tell if he can resist. Temptation can be such a powerful force.

MT



between
a
**[RACE
CAR...]**

and
a
**[ROAD
CAR...]**



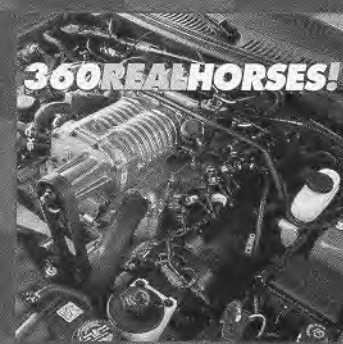
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THUNDER IN CAROLINA- GRAND NATIONAL MUSTANG SHOW

August 29 - September 1, 2002

Presented by



Carolina Regional Mustang Club of Charlotte, North Carolina
(see website for more information: www.ponytales.org)



Host Hotel: Hampton Inn & Suites, Speedway Boulevard at Concord Mills, Concord, NC, 877-497-2667 Call for special room rate before July 15, 2002, first 100 will receive free car related gifts in their room.

Charities:



Carolina Computer Access Center



St. Jude Children's Research Hospital

Thursday, August 29

8:00am-5:00pm Vendor set up
10:00am-5:00pm Registration/Tech Inspection
6:00pm Early Bird Special Cookout - Hot Dogs/Hamburgers
Dennis Carpenter's Ford Reproductions (Tour of museum and plant included)

Friday, August 30

7:00am-5:00pm Track Event
9:30am - 5:00pm Registration/Tech Inspections
Noon - Opening Ceremony
5:00 pm - Speedway Cruise

Saturday, August 31

7:00 am - 5:00pm - Track Event
7:30 am - Noon - Registration/Tech Inspection
11:00 am - Judges Meeting
Noon - 5:00 pm - Judging
7:00pm - 10:00pm-KIDS NIGHT OUT (various hotels)
7:00 pm - Banquet - Speedway Club at Lowe's Motor Speedway

Sunday, September 1

8:00am-Noon - Judging if needed
9:00am - Auction
11:00am - Speedway Cruise
12:30pm - Car Club Parade by State
2:00pm - Awards

REGISTRATION & ENTRY FEES

Judged Entry (ltd to 450)	\$45	Banquet at	\$40
MCA Member	-\$10	Early Bird Cookout at	\$5
Early Entry (before 8/1/02)	-\$5	Popular Vote Entry (no discounts)	\$20
Special Interest (Ford powered)	\$25	Speedway Cruise Sun. am	\$10
Pony Corral	\$20	Track Event \$150/day	
Speedway Cruise Sat.	\$10	GRAND TOTAL	
Vendor spaces - contact Norm Demers 704-599-0324 or email at grbbrgrn@aol.com			

Name _____ MCA # _____ Exp. Date ____/____/____ Phone (____) _____
Address _____ City _____ State _____ Zip _____
Veh. Year _____ Make _____ VIN _____ Color _____

Will you help judge? Y / N Gold Card Judge Y / N Certified? Y / N Years _____

I agree to abide by all show rules and understand that I am solely responsible for my actions, my vehicle and merchandise. I agree to release Mustang Club of America, the Carolina Regional Mustang Club, the Hampton Inn & Suites and other show hotels, and all show sponsors from liability for personal injury or loss or damage to property.

Signature _____ Date _____

Make checks payable to: Carolina Regional Mustang Club, Mail to Betty O'Neal: PO Box 967, Norwood, NC 28128

Club Affiliation _____

SHOW CLASSES (MCA)-Please select one:

- Concours Trailered
- Concours Driven
- Unrestored
- Thoroughbred
- Street Driven 64 1/2 - 01
- Daily Driven 641/2 - 01
- Modified
- Retired
- 2nd Generation 74 - 78
- 3rd Generation 79 - 93
- 4th Generation 94 - 01
- Saleen 84-01
- Current Year 2002-2003
- Competition
- Special Interest (Ford Powered)

POPULAR VOTE CLASSES - Please select one

- 1964 1/2 - 1969
- 1970 - 1979
- 1980 - 1989
- 1990 - 1999
- 2000 and up
- Show & Shine (for those persons under 21 yrs of age)

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65-69 Std. 2 buckets	119.95
65-69 Std. full set w/bkts	159.95
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69 Mach 1 full set	289.95
70 Mach 1 2 buckets	199.95
70 Mach 1 full set	289.95
70-73 Std. 2 buckets	149.95
70-73 Std. full set	199.95



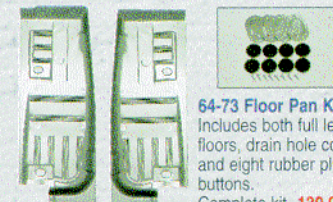
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Hump Hugger **89.95**
Emblem sold separately



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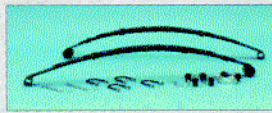


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Includes both full length floors, drain hole covers and eight rubber plug buttons.
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Now you can purchase the very best in suspension upgrades. Call a representative for more information!



65-68 Leaf Spring Kits
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65-66 **170.95** kit | 67-68 **168.95** kit

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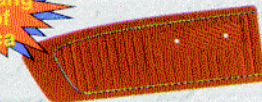
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Approved by Mustang Club of America



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69	pr.	59.95
70-73	pr.	79.95

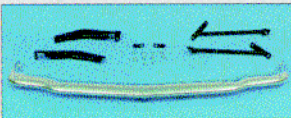


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Written and photographed by editors of Mustang Monthly. Over 300 photos of over 50 models in beautiful color. MP11 **17.95**



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Mustang Times

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Tom Kleschka (22338)	Otto, N.C.
J. W. Lancaster (39928)	Duncan, S.C.
Bradley Matthews (30969)	Plainville, Conn.
Chuck Micele (39270)	Panama City, Fla.
Jim Silverman (27762)	Brockton, Mass.
Laurie Slawson (32451)	Tucson, Ariz.
Jim Smart (3054)	Palmdale, Calif.
Ron Trine (31576)	Pensacola, Fla.

Mustang Club of America Hall of Fame

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John Coletti

Joe Oros

Larry Shinoda

Will Boddie

Hal Sperlich

Carroll Shelby

Steve Saleen

Don Frye

Lee Iacocca

Bunkie Knudsen

Jim Osborn

Janine Bay

William Clay Ford, Jr. Robert Rewey

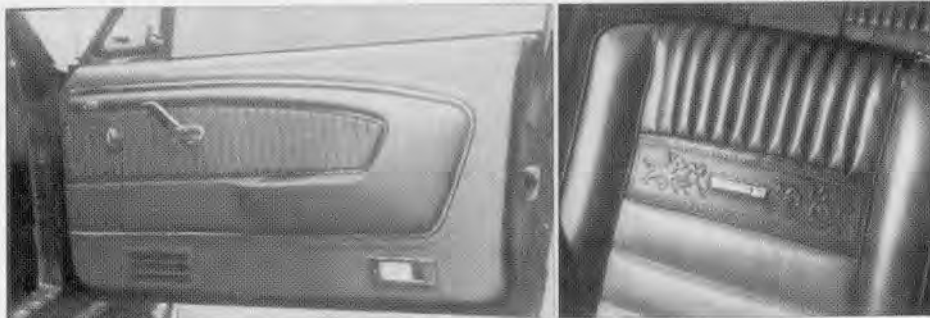


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Mustang market may very well be the only company that knows how to make Mustang upholstery the way it should be made. Over the years manufacturers, as well as retailers, have sold products that are not up to standard. Colors are not as they should be, material are the

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Many years ago, Dave Zimmerman from Peapack, New Jersey, wondered why MCA did not have a grille medallion to denote a national prize winning vehicle. So he decided to talk to MCA members who were attending a judging rules meeting in Pennsylvania to test if there was any interest in such a project. The reaction by those attending was overwhelming. Jim Osborn (then MCA president) suggested he try to create an artist's rendering and present a plan to the MCA Board of Directors.

Monica Ziobro, an artist and member of the First Pennsylvania Mustang Club, came up with a design that was unique to MCA. Dave took this to the Board for their consideration.

The idea behind this project was fourfold —

- Recognition of vehicles as national award winners
- To keep the name of Mustang Club of America before the public
- Satisfy a wish of the general membership

• To keep high quality cars coming back to events.

Some times the wheels turn slowly, but with the combined efforts of then-head-judge Floyd Scranton, Dave was able to get the medallion approved.

Requirements are a gold or silver, or first or second place win to qualify for the medallion. Gold and first place is worth two points; a silver or second place earns one point. Jean Penn, former national judging secretary, has been very effective in keeping a computerized accounting of the records for this program. It takes 20 points to earn a medallion.

The original intention was that these medallions would be presented by the MCA president or vice president at the event awards ceremony after all criteria had been met. However, the current plan has been for the national head judge to make the presentation to the owner and include the car in a photo shoot. This presentation program is under study

with a consideration being to include a formal recognition of the medallion awards at the awards ceremony.

There was an initial resentment of the program, but the input from members who have won the medallion and from people who are working towards it has shown that this is an extremely popular award.

The national head judges staff currently manages the medallion awards program and the judging secretary maintains the statistics.

Like any program, there is always some fine-tuning and even major changes that need to be input. There are even Mustangs that have come out of retirement to work towards the medallion status. Obviously this is a program that will be continued. It has been effective and is very popular with the general membership.

A great vote of thanks needs to be given to the efforts of Dave Zimmerman. His commitment is still with the program. Dave is our chief reproducer of the medallions.

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Smoky Mountain Mustang Jamboree



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October 5th and 6th, 2002



Saturday October 5th, 2002

Registration/Tech Insp. 7AM - 2PM
Vendor Setup 7AM - 2PM
Judges Meeting 11AM
Judging Noon - 5PM
Hospitality Social 7PM - 9PM

Over 25 Judged Categories
Dash Plaques first 250 entrants
Spectator Choice Award; Hardship
Award; Club Participation Award;
Longest journey Award; 50/50
Drawing; Door Prizes, Goodie Bags
& more...

Sunday October 6th, 2002

Show Opens 9AM
Judging continues 9AM - Noon
Awards Ceremony 2PM

Note: No Awards will be mailed

Tennessee Valley Mustang Club Contacts:

President: Jim McFarland 865-925-3334
E-mail: jims6t6@aol.com
Show Chairman: Scott Hall 865-681-2924
E-mail: tnstanger@hotmail.com
Secretary: Richard Groves 865-470-9613
E-mail: rgroves@chartertn.net

Information on the Internet:

<http://clubs.hemmings.com/tvmc>
<http://www.mypigeonforge.com>

Host Hotel Information

Grand Resort Hotel and Convention Center

Affiliate Hotels

- Grand Inns (Across Street)
- Family Inns (Several Locations)
- Smoky Shadows Hotel and Conference Center (1 Mile)

Reservation: 1-800-251-4444

Hotel Registration Cutoff: 8-30-2002

Must mention 'MUSTANG' to get special room rates

A \$25.00 fee will be charged for entrants not staying with a KMS Group Affiliate property.

Entry Fees:

	Cost	Total
Show Registration:	\$45.00	_____
Inside Parking*(Limited Space):Cars cannot move until end of show	\$10.00	_____
Early Registration Discount: (Deadline 7-30-02)	\$(-10.00)	_____
Pony Corral (Limited Spaces):	\$45.00	_____
Hospitality Social (2 tickets FREE with show Reg.):	pp \$ 5.00	_____
Vendor Spaces Outside (tent permit req.): 10' x 20'	\$CALL	_____
Will Car be trailered? (Parking Arrangements Required for trailers)	Y / N	_____
Early Show and Vendor Reg. deadline: 8-31-2002	Amount:	_____

Classes: Judging to be by modified MCA Rules

Concours Trailered	Concours Driven
Unrestored	Thoroughbred
Street Driven 64 ½ - 01	Daily Driven 64 ½ - 01
Modified	Retired
2 nd Generation 74 - 78	Salen 84 - 01
3 rd Generation 79 - 93	Rough
4 th Generation 94 - 01	Current Year 2002 - 2003
Special Interest (Ford Powered)	

Name: _____ Phone (____) _____ - _____
Address: _____ City: _____ State: _____ Zip: _____
Email Address: (optional) _____
Year: _____ Color: _____ Body Style: (Circle) Coupe / Fastback / Hatchback / Convertible
VIN# _____ Lic. Tag# _____ Club Affiliation: _____

Disclaimer: I agree to abide by all rules of the show and understand that I am responsible for my car and merchandise. No refunds due to inclement weather or show cancellations. I agree to release from all liability: Tennessee Valley Mustang Club, KMS Enterprises Group, and Official show sponsors from any damage, injury, lost or stolen merchandise from this event. *I also understand that if my car is parked inside, it cannot be moved at any time until the end of the show. Not more than ½ tank of fuel is allowed, and battery must be disconnected while not attended. No Exceptions.

Signature: _____ Date: _____

Make Checks payable and Forward to: Tennessee Valley Mustang Club, P.O. Box 5294, Oak Ridge TN 37831-5294

New Members

Ronald & Jo Ann Gillman Hot Springs, AR
 Steve Deets San Diego, CA
 Ryan Ackley Centennial, CO
 Paul & Judi Messier Cromwell, CT
 Joseph & David Billera S. Windsor, CT
 Thomas Russum, Jr. Bear, DE
 Al & Deborah Louchart Cocoa, FL
 Chip Stout Lake Worth, FL
 Keith Craft Orlando, FL
 Robert Pajak Panama City, FL
 Christian Orr Panama City, FL
 Michael Lowell Columbus, GA
 Scott Landers Gas City, IN
 Rob Kemmis Adairville, KY
 Susan Wilson Georgetown, KY
 Nicky Guidry Breaux Bridge, LA
 Joel Bailey Baldwin, MD
 Douglas & Sally Hine Blissfield, MI
 Al Winter Linden, MI
 Taryn Rodenborg Blaine, MN
 David & Karen Steen Woodbury, MN
 Bill Via Pinehurst, NC
 Les Schakat Blair, NE
 Larry & Donna Ashley Dover, NJ
 James Clarke, Jr. Ewing, NJ
 James Kishbaugh Lindenwold, NJ
 Michael Kadelak McGuire AFB, NJ
 Jason Meszaros S. Amboy, NJ
 Charles & Priscilla Hendrickson Roswell, NM
 Steve Merkt Cincinnati, OH
 Clark Rightmire Denton, PA
 Ray Weinman N. Huntingdon, PA
 James English Summerville, SC
 Mark Plummer Lewisville, TX
 Xavier Gonzalez, Jr. San Antonio, TX
 C. W. Scott Sulphur Springs, TX
 George Young Abingdon, VA
 Christopher Glowacki Janesville, WI
 Gary Brunner Slinger, WI
 Lance Riley Dothan, AL
 Carolyn Davis Carlsbad, CA
 Andy Calerich Thornton, CO
 Steve Jennelle Orlando, FL
 Martin Elze Douglasville, GA
 John Stoffel Gifford, IL
 Christian Bargmann Leroy, IL
 Robert Daniels Red Lodge, MT
 Gene Hooker Sophia, NC
 Gerald Costa Paterson, NJ
 Donald Hughmanick Sinking Spring, PA
 Barry & Debbie Metcalf Panhandle, TX
 Michael O'Brien Lovettsville, VA
 Kristin Mathews Antioch, CA
 Kathy Gagnon Ramona, CA
 Walt Corwin Debary, FL
 Odus Radford Deltona, FL
 Patrick McCoy Spring Hill, FL

Drew Feltwell W. Palm Beach, FL
 Brett Stancell W. Palm Beach, FL
 Wayne Bradley Atlanta, GA
 Patrick & Lanora Kelly Powder Springs, GA
 Pamela Bazan Louisville, KY
 Chad Stanley Sulphur, LA
 Mark Chiappetta Chelmsford, MA
 Jes Desmarais E. Sandwich, MA
 Mat Desmarais Mt. Pleasant, MI
 Randy & Dawn Pugh Asheboro, NC
 Thomas Mumm Livingston, NJ
 Pat Trunzo, Jr. E. Hampton, NY
 George Dubasik Cortland, OH
 Colin Northrup Dublin, OH
 Jack Seiler Bethel Park, PA
 Paul Harmon Sr. Chester, PA
 Larry Stoltz Cranberry Twp., PA
 Jack & Margie Sproat Havertown, PA
 Ray Dalzell McDonald, PA
 Chuck & Joan Smith Coventry, RI
 Bob Hargrave Columbia, SC
 Timothy Thomas Mt. Juliet, TN
 Gary Johnson Plano, TX
 Heather Brown Sour Lake, TX
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 Vendor Set-up 8am-5pm

Saturday, May 25, 2002

Registration 8am-Noon
 Tech Inspection 8am-Noon
 Judging Noon-5pm

Sunday, May 26, 2002

Show 8am-2pm
 Judging 8am-Noon
 Awards 2pm

Mustang Club of America National Show has Judged Classes for all Mustangs 64-1/2 thru present, with a Special Interest Class. **Judged Classes As Follows (Please Indicate):**
*Concourse Trailered, Concourse Driven, Unrestored, Thoroughbred, Street Driven, Daily Driven, Modified, Retired, Second Generation ('74-'78), Third Generation ('79-'93),
 Forth Generation ('94-Up), Saleen, Roush and Current Year.*

Registration (Please Print)

Name _____ MCA # _____ Exp. Date _____
 Address _____ City _____
 State _____ Zip _____ Phone _____ E-Mail _____
 Year _____ Body Style: Coupe Convertible Fastback Hatchback Color _____
 VIN # _____ Lic. Tag # _____ Will you help judge? Yes No

Early Registration Deadline May 10, 2002

Entry Fees	Quantity	Cost	Total
Car Registration.....	_____	\$45.00	\$ _____
MCA Member Deduction.....	_____	-\$10.00	\$ _____
Deduct for Early Registration.....	_____	-\$ 5.00	\$ _____
Vendor Spaces (10' x 20').....	_____	\$50.00	\$ _____
Pony Corral.....	_____	\$25.00	\$ _____
Total Enclosed	_____		\$ _____

Make checks payable to: Northeast Georgia Mustang Club (**NEGMC has been a Charter Regional Group of the Mustang Club of America since 1990**)
 Mail Entry & Payments to: Northeast Georgia Mustang Club, P.O. Box 7, Baldwin, Georgia 30511
 For additional information email to: negmc.com or call President John Garrett evenings (770) 967-2809,
 Vice President Eddie O'Neal and Secretary Meghan O'Neal (770) 972-6603 or Treasurer Randy Church (706) 776-7379.

I agree to abide by all rules and regulations of the Mustang Club of America (MCA) and understand that I am responsible for my car and merchandise. I agree to release from all liability Northeast Georgia Mustang Club, Mustang Club of America, Mall of Georgia and all other organizations for any damage, injury, lost or stolen merchandise from this event.

Signature _____ Date _____

Host Hotel: Hampton Inn Mall of Georgia (678) 546-1200, 3240 Buford Drive, Buford, Georgia 30517
Ask for Mustang Club Rate (\$89)

Sold!

I've sold my 1968 convertible I advertised in the Marketplace section. If it is convenient, please cancel the ad for March. The car sold in three weeks. Thank you for your great service in helping me find a new owner.

Ron Miller
MCA #50694

It was our pleasure. Glad we could be of assistance to you!

— Editor

Rub it in, Rub it in

In regard to the December 2001 Mustang Times article, "Guaranteed Smile", I have to tell you that I am the proud owner of a 2001 white Roush Stage 3 Premium coupe #01-141. It's one of four white coupes made for 2001. There were a total of 176 2001 Stage 3s built. This is not a daily driver for me. It is an occasional use, weekend car and show car, which to take out on the road-

Do you have any questions, suggestions, comments, or information you'd like to share? Send your letters to:

Mustang Times
Attn: Mailbag
3588 Highway 138, PMB 365
Stockbridge, GA 30281
We'd love to hear from you!

way is such a thrill. It reminds me of the muscle cars of the '60s but even better. I can say that I love the Roush Stage 3 even more than you do. Why? Because I own one and it's worth every dollar I spent to purchase it.

Roush has done a magnificent job at engineering this vehicle. You talk about getting looks. This car does it. Whether it is parked or cruising on the highway, people stare in awe and tend to have many questions. Its beauty is striking and its performance threatening. It proves itself as a strong contender on the street, drag strips, and car shows.

The only drawback is, as you noted, the ground clearance. Careful maneuvering and a watchful eye can protect your investment. Speed bumps are a no-no. The trade-off is worth it — great road handling. Otherwise, a magnificent piece of art thanks to Ford and Roush.

By the way, an open invitation is extended to you to come by for a ride. Just in case you need to replenish your smile. I might even let you drive.

Terry Bernagozzi
New York
MCA #50082

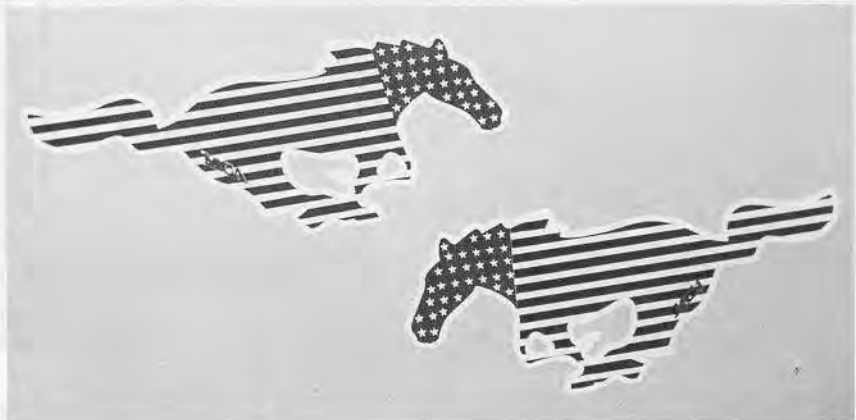
Okay, just go ahead and rub a little more salt in that wound. Even though we had that black beauty for only a week, a permanent attachment was quickly formed.

Hmmmm — you've offered a very tempting proposal. Me thinks it's time to check air fare to New York!

— Editor

(Watch for a picture of Mr. Bernagozzi's Roush in Snapshots very soon.)

Show Your Pride with these Special Edition Stars & Stripes Running Pony Decals



Each pair (right and left) of these special MCA running pony decals features an adhesive back, are UV light resistant, extremely durable, and have a 5 year life on vertical surfaces. Individually, the decals measure 5" long x 2" high.

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News & Notes

Urgent Federal Scrapage Alert

We have, on occasion, mentioned that Mustang Club of America is a member of SEMA (Specialty Equipment Market Association). One of the many good things that this organization does for the automotive hobbyists is to keep an eye on what legislators are up to in Washington. The following information has the potential of affecting our entire hobby.

A bill (S.1766) has been introduced in the U.S. Senate containing a provision (Section 803) that would federally fund state scrapage programs for vehicles over 15 years old. Owners who turn in vehicles for crushing would receive a minimal payment and a future credit toward purchasing a newer vehicle. This

appears to be an attempt to improve overall fuel economy for the country.

Here a few of the highlights of Section 803 —

- Section 803 of S. 1766 would give states that don't currently operate scrapage programs an extra incentive to create a program due to generous federal funding.

- Section 803 requires that federally funded state scrapage programs crush every car. This means a loss of valuable parts and parts cars.

- Section 803 does not require states to determine the fuel efficiency of vehicles being scrapped or that scrapped vehicles are being replaced by more fuel efficient vehicles.

- Section 803 will diminish the availability of affordable transportation and repair parts to low-income drivers as more and more older vehicles are crushed.

- Section 803 does not guarantee

that low-income individuals will be able to afford to purchase new vehicles with the money provided by scrapage programs.

- Section 803 ignores options like voluntary vehicle repair and upgrade programs that maximize the fuel efficiency of existing vehicles.

One of the things we hobbyists can do is write to our U.S. Senators. Make the letters brief and concise, but make your opinions clear (politely, of course). If you're not sure who your U.S. Senators are, call the SEMA Washington DC office at (202) 783-6007 or visit www.enjoythe drive.com/legislative/contact legislator.asp.

A bill that covers vehicles that are only 15 years old and older includes 5.0LXs, SVOs, GTs, 20th Anniversary models, Mustang IIs, and of course, our favorite first generation ponies.



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** (Check local laws on tinted covers)

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Ford Motor Company is developing technology to make its comprehensive Personal Safety System™ even more effective with new air bag and safety belt technology that more closely matches the systems to the size of occupants and severity of a crash.

The Personal Safety System currently uses a series of sensors to analyze accident and occupant conditions and determine how the air bags and safety belt restraints should respond for protection in frontal crashes. Technology is being developed that could take into account not only crash severity, front seat belt use, and closeness of the driver to the steering wheel, but also a person's size. New sensors in the seats will be able to differentiate between a child, small adult, medium adult, and large adult.

The Personal Safety System can currently deploy at two different stages, along with safety belt pretensioning and load-limiting seat belt retractors to manage crash forces on occupants. Pretensioners tighten the safety belt, while load-limiting seat belt retractors absorb an occupant's energy by allowing a controlled release of seat belt webbing during a crash.

The Personal Safety System is available on Taurus, Windstar, Crown Victoria, Sable, Grand Marquis, and Lincoln Town Car. Later in 2002, it will become standard equipment on Explorer and Mountaineer. Eventually the system will be available on all Ford Motor Company cars, trucks and SUVs.

Cleaner Vehicles

Building on its "Cleaner, Safer, Sooner" pledge for vehicles, Ford Motor Company announced that three of its upcoming vehicles will be even cleaner thanks to new industry-leading emissions levels.

A special gasoline-powered version of the Focus and a hybrid-electric-powered Escape both will be available

in 2003 with Partial Zero Emission Vehicle (PZEV) levels of emissions. Plus, the all-new 2003 Expedition qualifies as an Ultra Low Emission Vehicle (ULEV), making it the cleanest running full-size SUV on the market.

To earn PZEV certification, a vehicle must meet three separate criteria. It must have tailpipe emissions that meet the Super Ultra Low Emission Vehicle (SULEV) standards. Compared to the nationwide Tier I emissions standard the SULEV standard requires 97% fewer hydrocarbon emissions, 76% less carbon monoxide, 97% less NOx, and 90% less particulate matter.

PZEV certification also requires a demonstration of "zero" gasoline evaporative emissions, virtually eliminating evaporative emissions from the fuel system.

A vehicle certified as PZEV must provide warranty coverage to ensure that the vehicle will meet these stringent requirements for an extended lifetime of 15 years or 150,000 miles.

Qualifying as a ULEV vehicle, the 2003 Expedition is the cleanest running full-size SUV based on California Cleanest Vehicle methodology and publicly available competitive information. It is also being certified to the U.S. Environmental Protection Agency's stringent Tier II rules one year earlier than required.

F-Series Celebrates 25th Anniversary as America's Best Selling Truck

Ford F-Series is celebrating 25 years as America's best selling truck and its 20th year as America's best selling vehicle — car or truck.

Through November 2001, Ford dealers delivered 827,319 trucks to U.S. customers. In 2000, F-Series set an all-time calendar year truck sales record of 876,716.

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During the past 25 years, F-Series has received numerous product enhancements — 1987, first truck with rear wheel anti-lock brakes; 1994, driver's side air bags added; 1996, completely redesigned F-150 and F-250 introduced, and Super Cab option featuring a third door added; 2000, Harley Davidson F-150 added to lineup; 2000, F-150 SuperCrew, featuring four full-size doors and full rear passenger compartment, added.

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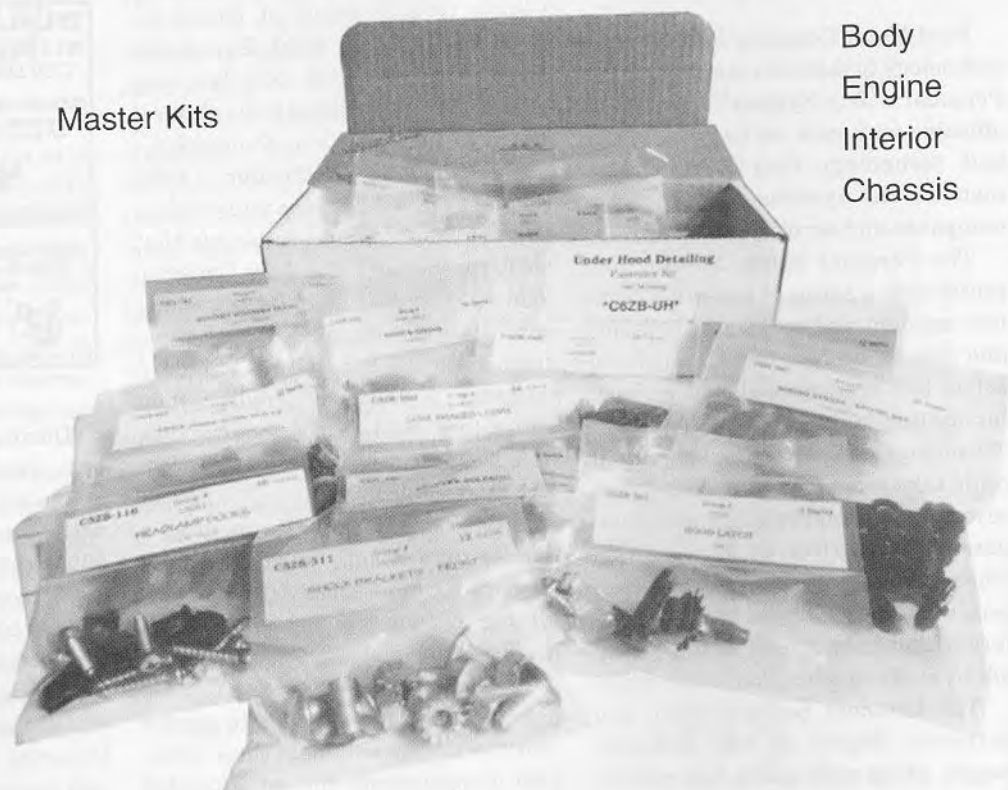
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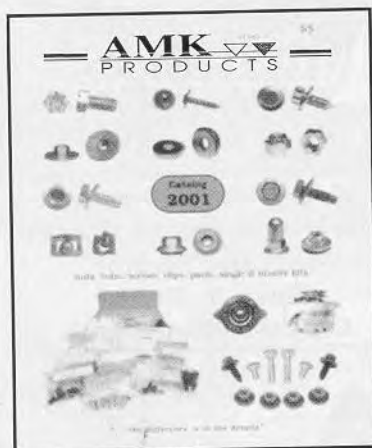
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PRODUCTS

Helping his dad check the tire pressure, young Samuel Melhado has aspirations of one day driving this blue 1970 Mach 1. According to dad, David Melhado, returning the Mach to showroom condition is an ongoing process. Equipped with a 351 Cleveland and four-speed tranny, the pony is used for local cruise nights and car shows, and the occasional errand around town in Terryville, New York.

Additional features include 15" Magnum 500s, fold-down rear seat, front and rear spoilers, and a 3.50 Traction Lok rear.

Keep up the good work Samuel!



Clad in pearl white paint and wide blue racing stripes, this 1976 Cobra II "Charlie's Angels" look-a-like garners owner James Tirko plenty of attention around his hometown of Johnstown, Pennsylvania. Adding to James' driving pleasure is the burble of dual exhaust from the 130-horsepower engine.

"Where can I rent one?" is a question commonly asked of Rich Cribben and his 1966 convertible GT-350H (Hertz) replica. Clad in black with gold LeMans stripes, the 289 ragtop has received numerous upgrades including Edelbrock aluminum intake and heads, Hooker Competition headers, 1986 T-5 transmission, roll bar, 3.55 gears with Auburn limited slip, full sub-frame connectors, and sway bars front and rear.

Rich says, "It rides like a truck, but it's fun to drive!"



Classic Mustang Exhaust Systems

story & photos by Rod Short

Exhaust systems lead a dirty life and are seldom appreciated for what they do for a car's performance. More often than not, we never even consider them until they need replacement and then it's off to whoever will do the work for the cheapest price. Yet, for classic Mustang owners who are interested in a correct restoration, exhaust systems are very important. In this issue, we'll hit the highlights of what type exhaust systems were used on 1964-73 Mustangs, casting and date codes, restoration, and emission systems.

Stock Exhaust Systems

Early model Mustangs with both single and dual exhaust systems used a transverse mounted muffler located in between the fuel tank and rear differential. Six- and eight-cylinder-equipped cars with single exhaust systems used this exhaust arrangement which continued basically unchanged until the second generation cars were introduced in the 1974 model year. Early Mustang GTs used dual exhausts with a H-pipe and a pair of dual mufflers located in front of the differential which fed into a single, low restriction transverse mounted muffler. This configuration was dropped later in favor of the more traditional dual exhaust arrangement with twin mufflers and resonators connected to the exhaust pipe. An interesting side note is the fact that a dual exhaust system was never even used on a small block Ford until the Mustang came along.

Small Block Manifolds

While there are a variety of cast iron exhaust manifolds used on the various engines in first generation Mustangs, the vast majority of interest and information centers on the high performance V8 applications. For those wishing information on other engines, we suggest that you contact advertisers in this publication or contact one of MCA's several Gold Card Judges listed at www.mustang.org.

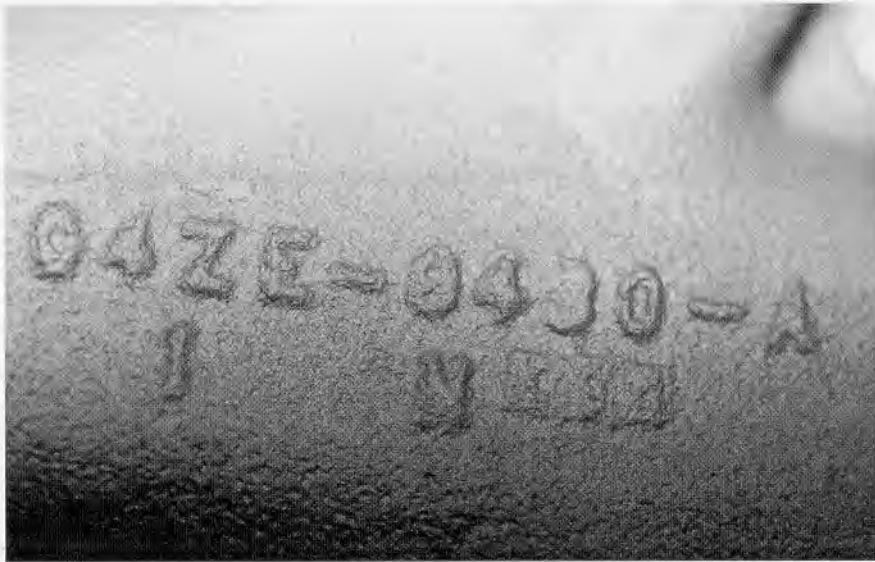
K-code Mustangs with the HiPo 289 used special low restriction cast iron exhaust manifolds with longer runners. Early 1965-66 cars used the C30E-9431-B exhaust manifold on the left-hand side of the engine and the C4ZE-9430-A on the right. For the 1967 models, that changed

to C7ZE-9431-A on the left side and C7ZE-9430-A on the right. These manifolds will reportedly fit all small block Fords from this era except for the Boss 302 which used the C9ZZ-9430-A and C9ZZ-9431-B castings. Shelby Mustangs, on the other hand, used the less expensive Tri-Y design exhaust manifold with equal results. Boss 302 engines used either the C9ZE-9428-A or 9430-A exhaust manifolds on the right side and C9ZE-9431-A or D1ZE-9431-EA on the left.

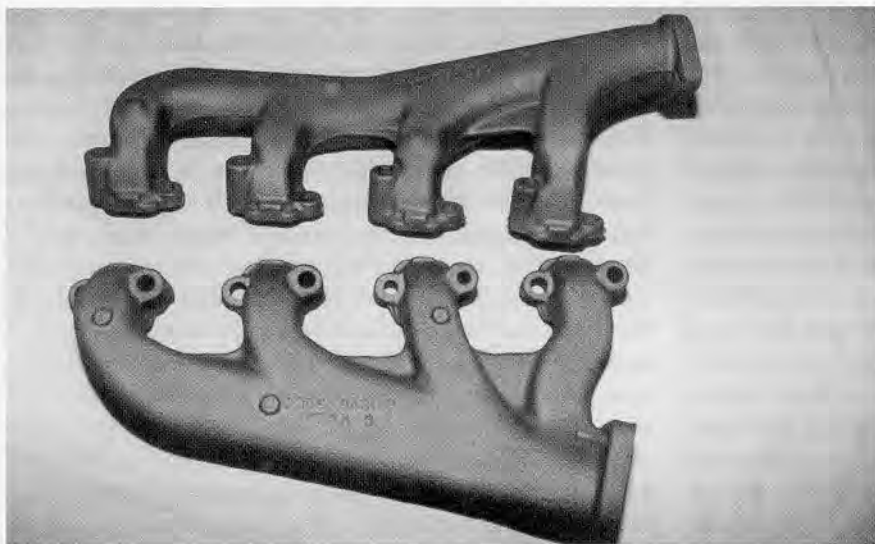
Factory production manifolds came with casting numbers and date codes, which are very important to owners of concours or thoroughbred class vehicles desiring to have all of the correct, date coded parts on their car. Date codes were

Early 1965-66 Mustangs with the 289 HiPo small block came with the C4ZE-9430-A (top) exhaust manifold on the left-hand side of the engine and the C30E-0431-B (bottom) on the right.





Exhaust manifolds came with both casting numbers and date codes cast into the cast iron material. This particular date code to the right of the letter "N" is worn to the point that it cannot be read.



Although the top manifold is positioned upside down, this should give you an idea of what a set of 428 Cobra Jet manifolds look like.

usually marked just below the casting number in year, month, and day order. January would begin with the letter "B". A date code of 1K27, for example, would show that the manufacture date was October 27, 1961. Interestingly, it is not uncommon for cars to have two exhaust manifolds bearing different date codes.

Big Block Exhaust Manifolds

The FE block first appeared in the Mustang during the 1967 model year with the S-code 390 4V

which was rated at 320 horsepower. That engine option continued through the 1969 model year. The 427 appeared in the Mustang for one year in 1968; the 428 was used from 1968 until 1970. The 429 and Boss 429 which are members of the 385 engine family, were used from 1969-71 and 1969-70 respectively.

Cast iron exhaust manifolds are interchangeable among most of the FE family big blocks, but readers should note that not all of them will fit within the confines of the Mustang's engine bay. Of these, the

cast iron C70E-9430-C (right-hand) and C70E-9431-A (left-hand) from the 427/390 are often considered the best flowing manifolds. Mustangs with the 428 engine option used a C80Z-9431-B manifold on the left side and a C80Z-9430-C on the right.

Since the 429 block used a different exhaust port, exhaust manifolds for these engines are not interchangeable with 427/428 manifolds. In fact, these engines have more in common with the 460 V8 which never appeared in a Mustang. Casting numbers D00E-9430-A (right-hand) and D1ZE-9431-A, 9431-AA, 9431-CA, 9431-CA2, and 9431-CA1 were used on these engines. The Boss 429, on the other hand, used the C9AE-9430-A (right-hand) and C9AE-9431-A or 9431-179 cast iron manifolds.

Emissions Controls

While it may be hard to think of emissions equipment as ever appearing on classic 1965-73 Mustangs, it was there. As early as 1966, vehicles destined for California were required to have air injection Thermactor systems. This was an exhaust emissions control system that injected air into the exhaust ports in an attempt to burn off more of the exhaust gases in order to reduce hydrocarbon emissions. Systems like this were found on the most vaunted performance Mustangs such as the Boss 302, Boss 429, and 428 Cobra Jet. Although effective, many Mustang owners did everything they could to remove this equipment. As a result, these parts command an especially high premium price for those wanting to complete an accurate restoration on their Mustang.

While every attempt has been made to be as accurate as possible with the information presented here, readers should take into consideration that this material came from varied sources.

MT

Team Mustang

*from Art Hyde, Mustang Chief Program Engineer
and
Roger Hayden, Project Management Analyst*

Once again it's time get out the cyber surfboards in search of more cool Mustang web sites. We hope you visited some of the sites mentioned in last month's article, but keep in mind there are plenty more to explore. Just a reminder that we're not endorsing any products found on these sites; we want to make Mustang club members aware that these sites are out there. Join us (again) as we stretch to the outer limits of the Mustang galaxy. Here are more hip clicks to check out.

Have you ever found yourself humming the tune to the song "Mustang Sally"? As a true enthusiast believer, I'm sure you have. I bet you don't know the words to the song either. It's an oldie that was originally recorded by Wilson Pickett around 1966. You'll find the words to the song at www.jimbowieband.com/Lyrics/Mustang_Sally.htm. Now, you can memorize the song and sing it (no more humming) to impress fellow enthusiasts. Even if you only look at the words one time, you'll sleep better at night. The only trouble I have with the lyrics is, "Guess you better slow your Mustang down". Sorry Wilson — no can do!

There are birthdays to contend with year-round. What do you get the enthusiast who has everything? There are some sites that have products that just may be of interest to you.

One site is www.mustangjack.com. This site contains custom auto sound systems and classic consoles. There's even a tech forum for technical questions. There's also www.swbstudios.com. SWB Studios carries automotive apparel focusing on race cars and high performance vehicles. Of course, Mustang is one of the vehicles. There are t-shirts, polos, and sweats, but they're not all Mustang. If you're shopping for something a little out of the ordinary, this site is worth a click since the focus is on automotive art created by an artist named Steve Foster.

Another site containing Mustang merchandise is www.mustangcollectibles.com. Mustang Collectibles has a lot of merchandise to choose from; however, when I visited the site I was unable to view the products after clicking on them. Perhaps you will have better luck. Not to worry though, there's another site, www.mustangplace.com that carries a lot of nice Mustang products. The leather jacket is very sharp. That would make a nice birthday gift for me! Browse through this site if you're looking for Mustang gift ideas. It's a good one.

Finally, I'm sure you've all heard about Amazon.com.

We found a couple of CD-ROMs and a book you may be interested in if you have a real hunger for Mustang knowledge.

One CD-ROM is called "The Marketing of America's Pony Car," and Hi-Tech Software produces it. It contains the largest collection of Mustang ads available. Hi-Tech Software also produces another CD-ROM called "The Mustang Anthology 2001." It's an encyclopedia, so to speak, about Mustang and it comes with a built-in screen saver. If you're not into CD-ROMs and books are more your speed, try "Ultimate Mustang" by Patrick Covert and William Bozgan. This would be a good book for any Mustanger.

There is one more site dealing with Mustang gifts that you have to know about. It's called www.mysite4u.com/mustmem.htm. If you have a little enthusiast in your house who always wants to drive your Mustang but is about 12 years below the legal driving age, then check out this site. They sell Mustang toys one of which is a miniature pedal car. These are too cool. The list price on the site is \$55 for one, but I think they sell them for \$40 each. I may get one myself. It's too bad I'm too big to ride it. There are also Mustang models you can buy. These would be a nice addition to any enthusiast's home or office. I may have to add some more to the collection of 1/18" die casts in my office.

Finally, there's a site that you should definitely check out. The URL is <http://home.pon.net/hunnicut/history.htm>. The cartoon on the home page of this site is very funny (unless you like Chevys). Trust me — take a look and you'll see. This site gives a history on Mustang performance and it also has some other links that are very informative:

- Some of the competitions for the first Mustang Shelbys, Bosses, and Cobra Jets
- Late Model Mustang vs. Camaro HP Comparison
- A short history of the Mustang OHV V8s.

These are some of the links. I think this site is fantastic. In fact, if I had to rate it on a scale of 1 - 4 Ponies, I'd give it 4 Ponies. There is another link on this site called Auto-Related Humor. If you want to get a good laugh, click on it. Probably the best part of this link is the "You Are What You Drive" matrix. The matrix lists many cars and what the car says about the person driving it. You have to have a sense of humor about it. Let's just say that some of the jokes aren't politically correct and leave it at that. I think this site offers a lot of valuable information for those who are interested in learning more about Mustangs (I bet most of you know the majority of the stuff

Team Mustang

already though). In any case, it's a fun site that deserves a look when you have the time.

Well, our cyber surfboards are starting to get warped from all this surfing. There are many sites out there that you can explore and have fun with. I hope the ones we've pointed out interest most of you. Trust us when we say, it's not easy finding the really good sites. The last one I mentioned above took some digging to find. Roger Hayden and I need a break from surfing (and we need to wax our boards), so we may look for more sites sometime in the future. Until then, have fun with the web sites!

Now, let's get to your questions.

Q. I have a 1998 GT that was ordered with an optional stripe package that was available at the time. The salesman did not have pictures or descriptions, but I decided to order it any way. I have only seen two other GTs in the Midwest with this package. Can you tell me how long it was offered and about how many cars were made with this package? A friend who owns a Boss 302 thought it was cool.

A. The stripe was part of a GT appearance package that was only available in the 1998 model year. Unfortunately, trying to pull the data for that model year is extremely difficult. Everyone is resource constrained right now, and we have to prioritize our workload. I will say that, typically, a GT feature car is around 4% - 6% of total Mustang volume (which was probably around 160,000 units at that time.) We know from dealers that several customers removed the stripe using a hair dryer, so the number of vehicles with the stripe is less than the number that received the appearance package.

Q. I currently own a 2000 GT convertible and bought it used with 3,800 miles on it. The car has a manual transmission and ever since I bought it the throw-out bearing has been making a whistling noise. The noise is intermittent and comes and goes with no rhyme or reason. The noise only happens when the car is in gear at speed and I can make it go away by just putting my foot on the clutch without pressing in. I got tired of the noise and took it to my local Ford dealer when the car had 8,500 miles on it. They acknowledged that it was making a noise but said that Ford was "working on a fix" and that I should wait to have it replaced. I wasn't very happy with this response, but I obliged.

Now eight months later, and with the odometer reading 20,000 miles, I am still hearing the noise. I took it in just this week to the Ford dealership and was told the same thing. I'm not sure that I appreciate this type of response. I have a car under warranty that I have a problem with and am being told that they don't know how to fix it. To make matters worse, I have heard from at least a dozen other owners of five-speed GTs who say they have had throw-out bearing noise. In addition to that, I previously owned a '96 GT convertible that had had the clutch replaced three times under warranty before I bought the car with 31,000 miles. Please tell me that Ford can fix this problem!

A. The major cause of this noise is variation in the clutch cover finger height. Also, lower measure looser throw-out bearings and/or clutch levers are a factor. Have your dealer replace the clutch cover (and certify the clutch cover finger height) and replace the throw-out bearings with new ones. That should solve your problem.

Q. I have just returned from visiting the NAIAS (North American International Auto Show). It opened for the public January 12th in Detroit, which apparently was too late to see and talk to anyone from Ford management. There were UAW workers from the respective factories where each vehicle was assembled, but no knowledgeable people to talk to about Ford's plans for the future. The green GT convertible on display was crawling with potential customers, but no one was nearby to answer questions about it.

A. I attended the Detroit Auto Show also. We have teamed with the UAW for many years at the show. The people who work the stand do get briefed about products, but their main purpose is to emphasize the commitment of Ford Motor Company to quality and teamwork. We had brochures available that contained specific product information so we did not foresee a need to have product experts. However, even if we had product experts on hand, they would have been told not to discuss future products. This is company policy.

Q. There seems to be a hiatus on SVT creations. No Cobra, Focus, or Lightning. Can you tell me the reason for this? Are the GT 40 and other SVT projects going to take manpower away from Mustang

Team Mustang

development? I sure hope all of Bill Ford's other cuts don't put a dent in the Mustang.

A. Please understand that the company is going through a tough time right now. Incentives are way up as well as our costs. No part of the company is immune including Mustang and SVT. The fact that we are taking action to reduce expenses does not necessarily mean customers will see any reduction in the pace of new introductions. In the case of SVT, we have the 2002 SVT Focus and the 2003 SVT Cobra. For Mustang, we have several product enhancements in the chute this year — the most exciting of which is the 2003 Mach 1.

MCA member comment—

I am continually hearing and reading comments about putting an automatic transmission in the

Cobra. One of these complainers went as far as to say that if Ford couldn't build a car to please everyone, they shouldn't build it at all! Keep the Cobra as it is with a manual transmission only. My compliments to Ford Motor Company for building a single special car. It is elegant just the way it is.

Thanks! (from Team Mustang)

Thanks for your interest. Please send your questions for next month to:

Team Mustang
c/o Mustang Times
3588 Highway 138, PMB 365
Stockbridge, GA 30281
or
mcatimes@bellsouth.net.

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Buried But Not Forgotten

*story & photos by
Brian & Gary Bodnarchuk*

In June of 2000, my dad and I became interested in muscle cars. At the time we were restoring a 1950 truck and weren't ready to start on anything else. However, we kept our eyes open just in case we stumbled across something. One day, while out driving around, we came across this very awesome looking car. Neither one of us knew what it was, but we were determined to find out.

At a local bookstore, we stood in the automotive aisle looking through muscle car books for about an hour until we finally found the right car. We learned that our discovery was a 1969 Mustang SportsRoof. We both fell in love with it.

My dad talked with the car owner, but the gentleman said he wasn't interested in selling. Undaunted, we waited a few weeks and asked again. This time the man said that he had planned on restoring it but just couldn't find the time or money to do it. Now he would consider selling it to us for \$400. This seemed to be a reasonable price since we knew nothing

about the car plus it was sunk in about a foot of mud and gravel, and was covered in rust.

We bought a car!

We dug the car out, put tires on it and had it delivered to our house. Our project started a couple of days later.

Wanting to do a ground-up restoration, we completely and took it to be acid dipped which eliminated all evidence of rust. A local welding expert handled the installation of new sheet metal pieces such as floor pans, rear quarter panels, new taillight panel, and some miscellaneous spots that had rusted out.

Once the body was done, we put in the rear axle and took the car to SEMO Classic Mustang in Cape Girardeau, Missouri, where they installed the suspension, power steering, and power brakes. The original 302 2V had been restored at a local machine shop and was ready for installation when the car returned from SEMO.





In the beginning — a \$400 platform.

After the engine was in, we started work on the interior. We put the lower and upper dashes in, the instrument panel, and retaped and reinstalled the wiring harness. The interior from a 1969 Grande was used since we wanted a deluxe woodgrain cockpit.

We sanded the entire car, piece by piece, until it was as smooth as glass. For the exterior color, we chose Acapulco Blue and were amazed at

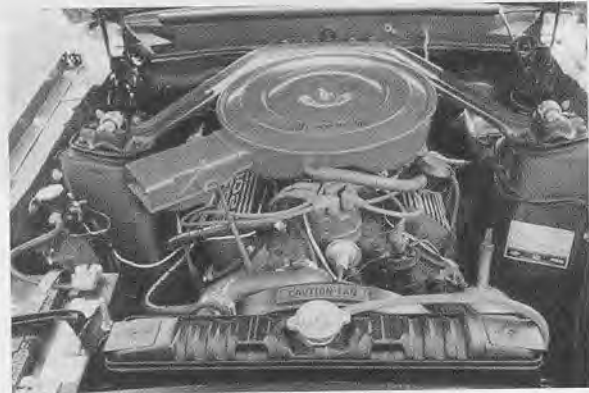
how good it looked. Then dad and I finished putting in the carpet, seats, radio and all interior lights, followed by the headlights, taillights and all chrome pieces. A new exhaust system was installed. Finally it was time to start the engine. It fired right

up but was overheating. Luckily this just turned out to be a case of air in the water lines.

As of this writing the only things left to do are putting the doors together and installing a headliner. We plan to take the pony back to SEMO for this final phase of our father/son project.

We've worked on it for about a year and half and never imagined that it would turn out like this.

I'm 14 years old and will be driving it when I get my license. MT





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1:00 pm to 5:00 pm Early Registration and Tech Inspection

Friday, June 28, 2002
8:00 am to 5:00 pm Registration and Tech Inspection
8:00 am to 5:00 pm Vendor Set Up
5:00 pm to 7:00 pm Hospitality welcome

Saturday, June 29, 2002
7:00 am to 12:00 pm Registration and Tech Inspection
10:00am Judges' Meeting
12:00pm to 6:00 pm Judging
7:00 pm to 11:00 pm Banquet/Dance
(6:30 to 7:00 Cash Bar / 7:30 to 9:00 Dinner / 9:00 to 11:00 Entertainment)

Sunday, June 30, 2002
8:00am to 1:00 pm Show and Judging
1:00pm to 3:00 pm Show and Awards

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Additional Information: Chairman: Joseph Tashjian 703-256-7373 Registration: Patricia Porter 703-590-4512
Judging: Richard Porter 703-590-4512 Vendor Contact: Patricia Porter 703-590-4512

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MCA Number: _____ Exp. Date ____/____/____ Phone: (____) _____

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Color _____ Mileage _____ (Need Trailer Parking?) Y/N _____

(Help Judge Y/N) _____ Certified _____ Gold _____

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Please Check One:

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Retired _____
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Modified _____

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Signature X _____

Date: _____



Limited Edition 600

*story by Teresa T. Vickery
photos & graphics courtesy
Don Hughmanick*

Although Mustang is rapidly approaching its 40th birthday, the history of America's favorite pony car continues to unfold.

As more and more research is undertaken, and more records are unearthed, enthusiasts are learning that Mustang has a multi-faceted personality.

In 1980, Don Hughmanick, currently of Sinking Spring, Pennsylvania, was a 16-year-old on a mission. An increasingly busy schedule necessitated the purchase of a car for travel to and from work. Eventually his parents realized the gravity of the situation and agreed to the purchase of a vehicle. The teenager was interested in a Pontiac

Firebird, but contact with a local auto broker yielded a six-cylinder Mustang instead. The 1969 SportsRoof had a busted side quarter glass, a very poor dark green paint job, and only 64,000 miles on the odometer. Priced at \$700, it seemed a reasonable deal. Don's dad became involved in the transaction, determined that there were additional problems with the vehicle, and negotiated a better deal. Don acquired his first car.

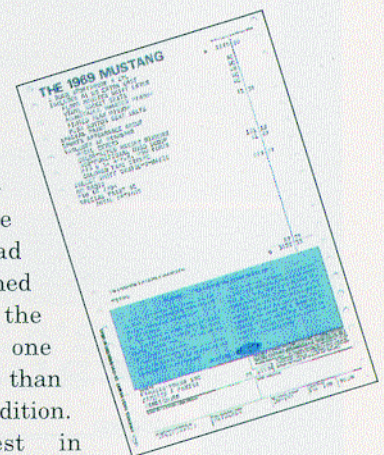
A minor accident damaged the front end of the pony, and of course, Don wanted to repair it. He had long noticed the outline of a decal on the passenger side fender but hadn't taken the time to check it out. Since there was now a need for repair work, this seemed a good time to find out what was hiding under the paint.

No paint code was listed on the data plate, but there was evidence of an orange colored paint in the trunk. Don decided to sand down a portion of the passenger side fender and discovered a round decal with the wording Limited Edition 600.

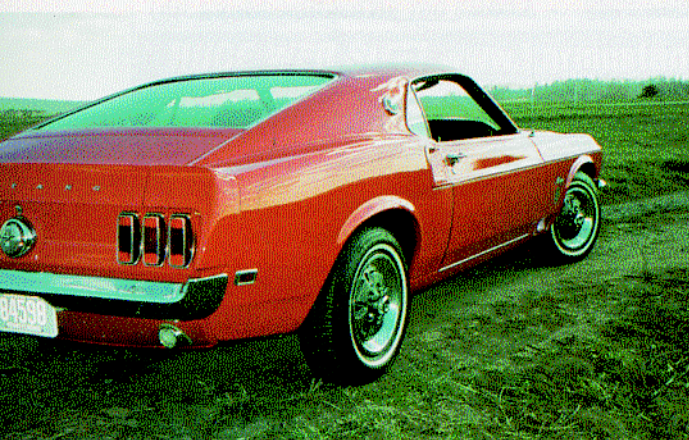
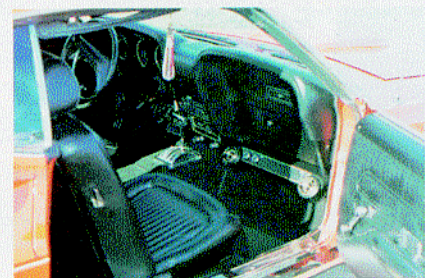
The decal on the driver side fender had been scratched off and the remaining one was in less than perfect condition.

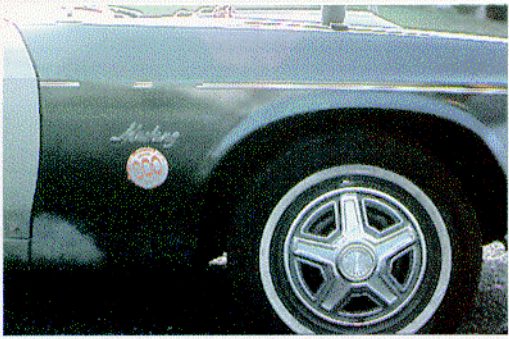
An interest in graphic arts made it possible, however, for Don to reproduce the unusual sticker. The exterior was repainted to match the color found in the trunk.

A letter to the Philadelphia District Sales Office for Ford Motor Company in 1982 yielded the first bit of information for this puzzle. Additional research was put on hold as Don made his way into the world of



Note the unusual Ford passenger-side underdash AC unit installed by the current owner.





Here's what was hiding under "an ugly green paint job."

college and life in general. Eventually the Mustang was parked in 1989.

The acquisition of a new house provided a much needed work area where time could be spent investigating and refurbishing the SportsRoof.

Word that production information was available from Kevin Marti of Marti Auto Works reached Don. With his interest piqued, Don took the initial material obtained from Kevin and ran with it. Fastidious searches through libraries resulted in original newspaper ads which subsequently lead to phone calls, interviews, and additional information.

The Limited Edition 600 Mustang was used by the Philadelphia sales district as a special promotion in May 1969. Their goal was to sell 600 of these vehicles, however only 503 were produced.

Two colors were available, Flower Power Red (1965 Poppy Red) and Groovy Green (1956 Mercury Grove Green). It's interesting to note that in advertising, the color names vary from Roaring Red and Ribald Red to Flower Power Red; and Go-Go Green to Groovy Green.

radio, full wheel covers, whitewall tires, tape stripes, the unique Limited Edition 600 fender decal, and a white/gold/white stripe that followed the body line starting at the headlight bucket. Some of the hardtops received a vinyl roof and it is believed that at least one Mach 1 version was built. The 351 2V was the largest engine available, but most were powered by a six-cylinder version of Ford's engineering.



The build dates for the "600" are either 21D (April 21) or 22D (April 22) with all manufactured at the Metuchen, New Jersey, plant. Many of the 503 units were delivered to Morgan Ford (now Medford Ford) in Medford, New Jersey, for prepping and installation of the special fender decal.

A helicopter, horses, western duds, and a dude ranch were used in a very special introduction of these vehicles to area dealers. The Philadelphia promotion coincided with Ford's national "Mustang Stampede" promotion.

Although Don has been unable to determine an exact breakdown between the red and green colors, it is believed that approximately 15%

20% were clad in green. Research has revealed that 87 red cars were ordered in off-standard equipment order 2784. Don says that all 600s have a DSO code of 16 along with one



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(Color me groovy green)

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(Color me flower power red)

Save now on two custom color units. Only 600 of these specially equipped Mustangs in the whole country—and they're all in this area. And you save \$116* before you even start to deal... at your Ford Dealer's Mustang Stampede.

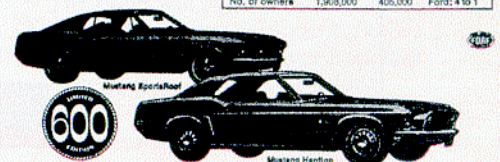
Your Local Ford Dealer Has a Better Idea and a Better Deal for YOU!

Mustang socks it to Camaro, again!

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Go Go Green and Ribald Red. Mustang Stampede on now.

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FEATURES	MUSTANG	CAMARO	COMMENTS
Length	187.4 in.	186.0 in.	Ford wins
Headroom	37.4 in.	37.1 in.	Chevy loses
No. of models	Five	Two	More choice
Fuel tank	20 gal.	18 gal.	More convenience
V-8 size	302-428	307-398	More cubes
No. of owners	1,908,000	405,000	Ford: 4 to 1



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of the following numbers — 2783, 2784, 2785, 2786, 2787, or 2788.

Numerous hours were spent scouring for information on this particular limited edition, but the effort ultimately helped Don return his car to its original status. Along the way he added the hood pins and an unusual Ford underdash AC unit. Both front seat covers were replaced along with the dash pad. All aspects of the restoration were handled by the owner with the exception of the exterior repaint which was undertaken by Stetz Autobody.

As might be expected, whenever Don shows the car (which has successfully competed in several events), he is asked numerous questions. With information in hand, he is always ready to share the fruits of his extensive labor.

For additional information and photos, please visit Don's web site at <http://pages.prodigy.net/d.huhgmanick/ltd600.html>.

MT



This photo, dated April 26, 1969, reveals quite a collection of Limited Edition 600s awaiting attention at Morgan Ford (now Medford Ford), in Medford, New Jersey. (Photo courtesy of Bob Morgan, former owner of Morgan Ford.)

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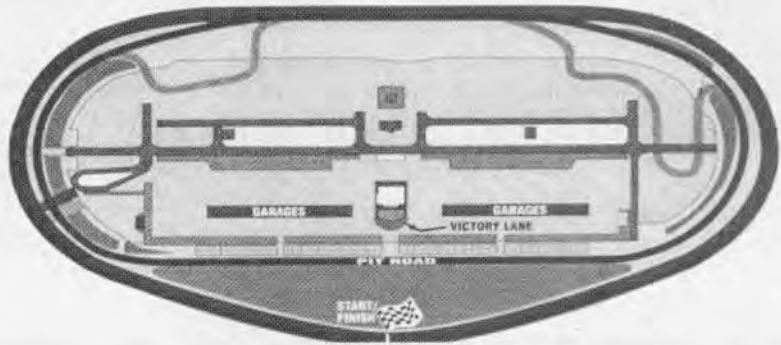
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Registration Deadline May 15, 2002

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 E-Mail: _____ Year: _____ Make: _____ Fax: () _____
 Model: _____ Color: _____

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 (10' x 20' each)

TOTAL (\$ U.S.) \$ _____

NOTE: * The event will be held rain or shine.
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 * Confirmations and Driver Packages will be mailed by May 15, 2002.

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Drive Bev

story & photos by Bob Shumaker

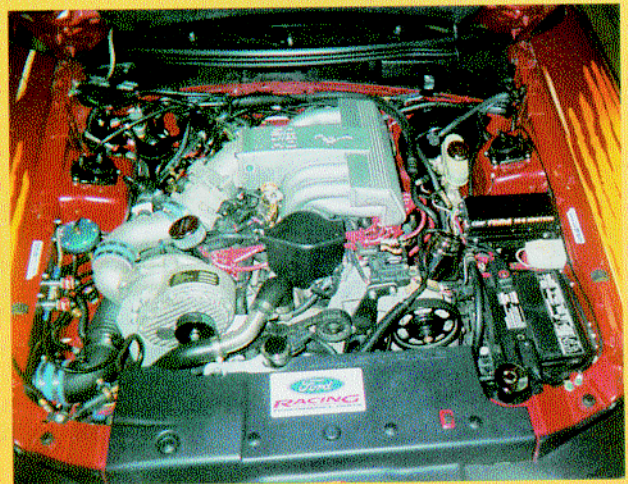
Back in the early '70s, I was a pretty serious drag racer but eventually retired due to family responsibilities. For 20 years, cars really didn't get my attention. While shopping for a pickup truck four and 1/2 years ago, I found a super clean Laser Red 1995 GT. I had no idea about the Mustang craze, but the salesman I dealt with was also from my generation and explained that the 5.0 Mustangs were comparable to the muscle cars of the '60s that I grew up with. After a 135 mph test drive, it was mine. Three days later, on my way home from work, a jerk in a Chevy Cavalier ran a stop sign right in front of me — both cars were totaled. It took three months, but I actually found another Laser Red GT, nicer than the first.

After subscribing to *5.0* and *Muscle Mustangs and Fast Fords* magazines, I discovered the car show scene and entered a couple of events. Then the "more power" thing happened. I've always been a do-it-yourself person and I was in awe of all those hoses, sensors, and the terminology, but decided I could do it. One Saturday morning, I sat down with a list and ordered \$10,000 worth of parts. Supercharger, heads, intake, fuel injectors, throttle body, headers, exhaust, shifter, gears, tires, wheels, etc. — everything I needed to go fast and look good doing it. In March 1999, I took my big pile of parts and dove in with the project completed in May. But it still needed something.

The original idea for the airbrush artwork on the hood was a stampede of Mustangs, that is, until my wife

saw the Flaming Pony poster in the Ford merchandise catalog and we decided it was perfect.

Information from a friend indicated that a young lady in Auburn, Indiana, by the name of Tiffany Lesser was very good. I took the car to her at Sunshine Design along with the poster. Even at 8 1/2 months pregnant, she had the car done in days. Tiffany's dad, Jack Cook who owns Cook's Body Shop, and Tiffany have their shops on the same premises. Jack owns several Chevy show cars and



zers eware



turns out super paint jobs. Tiffany did the layout and air-brush while Jack handled the rest

black paint job with no orange peel. He completely stripped the car and painted it. The work is flawless.

The Cobra needed to be different from a GT and especially different from the other Cobras at shows. After deciding what I wanted, a call was placed to Tiffany in late August. She and her husband had decided that she

of the paint and clearcoat. In July 2001, I took the car back to Tiffany with some pictures and color ideas for the "splash" flames along with the chin spoiler and told her the rest was up to her. The end result speaks for itself.

As of this writing, I have the GT, dubbed Code Red, torn apart awaiting the installation of a Lunati cam and a different supercharger. Plans include beefing up the suspension for better traction.

The 1994 Cobra joined our corral in September 2000 after the completion of a 1,000 square foot building. My intentions were to build a drag car. It sat in the garage over the winter during which time I came to my senses and realized I was too old to campaign and maintain a drag car, plus my work schedule just wouldn't allow it. So in June, I jacked it up and 10 bottles of Pro 409 and several brushes later, every inch of the underside was spotless.

Headers, a new exhaust system, and a cold air kit were installed and the interior and engine compartment were cleaned up.

I met Mike Federspiel, owner of Mike's Body Shop in Roanoke, Indiana, at a car show. Mike's dad, whom I've known for years, told me that Mike was a good painter. The Cobra went to him last July with a request for a shiny



(reluctantly) would be a stay-at-home mom. Tiffany and her husband just didn't understand that no one else was going to do the Cobra for me. I finally got my point across (I think her dad helped me) and I took the Cobra to her the first week in September. There had to be flames, but



not the usual flames. This had to look like fire, real fire, complete with melting metal, etc. Plus I wanted a big Cobra head on the underside of the Cervini Cobra R hood. The amazing job she did possibly made her husband see the error in his judgement and he has since agreed to let her continue working part-time. My wife, Sharon, drove the Cobra to the MCA 25th Anniversary event and, based on the comments we received and the fact that Mustang Monthly did a photo shoot for a feature article, I'd say Tiffany did a pretty good job.

Sharon drives the Cobra to shows, so I'm going to leave it mostly stock (trust me, she doesn't need any more horsepower). However, since I'm installing a new supercharger on Code Red, the old one will go on the

Cobra. No point in leaving a perfectly good supercharger lying around.

We attend shows primarily in Indiana and Michigan; however, we currently have plans to attend an event in Pigeon Forge, Tennessee, in October. The cars are driven to shows and in local parades, and except for the occasional need-for-speed blast around town, they sit in the garage. I ran the GT at MCA's event at Atlanta Dragway, but all I really accomplished was smoking the tires, hence the suspension upgrades. Next summer I'll run it a couple of times in order to answer the question I'm always asked, "What does it do in the quarter mile?"

These two Mustangs have changed our lives dramatically. We both worked, our kids were grown,

and except for babysitting the grandchildren occasionally, our lives were pretty dull, if not boring. After buying and building the GT, I met a young man named Jerod Snover. We started talking about forming a club and the Crazy Horse Mustang Club was started with Sharon and I and a bunch of kids. It has since grown to 25 members of all ages. Plans for our second annual show this September are underway. Our lives are anything but boring thanks to the Mustangs.

One word of caution to all the guys out there. If you should happen to pull up alongside a little gray-haired lady driving a black Cobra that looks as if it's on fire, you might want to think twice before getting frisky with her. She might just blow your doors off!

MT

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The Roush Touch

story by Teresa T. Vickery

photos by VTC & Co.

Most any conversation amongst Mustang enthusiasts will include a rundown of who owned what models during which years. There are those of us who enjoy lengthy ownership of only a few models, while others tend to partake of the wonderful variety that Mustang offers on a regular basis. Kentucky resident John Rosson might very well count himself among the latter.

The purchase of a 1989 GT in April 1990 got the wheel rolling for John. It seems that during that summer, the good looks of the GT caught the attention of a special lady named Christine. By the time college sessions started that fall, John had already worked out his plan to make the six-hour round-trip drive to visit Christine each weekend.

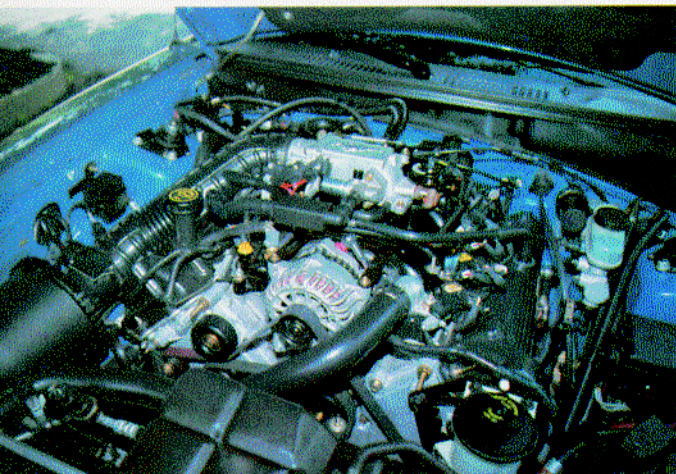
Quickly accumulating numerous miles, John opted to trade the Mustang for a 1991 Thunderbird. By the time Christine graduated in 1992, the 'Bird had accumulated its own claim to mileage fame. Missing the fun-factor that only Mustang can offer, the young couple purchased a brand new 1993 5.0 LX hardtop clad in Calypso Green. "We took this one off the lot before they even had a chance to remove the

transport stickers," John relates. Marriage in October carried the condition that John hold on to the hardtop until the title was in the couple's possession.

In March 1996, the trend of selling and buying on a regular basis once again became the norm — that is until John spotted this beautiful 2000 Bright Atlantic Blue Stage II Roush at a dealership. As a member of the Falls City Mustang Club, he had become acquainted with the Roush Mustang phenomenon when a fellow club member purchased a 1998 model.

"Because I had traded cars so many times, my wife wouldn't even go to the dealership to look at it because she knew how I was with cars. However, after a week of pouting and not talking, she finally gave in and went to see it." The blue beauty ultimately found a new home, but only after a couple of trips to the dealership to work out a suitable transaction.

The name of Jack Roush is well known within the racing community.





However, it has taken some time for the name to be directly associated with Mustang.

Working behind the scenes for Detroit's automakers in the world of engineering, Roush was well versed in what was necessary to achieve a performance edge. So in 1994, Roush Industries broadened their horizons with the development of the Roush

Performance Products division. The initial offering to enthusiasts consisted of trunk tool kits and upper intake manifolds. Word quickly spread that the expertise that made Jack Roush famous had found its way into the Mustang world. Requests for Roush-prepared ponies was nearly immediate.

The 5.0 liter GT was the first platform used in the Roush Mustang family. The first Stage III version (a 1994 GT) was built by Roush Industries in April of 1995. A total of 17 Stage III Mustangs were built in 1995 by Roush Performance Products.

When the 5.0 was replaced in 1996 by the 4.6L engine, the aftermarket performance world had few offerings. Roush was no exception finding no suitable way to produce a Stage III Mustang. However interest and demand for the vehicles continued to increase bringing about different "packages" for enthusiasts.

The original groupings were named Starter (which was renamed Sport in 1997), Stage I, and Stage II. Each level was built upon the previous giving potential buyers the opportunity to find a combination that fit



their lifestyle.

Expedition and the F-150 pickup were also later added to the Roush vehicle lineup.

The Stage II (or Stage 2, depending on which brochure you peruse) shown here is an excellent example of Roush handiwork.

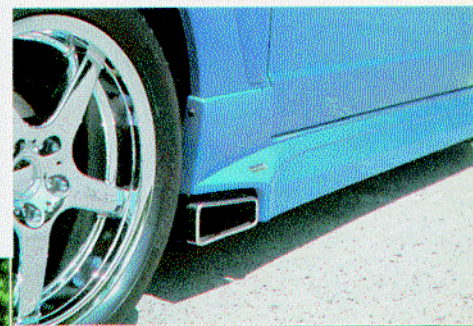
Outside, the already sleek Mustang appearance is enhanced by side skirts, unique front fascia, rear valance, side-exiting exhaust featuring handcrafted stainless steel exhaust tips, a rear wing, chrome 18 x 9 five-spoke wheels wrapped with BFGoodrich rubber, Roush windshield banner, and quarter glass "Jack Roush Edition" lettering.

The gray leather cockpit, complementing the gleaming blue exterior hue, is accented with Roush Billet pedals and floor mats.

Goodies hiding under the skin include a special Stage II suspension which features front and rear valves shocks, front and rear springs, rear lower control arms, front and rear sway bars, etc. And, of course, there is the trademark trunk tool kit that no self-respecting Roush Mustang would be caught without.

"When mention was made of the Bullitt Mustang, I looked at it, but after seeing one up close, I'm glad I decided on the pretty blue Roush. Of course I've promised to keep this one, but just to be on the safe side, we've started out with a lease!"

MT



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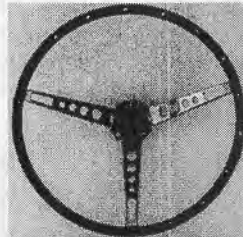
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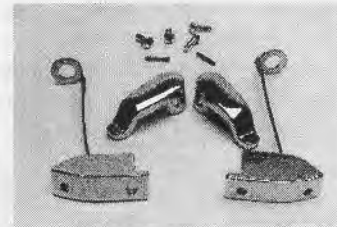


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'73 Sprint?

story & photos
by Jorge Savignon

Gossip says that for 1973, Ford Mexico had many cars on the assembly line that might prove to be very difficult to sell since the completely restyled and downsized 1974 Mustang II was already in production. Mexican engineers and production staff came up with a very clever solution to the problem — make a 1973 1/2 version of the Mach 1 and market it as the 1973 1/2 Mustang Sprint.

As you can see from the photos, these cars are very different from the 1972 U.S. model.

Four different color schemes were available: brown and white; green and white; baby blue and white; and red and white. The urethane front bumper, roof, hood (with non-functional air scoops) top of front fenders and top of the doors are in color. The front fenders, door, quarter panels, and trunk are white. A very large Mach 1 decal is positioned on the rear quarter in lieu of the flag that appears on the U.S. version, plus the front fender Mach 1 decal is dropped replaced by the Mustang script emblem. The Mach 1 designation appears in decal form on the right-hand side of the trunk. These decals are the same color as the body.

All versions are equipped with the 351 Windsor engine and a Holley four-barrel carburetor. A very simple air filter housing, painted either blue or gold and possibly carried over from earlier models is used. This configuration features one hose connected to an anti-smog device located behind the right front fender. (In Mexico, emission control was almost nonexistent in those years.) Transmission

choices were either a four-speed manual with a Hurst shifter, or an automatic.

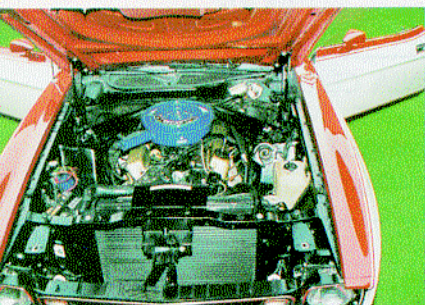
Nearly all of these cars came with no heater, defroster, or air conditioner in an attempt to make them as sporty and affordable as possible.

The unique interior matches the exterior color scheme. The seats feature the body color in the center surrounded by white vinyl on the sides accented by color-keyed carpeting. The instrument panel includes a tachometer to the left, fuel gauge in the center, and speedometer to the right of the steering column. Oil pressure, alternator, and water temperature gauges are located at the center instrument panel facing the driver. A three-spoke Rim-blow steering wheel, console, and AM radio are standard equipment.



A plaid rubber mat is used in the trunk along with a Space Saver spare. A 1971 pop-open style gas cap adorns the rear. In keeping with the affordability aspect, hub-caps and trim rings were used rather than '73-styled slotted mag wheels.

MT



Sacramento Area Mustang Club Hosts Mustangs & Fords in the Park V



The Sacramento Area Mustang Club hosted its annual charity car show on August 25, 2001, at Hagan Park in Rancho Cordova, California. A total of 118 Mustangs and Fords were entered. Those who entered their car in the show were given a judging ballot and asked to vote for the best Mustang or Ford/Mercury in class as well as Best of Show Mustang and Best of Show Ford/Mercury. There were cars entered in 17 of the 18 judged classes.

All entrants received a dash plaque and goody bag. Lunch was provided for all in attendance, and '50s and '60s music was provided by a disc jockey. Many raffle prizes were given out which were donated by businesses, organizations, and individuals. Tickets were sold

throughout the day for not only the raffle prizes, but also a 50/50 raffle. The Club donated over \$1,000 to the American Cancer Society and the Sacramento SPCA.

Over 40 awards were given out from 1st through 3rd place in each class including the two best of show awards. Several Sacramento Area Mustang Club members picked up awards in the eight judged Mustang classes.

Thanks to all members who volunteered their time to make this show a success. For more information on the Sacramento Area Mustang Club, visit www.geocities.com/sacmustang.

Submitted by Mike Hess for the Sacramento Area Mustang Club.

Garden State Region Mustang Club Hosts 12th Annual Fords at Trebour



The Garden State Region Mustang Club held the 12th Annual Fords at Trebour Show at Jack Trebour Ford in Randolph, New Jersey, on September 16, 2001. In the wake of the disaster of the World Trade Center in New York, the officers and board decided to follow the recommendation of the mayor to "try to get back to normal" and let the show go on. Our hearts go out to all the victims of the September 11th attacks and their families.

The weather was perfect all weekend with temperatures in the mid 70s and not a cloud in the sky. As a result, we had a very large turnout of 180 cars. Our regular DJ, Silken Sounds arrived early to entertain us for the day.

On display in front of the dealership were 11 AACA/MCA Senior cars. A total of 19 classes of Ford-powered vehicles were judged. Kerry DeLong presented the Dealer's Choice Award to Ken Miller for his 1940 Ford. Best of Show was presented to Gene Kane for his 1991 GT Mustang.

Throughout the day, there were product raffles and donations collected for the M.D.A. By 4 p.m., the GSRMC had presented our M.D.A. representative, Betty Rutan, with a check for \$844 for spectator donations which brought her total collection for the day to \$2,027. As always, a portion of the proceeds from the show were given to M.D.A. at our annual dinner.

The awards presentation started with a moment of silent prayer for the victims of the September 11th tragedy and their families, followed by the playing of "America the Beautiful". Two valuable door prize donations were auctioned to benefit the relief effort. The GSRMC portion from the 50/50, plus other donations were combined. In total, the GSRMC will donate \$1,000 to the September 11th Fund.

Submitted by Wendy Bradshaw for the Garden State Region Mustang Club.

Regional Events



National Capital Region Mustang Club Hosts 2nd Annual All Ford Show

It was the first day of autumn, September 22, 2001, and the sun was shining with temperatures in the low 80s as 140 Ford and Ford-powered vehicles arrived at the parking lot of the Spotsylvania Mall in Fredricksburg, Virginia. Although it had only been 11 days since the tragic events occurred at the nearby Pentagon, spirits were high and the assortment of pristine vehicles vast. The National Capital Region Mustang Club was pleased to be back at Spotsylvania Mall just off Interstate 95, with space to field over 300 cars. The temperature was certainly more pleasant than the near 100-degree heat of the June 2000 show.

Returning this year were the Delmarva Cougar Club and the Falcon club. The Fairlane club also joined the gathering and was well represented. Spotsylvania Mall and Purvis Ford of Fredricksburg again sponsored the show which was open to all Ford vehicles and Ford-powered vehicles which ranged from a 1931 Model A Ford to four 2001 Bullitt Mustangs. A total of 80 Mustangs representing every generation was on display including four Boss 302s, Mach 1s from 1969 through 1973, two Mustang IIs, and a very unique 1966 convertible with a rumble seat in the trunk pulling a trailer made from the rear deck of another 1966 Mustang. Shelby Mustangs were also featured with three GT-500s from 1968 and two GT-350s from 1969. Not to be left out, the Saleen Mustangs were represented by a 1990 coupe, a 1993 coupe, and a 1998 convertible.

The Cougar club displayed 16 Cougars ranging mostly from 1967 to 1973 along with one 1990 version. The Fairlane club was also well represented with 14 Fairlanes and Torinos including three Torino GTs. The Falcon club brought five cars including three Sprints. Even though



their numbers were small, the quality of the cars was first class. The show also included three Thunderbirds all in perfect condition. What would any Ford show be without Shelby Cobras? Representing this group were four Cobras from 1967, three of them white with only their stripes different (one brown, one black, and one blue) and of course, one blue Cobra with white stripes. Rounding out the field were a 1972 Maverick, a 1954 Ford Club Coupe, a 1965 Econoline pickup truck, a couple of street rods, and a couple of F-150 pick up trucks.

The well organized show featured a disc jockey, several vendor booths, and a food concession sponsored by the Knights of Columbus. During the show, numerous door prizes were given out and a 50/50 raffle was conducted. The National Capital Region Mustang Club decided to donate its half of the 50/50 raffle to the American Red Cross and the Soldier's Welfare Fund in support of the victims of the terrorists attacks. Likewise, the Knights of Columbus donated the proceeds of their food concession to these same two charities. In the same spirit, the winner of the 50/50 drawing added his half of the raffle to the Club's half making for a very generous donation.

Right on schedule, awards were presented at 4 p.m. More than 20 classes received awards. For the Mustangs, gold, silver, and bronze trophies were presented in the concours classes, while all remaining classes, both street Mustangs and other vehicles, received 1st, 2nd, and 3rd place trophies. This year the NCRMC decided to present a club participation trophy to the club bringing the most vehicles to the show. This award went to the Delmarva Cougar Club with their 16 vehicles. Again the Spotsylvania Mall manager was on hand to present the Mall Manager's Award, this year going to a beautiful red 1968 Shelby owned by Ken Rogers. Purvis Ford, who displayed two 2001 Mustangs, presented the Purvis Ford Choice Award to an immaculate 1966 Fairlane GT owned by Brian Murphy.

The show was a tremendous success and grew significantly from the 2000 event. The National Capital Region Mustang Club is looking forward to this annual event growing each year until the parking lot is full!

Submitted by Peter W. Pandolfi for the National Capital Region Mustang Club.

Ozarks Regional Mustang Club Hosts 8th Annual Mustang & Open Car Show



On October 7, 2001, the Ozarks Regional Mustang Club hosted its 8th Annual Mustang & Open Car Show. The show was held in conjunction with the Harrison, Arkansas, Annual Harvest Homecoming on the historical downtown square.

The weekend was beautiful with fair skies and mild temperatures.

The festivities started Saturday evening with a hospitality meal at the Days Inn in Harrison. This was a great opportunity to chow down and visit with old and new friends. The show site on the square the next morning gave participants the opportunity to visit the many and varied craft and food booths that were set up on the square. Activities included games for children with gospel and contemporary music for all.

There were 115 vehicles in 39 classes in attendance at the show. Vehicles ranged from a 1923 Model T Ford on up to two brand new Bullitt GT Mustangs. Presented in each class were 1st, 2nd, and 3rd place awards. Trophies and cash prizes were also awarded for Best of Show Car, Truck, Mustang, and Judges Choice.

The tremendous turnout from a four-state area allowed the ORM to continue funding for an automotive scholar-

ship at our local college, North Arkansas College, as well as helping to bring Christmas gifts to needy families in the area.

If you weren't here in 2001, you missed a great time and we urge you to make plans to attend the 2002 show during the same weekend in October.

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



The 2002 show season will soon be in high gear around the country.

Introduce fellow enthusiasts across the to your regional club and activities by way of an article in our Regional Events section. These pages may be used to highlight a show, driving or track event, holiday related activities, or simply as a way to let MCA members become better acquainted with your club and location.

Articles that do not include photos may now be e-mailed to mcatimes@bellsouth.net. Articles which include photos should be mailed via the postal service to MCA National Headquarters.

Please refer to page 51 of this issue for complete submission information.

These pages are for your club. Take advantage of them!

Announcing **2002 MCA National Events**

March 22-24, 2002

Pensacola, FL
Gulf Coast National Show hosted by the Gulf Coast Regional Mustang Club at University Mall. Hotels: Holiday Inn (host) (850) 474-0100, \$65; Hampton Inn (850) 477-3333, \$61. Banquet Saturday evening; awards presentation Sunday afternoon. Contact Ron Trine at (850) 477-2538, Lark Bragg at (850) 458-5832, or visit www.germc.com.

May 24-26, 2002

Atlanta (Buford), GA
Northeast Georgia National hosted by the Northeast Georgia Mustang Club at Mall of Georgia. Host hotel: Hampton Inn Mall of Georgia (678) 546-1200, \$89. Awards Sunday afternoon. Contact Randy Church at (706) 776-7379 or John Garrett at (404) 697-0030.

June 27-30, 2002

Fairfax, VA
Stars, Stripes, and Stangs hosted by the National Capital Regional Mustang Club at Hyatt Fair Lakes (703) 818-1234, (\$89). Friday evening hospitality, Saturday evening banquet and dance, awards Sunday afternoon. Limited to 350 cars. Contact Joseph Tashjian at (703) 256-7373 or Patricia Porter at (703) 590-4512.

July 12-14, 2002

Youngstown, OH
National Mustang Stampede hosted by the Mahoning Valley Mustangs at Holiday Inn Metroplex (330) 759-0606, (\$75.99). Hospitality Friday night, banquet Saturday night, awards Sunday afternoon. Limited to 375 cars. Contact Joe Horne at (330) 792-1004 or John Hougelman at (330) 448-0215.

2002 Grand National

August 29 - September 1, 2002

Charlotte, NC
Thunder in Carolina hosted by the Carolina Regional Mustang Club at Lowes Motor Speedway. Contact Carol Barker at (704) 542-8093, Pat Suddeth at (704) 455-1232, or Betty O'Neal at (704) 474-5929, www.ponytales.org.

2002 Regional Events

2002 MCA Regional Events at a Glance

March 2	St. Petersburg, FL	May 4-5	Las Vegas, NV
Suncoast Mustang Club	(727) 343-4187	Mustang Club of Las Vegas	(702) 593-9525
March 23	Chandler, AZ	May 5	Chesapeake, VA
Copperstate Mustang Club	(480) 756-3522	Mustang Club of Tidewater	(757) 468-6719
March 30	Oklahoma City, OK	May 5	Roanoke, VA
Oklahoma Mustang Club	(405) 387-4759	Roanoke Valley Regional Mustang Club	(540) 563-4660
April 5-6	Tucson, AZ	May 11	Clarksville, IN
Old Pueblo Mustang Club	(520) 620-1480	Falls City Mustang Club	(812) 283-6543
April 6	Polk City, FL	May 11	Huntsville, AL
Imperial Mustangs of Polk County	(863) 665-2322	Rocket City Mustang Club	(256) 851-7767
April 7	Whidbey Island, WA	May 11	N. Wilkesboro, NC
Island Classic Mustang Club	(360) 384-0273	Gate City Triad Mustang Club	(336) 838-4155
April 20	Oklahoma City, OK	May 11	Silsbee, TX
Oklahoma Mustang Club	(405) 525-9913	Southeast Texas Mustang Club	(409) 755-1470
April 20	Newport News, VA	May 17-18	Wichita, KS
Styling Stangs of Hampton Roads	(757) 988-0989	South Central Kansas Mustang Club	(316) 263-1644
April 20	Corpus Christi, TX	May 18	Oklahoma City, OK
Coastal Bend Mustangs	JCBSHoogendoorn@aol.com	Oklahoma Mustang Club	(405) 722-0913
April 28	Sumter, SC	May 19	Oak Creek, WI
Central South Carolina Mustang Club	(803) 258-3839	Wisconsin Early Mustangers	(262) 567-2622
April 28	Atlanta, GA	May 26	Kimberton, PA
Georgia Regional Mustang Club	(770) 578-1354	Valley Forge Mustang Club	(484) 840-1590
May 4	Augusta, GA	June 1	St. Louis, MO
Central Savannah River Area M.C.	(706) 556-3755	Show-Me Mustang Club	(636) 300-8101
		June 1	Calhoun, GA
		Cherokee Regional Mustang Club	(706) 625-8411

June 2 Wabash Valley Mustang Club	Terre Haute, IN lintornese@earthlink.net
June 8-9 Oklahoma Mustang Club	Perry, Oklahoma (405) 376-4407
June 8-9 West Michigan Mustang Club	Grand Rapids, MI (616) 538-5579
June 22 Pierce County Mustang Club	Tacoma, WA (253) 568-0843
June 22 Gate City Triad Mustang Club	Burlington, NC (336) 275-5590
June 23 Pierce County Mustang Club	Tacoma, WA (253) 568-0843
July 18-21 Mustangs Northwest	Seattle, WA (360) 794-0130
July 20 Old Fort Mustangers	Fort Wayne, IN (219) 486-9074
July 21 Northeastern Ohio Mustang Club	Randolph, OH (330) 376-0915
August 2-3 Texas Panhandle Mustang Club	Amarillo, TX (806) 353-0164
August 3 Mustang Club of Tidewater	Chesapeake, VA (757) 468-6719
August 9-11 North Texas Mustang Club	Ft. Worth, TX (817) 595-6900
August 11 Georgia Regional Mustang Club	Lithia Springs, GA (770) 578-1354
August 11 Central Illinois Mustangers	Decatur, IL (217) 245-4848
August 15-18 Northern Utah Mustang Owners Assoc.	Heber City, UT (801) 269-1364
August 17 Styling Stangs of Hampton Roads	Newport News, VA (757) 988-0989
September 7 Oklahoma Mustang Club	Oklahoma City, OK (405) 376-4407
October 5 Mustang Club of Tidewater	Franklin, VA (757) 468-6719
December 1 Mustang Club of Tidewater	Virginia Beach, VA (757) 468-6719

2002 MCA Regional Events

March 1-2 **Pigeon Forge, TN**
The First Tennessee Regional Club will host the 8th Annual Coming Out of Winter Spring Fling at the Capri Motel in Pigeon Forge. This is a social event and not a car show. For reservations, all Kim McCown at (800) 528-4555 or (865) 453-7147. You must mention the Mustang club to receive the special rate of \$33.17 including tax per double occupancy. Continental breakfast included. Reservations must be made by February 16, 2002. Come on out for a great weekend with a choice of excellent restaurants, entertainment, and shopping outlets. For further information, contact Bob & Margaret Davis at (423) 323-2262.

March 2 **St. Petersburg, FL**
Due to construction at the Pier, this years' Suncoast Mustang Club 15th Annual Mustang-Shelby-Ford Show will be held just

north of the Pier at Vinoy Park which has a beautiful view of Tampa Bay, The Pier, and downtown St. Petersburg along with lots of palm trees, benches, and room for displaying show cars according to class and generation. Mustang classes include Concours, Occasional Driven, Daily Driven, and Modified. All other Ford or Ford-powered vehicles will be judged in a special interest class. Only preregistered cars will be judged. For information contact Bill Dellert (727) 343-4187 (evenings), BDELLERT3@cs.com; Bob Lane (352) 683-7263, egardern@tampabay.rr.com; or Sherman Bliss at Sunstate Mustang Supply, (727) 535-9158.

March 23 **Chandler, AZ**
The Copperstate Mustang Club hosts their Spring Show at the Earnhardt Ford Store, 7300 W. Orchid Lane (north of Ray Road just east of I-10). Participants' choice categories and classes for all years of Mustangs. Registration 7 a.m. - 9 a.m., trophies awarded at end of show. For more information contact (480) 756-3522, e-mail copperstatemustangclub@yahoo.com or visit copperstatemustangclub.com.

March 30 **Oklahoma City, OK**
Oklahoma Mustang Club Open Car Show at El Chico's, North May and Brittain Road. Show hours 8 a.m. - 2 p.m., registration 8 a.m. - 11 a.m. Contact Delane Keef at (405) 387-4759 or dkeef@flash.net.

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	Days Inn Expo Center	Red Roof Inn
	614-299-4300	614-846-8520
	Clarion Hotel	Days Inn North
	614-436-0700	614-885-9696

Event Calendar

April 5-6

Tucson, AZ

Mustang Mania 2002 hosted by the Old Pueblo Mustang Club at Holiday Inn Palo Verde, 4550 South Palo Verde Road. Open to all Ford-powered Mustangs, Shelby and special interest Fords. Activities include Friday evening get-together, and Saturday car show as well as a Mustang toy/model show. Trophies presented for classes broken down by years and bodystyles in judged concours, street, and modified categories based on modified MCA rules along with Participants' Choice and Special Interest Ford. Hotel: Holiday Inn Palo Verde (520) 746-1161; make reservations by March 5, 2002 for special rate. Friendly people, great weather, and awards party with door prizes make this a great show! For additional information, contact Laurie Slawson at (520) 620-1480, aztlan@theriver.com, or Chuck Schnarr at (520) 749-4146, cs351@aol.com. Entry forms available at <http://www.opmc.homestead.com> or Old Pueblo Mustang Club, P.O. Box 44068, Tucson, AZ 85733-4068.

April 6

Polk City, FL

Imperial Mustangs of Polk County present their 5th Annual Mustangs & Mustangs Show. We invite you to take part in the annual celebration of P-51 Mustangs and Ford Mustangs at the Fantasy of Flight Air Museum in Polk City (just north of I-4, Exit 21). Popular vote show and shine event open to all Ford-powered vehicles. For registration information, please contact Pat Rego,

(863) 665-2322 (days), (863) 853-8692 (evenings), FLClassics@aol.com, or Doug McCutcheon, (863) 439-5005.

April 7

Whidbey Island, WA

Island Classic Mustang Club hosts Horsepower At The Harbor at Whidbey Island Ford. For more information visit <http://www.islandclassicmustangclub.com> or phone (360) 384-0273.

April 20

Oklahoma City, OK

Oklahoma Mustang Club 8th Annual Classic Auto Mall Open Car Show, 8801 S. I-35. Show hours 8 a.m. - 4 p.m., registration 8 a.m. - 11 a.m. Contact Dave Duke at (405) 525-9913, or Bob Mollohan at (405) 262-6650 or e-mail dmollo1966@aol.com.

April 20

Newport News, VA

All Ford Car/Truck Show and Swap Meet at Newport News/Williamsburg International Airport. Show sponsored by Styling Stangs of Hampton Roads. Show and vendor information - Mark Falin (757) 988-0989 or Jeff Whitt (804) 693-7864, or visit www.expage.com/fordmustangclub.

April 20

Corpus Christi, TX

The Coastal Bend Mustangs and Ford Club will host its 2002 Spring Car Show at Bob Lacy Ford, 3680 Hwy. 77. Registration fee \$15 per entry. Registration from 8 a.m. - noon; judging starts at noon; trophies awarded at 4 p.m. 1st, 2nd, 3rd place trophies given in each class with a trophy going to Best of Show. For more information, contact Cyndy Hoogendoorn at JCBSHoogendoorn@aol.com. All proceeds benefit the Driscoll Children's Hospital locally.

April 28

Sumter, SC

The Central South Carolina Mustang Club invites you to participate in the Annual Mustang and Ford Show at McLaughlin Ford. Open to all Mustangs, Shelby, Cobras, and special interest Ford cars and trucks. Dash plaques, door prizes, trophies, and more. Modified MCA Street Driven rules, except concours. Proceeds benefit the Ronald McDonald House, Columbia, South Carolina. For more information, contact Dave Phillips at (803) 258-3839, davandlib@att.net or Deborah Brown at (803) 788-6117, brktrcr2@aol.com.

April 28

Atlanta, GA

Georgia Regional Mustang Club's 8th Annual Allan Vigil Ford Mustang and Ford Spring Show and Shine to benefit the Children's Hospice of Atlanta. Popular vote with typical classes and awards for 1st, 2nd, and 3rd. Located at Tara Stadium, Jonesboro. Gates open 8 a.m. Registration 8:30 a.m. - 12:00; awards at 4 p.m. Registration \$20; early registration postmarked before April 14, \$15. Hot dogs and soft drinks furnished by Allan Vigil Ford. For information, contact Joe Krumpelman at (770) 578-1354 or her96stng@aol.com.

May 4

Augusta, GA

Spring Fever 2002 Mustang & Ford Show presented by the Central Savannah River Area Mustang Club at National Hills

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Shopping Center, Augusta, Georgia, I-20 at Exit 199 (Washington Road), one mile east to show. Door prizes, 50/50 drawing and live DJ. Dash plaques to first 100 entries. Awards for first through third places in 25 judged classes plus sponsor's choice for Best of Show. Registration 8 a.m. - noon; show hours 8 a.m. - 4 p.m. Pony corral, \$10; vendor spaces, \$20. Registration fees before April 19, 2002 \$15; after April 19, \$20. For additional information call Keith Hazelrigs at (706) 556-3755 or James Aldridge at (706) 854-9597 or visit Hometown.aol.com/csramc.

May 4-5 Las Vegas, NV

Great American All Ford Classics 2002 hosted by the Mustang Club of Las Vegas. Static judged car show at Friendly Ford, 600 North Decatur from 9 a.m. - 2 p.m. Raffle prizes, music, fun and an evening banquet with food, "extra cost" and trophy ceremony. Sunday, participants can tour Shelby facility where you can see the latest creations from the Shelby factory. All proceeds will go to a Las Vegas charity. More details at (702) 593-9525 or (702) 434-3250.

May 5 Chesapeake, VA

Children's Miracle Network Car Show hosted by the Mustang Club of Tidewater at Sam's Club on Battlefield Blvd. All makes and models welcome; 1st, 2nd, 3rd places awarded in each class. Judges Choice, Best in Show, and Club Participation also awarded. Entry fee \$20 and two cans of food for the Oasis Food Bank. Portion of proceeds go to the Children's Miracle Network. For more information contact Jim Ray at (757) 468-6719, jraykl@aol.com.

May 5 Roanoke, VA

The Roanoke Valley Regional Mustang Club presents the 14th Annual Round-up of 1964 1/2 - 2002 Mustangs and All Ford-powered Vehicles at the Virginia Museum of Transportation 10 a.m. - 3 p.m., rain or shine. Registration 8 a.m. - noon. Early registration by April 26 \$15; after April 26, \$20. Awards, raffle prizes, swap meet and more. A portion of proceeds will benefit local charities. For registration and information, call Dave at (540) 563-4660. Fax requests to (540) 389-9564. Register online at www.virtualroanoke.com/rvmc or e-mail rvmc@virtualroanoke.com.

May 11 Clarksville, IN

Falls City Mustang Club will host the 7th Annual Mustang & All Ford Show at River Falls Mall. This event offers over 45 classes for Mustangs and Ford-powered vehicles that are driven into the show. Over 125 trophies will be awarded along with special recognition awards for Best Mustang, Best Ford, a cash prize for club participation, Longest Distance, and Crying Towel. Free vendors spaces and swap spaces. Concours cars will be recognized with an Award of Excellence. Free event t-shirt to first 100 preregistered by May 1. First 100 also receive a commemorative dash plaque and goody bag. Event includes cash giveaways, 50/50 drawing, and raffle. Local radio WAVG will broadcast live. Registration fee is \$15. For more information and a registration form, go to www.fallscitymustangclub.com or write Falls City Mustang Club, P.O. Box 654, Jeffersonville, IN 47130 or call Charlie Smith at (812) 283-6543.

May 11 N. Wilkesboro, NC

Yadkin Valley Motor Company, North Carolina's oldest Ford dealership is proud to host the 6th annual Mustang show. All classes and modified judging, 8:30 a.m. - 3 p.m. Contact John Kilby at (336) 838-4155, fax (336) 838-4286, e-mail yvford@abts.net, or P.O. Box 398, 1422 Second St., N. Wilkesboro, NC 28659. Free live music from the '60s featuring Harry Deal and the Galaxies. Sponsored by Gate City Triad Mustang Club.

May 11 Huntsville, AL

The 22nd Annual All Ford Car Show sponsored by Woody Anderson Ford and Sears to be held at the Sears parking lot at Madison Square Mall. Hosted by the Rocket City Mustang Club. Classes for all Fords. Judging with modified MCA rules. Registration is \$20 and open from 8 a.m. until noon. Vendors welcome. Judging to start at 12:30 p.m. and awards at 4 p.m. Info: Rick Underwood at (256) 851-7767, www.rocketcitymustang.com.

May 11 Silsbee, TX

Southeast Texas Mustang Club will host its annual regional show at the all-new Silsbee Ford/Lincoln/Mercury dealership located on Highway 96 Bypass around Silsbee. Silsbee Ford has a great location to display our new and vintage Mustangs. Registration 8 a.m. - noon. Friday evening get-together at the dealership. Accommodations available at Pinewood Inn at (409) 385-5593 or fax (409) 385-0466. For show information contact Bonnie Breaux at (409) 755-1470 or BonTruBreau@AOL; or Bob Jones at (409) 751-3522 or martyandbob@msn.com.

May 17-18 Wichita, KS

The South Central Kansas Mustang Club invites you to attend the 9th Annual Mustang & Ford-Powered Car Show & Swap Meet at Towne West Square located at Kellogg (K-54) and I-235. Early registration Friday at 3 p.m. with a hospitality dinner that evening. Saturday show opens at 7 a.m. with awards at 4:30 p.m. Lots of classes available including concours, modified, and show 'n shine. MCA judging rules will be used. Registration \$10 before May 6; \$15 after May 6. For more information, contact Richard Mann at (316) 263-1644, Kurtis Haynes at (316) 945-4598, or SCKMC, P.O. Box 49365, Wichita, KS 67201-9365.

May 18 Oklahoma City, OK

Oklahoma Mustang Club Open Car Show at Albertson's, 74th and South May. Show hours 8 a.m. - 2 p.m.; registration 8 a.m. - 11 a.m. Contact Lee Emford at (405) 722-0913.

May 19 Oak Creek, WI

20th Annual All Ford Show and Swap meet hosted by Wisconsin Early Mustangers and Venus Ford located at 2727 E. Layton Avenue (1/2 mile east of Mitchell Field on Layton). Preregistration before May 1 - \$8; day of show - \$10. Spectators free. Indoor swap meet spaces available. For information call (262) 567-2622 or write The Wisconsin Early Mustangers, 2511 W. Carrington Ave., Oak Creek, WI 53154.

Event Calendar

May 26

Kimberton, PA

The Valley Forge Mustang Club and the Chester County Antique Car Club will host "The Chester County Car Show". 1964 1/2 - 2002 Mustangs and all antique/classic vehicles are welcome. Participation award, dash plaques, and goody bags to each entrant. Registration from 9 a.m. - noon. Crafts, car corral, and auto flea market. Flyer available from VFMC, 1028 Conchester Road, Glen Mills, PA 19342 or phone (484) 840-1590.

June 1

St. Louis, MO

The Show-Me Mustang Club hosts their 16th Annual All-Ford Show at Sunset Ford, 11700 Gravois Road at Lindbergh Blvd. Open to all Mustangs, Shelbys, Cobras, and special interest Ford cars and trucks. Registration 8 a.m. - noon; show hours 8 a.m. - 4 p.m. Dash plaques and goody bags to first 100 vehicles. 50/50 drawing and live music. Entry fee, \$15. Trophies for 28 classes. Participant vote. Contact Dave Reed at (636) 300-8101 or Walt Floretta (324) 647-7505.

June 1

Calhoun, GA

The Cherokee Regional Mustang Club of Calhoun, Georgia, will host their 22nd Annual Mustang Show at Prater Ford located at 704 S. Wall Street. Classes for all Mustangs, Shelbys, Bosses, Saleens, as well as all other Fords. Registration will be from 8 a.m. - noon. Dash plaques for the first 125 entries. For more information, please call Jeff Kirkland at (706) 625-8411, Russ Gilbert at (706) 629-4685, or Sandi Dillard at (706) 625-2677.

June 2

Terre Haute, IN

The Wabash Valley Mustang Club is having its 7th Annual Benefit Car Show at the Rose-Hulman Institute of Technology, 5500 Wabash Ave. All makes and models of cars are welcome. Dash plaques for the first 75 cars registered. Preregistration, \$8; day of show, \$10. Registration 9 a.m. - noon; judged show noon - 2 p.m.; awards presentation at 4 p.m. All proceeds donated to the March of Dimes. Food, auctions, special prizes, and games. Spectators free. Lin Tornese at lintornese@earthlink.net.

June 8-9

Perry, OK

Oklahoma Mustang Club First Annual Mustang Roundup at Perry Oklahoma Airport. Registration June 8th, 8 a.m. - 11 a.m.; show hours 9 a.m. - 2 p.m. Contact Bill Henson at (405) 376-4407, bhenson@mmcable.com, or John Miller at (405) 745-4056, john.2001gt@home.com.

June 8-9

Grand Rapids, MI

21st Annual All Mustang Car Show sponsored by the West Michigan Mustang Club and hosted by Tony Betten & Sons Ford, located 3/4 mile north of I-96, Exit 33 (Plainfield Ave.). show (\$10), swap meet (\$20 space), for sale cars (\$10). 25 show classes, three awards per class; participant vote. Dash plaques, goody bags for first 250 participants. Registration 8 a.m. - 11 a.m.; awards 3 p.m. After show, optional barbeque picnic; photo shoot at vintage diner at dark. Sunday Mustang Monthly Pony Trail, a no-cost caravan to a car museum. Just show up. West Michigan Mustang club is providing free T-shirts and other goodies to par-

ticipating cars. For more information, call Mike Jones (616) 538-5579 or Ron Stratton (616) 246-6919. Or check out www.westmichiganmustangclub.com.

June 22

Tacoma, WA

Hot Rod and Custom Classics Car Show at Tacoma Mall. Pierce County Mustang Club. (253) 568-0843.

June 22

Burlington, NC

The Gate City Triad Mustang Club in cooperation with cosponsors Colonial Mall of Burlington and the Piedmont Area Ford Dealers are proud to announce that the 20th annual Mustang, Shelby, Saleen, and Roush Performance Car Show will be held at the Colonial Mall Parking Lot, 180 Colonial Mall (Exit 141, I-40/I-85 East or West). Gates open at 8 a.m.; judging begins at 11 a.m.; cars to remain on field until 3:30 p.m. Classes for all Mustangs, Shelbys, Saleens, and Roush Performance cars. Judging by modified MCA rules. Awards for 1st, 2nd, and 3rd in each class. Display Only and Pony Corral categories also available. Dash plaques to first 100 cars registered. For additional information contact Randal Stone, 151 Wolfetrail Road, Greensboro, NC 27406, (336) 275-5590, fax (336) 275-5539, or stoner@labcorp.com.

June 23

Tacoma, WA

Pierce County Mustang Club All Ford Show at Tacoma Mall. (253) 568-0843.

July 18-21

Seattle, WA

Mustangs Northwest presents the 22nd Annual Mustang Roundup at Bellevue Community College. Event includes a ride and drive event on July 18 at Pacific Raceway Park. For information, call Ric Kolb at (425) 483-3151. Friday, July 19, will be a Mustang Monthly Pony Trails leaving from Bellevue Community College at 9 a.m. Saturday, July 20, is a Mustang judged car show using modified MCA judging rules. For information, call Tom Slosar at (360) 668-7510. Saturday evening includes a banquet at The Bellevue Inn. For information, call Bill Smallwood at (360) 794-0130. Sunday, July 21, is the largest annual gathering of Mustangs. For information, call Bill Smallwood at (360) 794-0130. Host hotel is The Bellevue Inn at (425) 455-5240 (be sure to request Mustangs Northwest rate.)

July 20

Fort Wayne, IN

Old Fort Mustangers 20th Annual Mustang & Ford Show at Ivy Tech Campus in Fort Wayne. There will be 43 classes. Winners selected by popular vote. Additional information will be provided when available. John Baltes (219) 486-9074 or Don Bergman (219) 749-5589.

July 21

Randolph, OH

The Northeastern Ohio Mustang Club will sponsor the 20th Annual All Ford, Lincoln, Mercury Car Show, Car Corral, and Swap Meet at Randolph Fairgrounds (Randolph is 15 miles west of Akron). 24 classes with three trophies per class and Best of Show. Music, food, trivia, door prizes, 50/50 raffle. Proceeds to

benefit a local charity. Registration from 8 a.m. - noon; judging at noon; trophies awarded by 4 p.m. Admission is \$10 for show cars (\$7 preregistration); \$6 for car corral; and \$3 for spectators (under 12 free). For information, call Becky at (330) 376-0915, leave address for flyer, or e-mail BeckyBose@aol.com.

August 2-3 Amarillo, TX

Texas Panhandle Mustang Club's 2002 Ford Fun Day. Friday cook-out 7 p.m. - 9 p.m. Saturday participant vote car show 9 a.m. - 3 p.m. Swap meet and pony corral also available. Open to all Mustangs, Shelbys, and Boss cars. Sponsored by the Texas Panhandle Mustang Club and John Chandler Ford, Inc. Show location is I-40 and Ross Street. For show information contact Bill Howell at (806) 353-0164, bkh@cox-internet.com; Terry Gamblin at (806) 355-4718, THG010@aol.com.

August 3 Chesapeake, VA

Mustang Club of Tidewater proudly hosts the Mid Atlantic Car Show at the Chesapeake City Park. All makes, models, and vendors welcome. 1st, 2nd, and 3rd place awards in all classes, Best in Show, Judges Choice, and Club Participation awards also. Entry fee \$20 and two cans of food for the Oasis Food Bank. For more information, contact Jim Ray at (757) 468-6719 or graykl@aol.com.

August 9-11 Ft. Worth, TX

13th Annual Yellow Rose Classic Charity Show hosted by the North Texas Mustang Club. This is the largest all-Ford indoor car and truck show in the Southwest. Over 200 cars and trucks will be on display at the Will Rogers Exhibits Hall. Any Ford, any year; must be Ford-powered. Judged by detail, workmanship, and cleanliness. Come enjoy the cool indoors during the hot days of August. For information visit our Web site at www.ntmconline.org or e-mail yellowrose@ntmccopnline.org. Call or write Craig Grant, 4425 W. Airport Freeway, Suite 120, Irving, TX 75062, phone (817) 595-6900, fax (972) 251-4177.

August 11 Lithia Springs, GA

Georgia Regional Mustang Club's 15th Annual John Bleakley Ford Summer Mustang and Ford Show. Judged show with typical classes and awards for 1st, 2nd, and 3rd. Show located at John Bleakley Ford on Thornton Road. Gates open 8 a.m. Registration 8:30 a.m. - noon; awards at 4 p.m. Registration \$20; early registration postmarked prior to July 27th, \$15. For information, contact Joe Krumpelman at (770) 578-1354 (her96stng@aol.com).

August 11 Decatur, IL

The Central Illinois Mustangs is hosting their 24th Annual Regional Mustang & All Ford Show at Northtown Ford (455 E. Pershing Road). Entry forms available. Entry fee prior to August 1 is \$15; after August 1, \$18. Minimum of 26 classes available with trophies awarded to the top three places in each class. This is a points system judged show following a condensed version of MCA judging rules.

Hospitality party on Saturday, August 10 beginning at 7 p.m. at the Best Western Shelton Inn in Decatur (across the street from show site) and is free to all car show entrants. Accommodations at Best Western Shelton Inn at (217) 877-7255 (special rates available before July 10, mention show). For entry forms or more information, contact David Miller at (217) 245-4848 or visit www.geocities.com/MotorCity/Show/7885/.

August 15-18 Heber City, UT

Intermountain Mustang & All Ford Stampede MCA regional event sponsored by Northern Utah Mustang Owners Association. Event includes photos with P-51 Mustang airplane, mountain cruise, slow drags, poker run, autocross, barbeque, car show, awards and more! Call Mike or Joyce Epperson at (801) 269-1364 or find details and registration form at www.numoa.com.

August 17 Newport News, VA

All Ford Car/Truck Show and Swap Meet at Newport News/Williamsburg International Airport. Show sponsored by Styling Stangs of Hampton roads. Show and vendor information - Mark Falin (757) 988-0989 or Jeff Whitt (804) 693-7864, or visit www.expage.com/fordmustangclub.

September 7 Oklahoma City, OK

Oklahoma Mustang Club Stampede 2002 Mustang & Open Car



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Event Calendar

Show. Show hours 8 a.m. - 4 p.m., registration 8 a.m. - 11 a.m. MCA judging rules will be used. Contact Bill Henson at (405) 376-4407, bhenson@mmcable.com or Bob Mollohan at (405) 262-6650, dmollo1966@aol.com.

October 5 Franklin, VA
The 20th Franklin Fall Festival hosts the Mustang Club of Tidewater Fall Fest Car Show. 30 minutes from Norfolk, Virginia, show is in downtown Franklin. Come enjoy small town fest. Open to all makes and models. 1st, 2nd, and 3rd place awards. Judges Choice, Best in Show, and Club Participation awards also. Entry is \$20 and two cans of food for the Oasis Food Bank. For more information, contact Jim Ray at (757) 468-6719 or jraykl@aol.com.

December 1 Virginia Beach, VA
The Mustang Club of Tidewater is very proud to host the 30th Joy Fund Car Show sponsored by Auto Zone. This is our 30th year and we would like to top last year's record of \$2,000 given to the Children at Christmas. Open to all makes and models. 1st, 2nd, and 3rd places awarded in each class. Best in Show, Judges Choice, and Club Participation awards also. Entry fee \$20 plus two cans of food for the Oasis Food Bank. Contact Jim Ray at (757) 468-6719 or jraykl@aol.com.

MCA Driving Events

March 21-22 Pensacola, FL
Gulf Coast Mustang Shootout Drag Racing event in conjunction with GCRMC's MCA 2002 National show. Emerald Coast Dragway in Holt, Florida, approximately 35 minutes from University Mall show site. For more information, contact Ron Trine at (850) 477-2538 or Lark Bragg at (850) 458-5832 or www.germc.com. Please see form this issue.

March 22-24 Kershaw, SC
Carolina Regional Mustang Club will host another performance driving school at Carolina Motorsports Park, a 14-turn, 2 1/4 mile road course located 40 miles south of Charlotte in Kershaw, South Carolina. Driving will be done in your car with a qualified instructor talking with you through an intercom system. Entrants will be classed according to experience and comfort level along with the abilities of the car. This is not a racing event. New this year is a speed-limited group for convertibles without roll bars and teenage drivers accompanied by their parents and a minor parental permission form. Registration ends March 9 and will be limited. CRMC/MCA members fee \$240 (students only); non-member fee \$260 (students only). For additional information contact Larry Kilgore at (704) 843-5990, snake67500@aol.com; James Ray at (704) 846-6117, 68cobra@compuserve.com; or Karen Demers at (704) 599-0324, GRBBGRN@aol.com or visit <http://www.ponytales.org>.

July 18 Auburn, WA
Mustangs Northwest will sponsor a ride and drive event at

Pacific Raceway. The event will start with a tech session at 7 a.m. and the driving event will begin at approximately 9:30 a.m. This is a road course that will test the capability of the most experienced driver. Course has 20 turns and is 2 1/4 miles long. Each session will last about 15 to 20 minutes and there will be four sessions which will give each driver about 90 miles of track time. Cost of event is \$90 until July 8, after July 8 cost is \$110. For additional information, please contact Ric Kolb at (425) 483-3151.

Non MCA Events

March 24 Indianapolis, IN
Super Sunday Indy Automotive Swap Meet and Car Sale at Indiana State Fairgrounds. Huge high performance swap meet. The largest all-indoor event in Indiana. For more details call (708) 563-4300 9a.m. - 5 p.m. Monday through Friday or write Mid America Promotions, 7322 S. Archer Rd., Justice, IL 60458. www.midamericapromotions.com.

April 5-6 Brady, TX
Heart of Texas Car Show and Swap Meet sponsored by Brady McCulloch County Chamber of Commerce at Richards Park in Brady, Texas. http://www.hemmings.com/carclubcentral/event_detail.cfm?ID=36907 or <http://clubs.hemmings.com/BCMA/>

April 27 Stockton, CA
Mustangs Plus Annual Car Display. Join us to display your Mustang or classic Ford. Free registration to all entrants. Trophies awarded in many classes. Raffle prizes, lunch, and a super parts sale. 8 a.m. - 3 p.m. For more information or directions visit us online at <http://www.mustangsplus.com> or e-mail us at mustangs@mustangsplus.com. Contact Ron at (209) 944-1745. For a registration packet, please send a self-addressed envelope to Mustangs Plus/October Mustang Display, 2353 N. Wilson Way, Stockton, CA 95205.

June 7-9 Glenwood Springs, CO
50th Annual Rallye Glenwood Springs hosted by the M G Car Club, Rocky Mountain Centre. Three-day event includes a tour; time, speed, distance event; and car show. Information available at www.mgcc.org or by phoning Alan Magnuson (303) 400-8076 or Wade Tucker (303) 948-3924.

June 13-16 Steamboat Springs, CO
The 15th Annual Rocky Mountain Mustang Roundup will be hosted by the City of Steamboat Springs. This event will include an autocross, a hospitality get-together, a golf tournament, a car tour, a car show, and a breakfast awards banquet. There will be 32 classes. Registration is \$40. Host hotel is Sheraton Steamboat Resort. For more information, call Hap Schadler at (303) 973-7635 or visit www.rmmr.org.

August 11 Columbus, NE
The Platte Valley Mustangs and Trowbridge Motor Company

Event Calendar

hosts their annual Mustangs and Ford Show. All model years of Mustangs, Fords, Lincolns, Mercurys, cars and trucks will be eligible for over 45 trophies. Judging by participant popular vote. Free dash plaques and goody bags for the first 100 registered. Food stand available on site. Registration \$15 per vehicle and starts at 9 a.m.; show hours noon - 3 p.m. Contact Rex Minert, P.O. box 37, Columbus, NE 68602-0037, (402) 564-3218 (days), (402) 367-4019 (nights), or trowbridgefordsales@neb.rr.com.

October 26

Stockton, CA

Mustangs Plus' Annual Car Display. Join us to display your Mustang or classic Ford. Free registration to all entrants. Trophies awarded in many classes. Raffle prizes, lunch, and a super parts sale; 8 a.m. - 3 p.m. For more information or directions, visit us at <http://www.mustangplus.com> or e-mail us at mustangs@mustangplus.com. Information: Contact Ron at (209) 944-1745. For a registration packet, please send a self-addressed envelope to Mustangs Plus/October Mustang Display, 2353 N. Wilson Way, Stockton, CA 95205.

Non MCA Driving Events

March 16

Jackson, SC

The SVT Cobra Mustang Club (Carolina Chapter) announces its Spring 2002 SVT Cobra/Mustang Shootout at Carolina Dragway. The event starts at 11 a.m. and is open to all Ford-powered vehicles. Trophies and more to be given away. Awards presentation at 4 p.m. For a registration form go to www.svtcobraclub.com or for more information contact Joe at joe.fillmer@wcom.com, (704) 545-9565.

April 13-14

Winder/Duluth, GA

The SVT Cobra Mustang Club (Southeast Chapter) announces its second annual "SCMC on Track" at Road Atlanta in Winder and SVT Cobra and Mustang Car Show in Duluth at Gwinnett Place Ford on April 14. Show is geared toward SVT Cobras but will have an SN-95 class and a Fox body/Special Interest Class. A portion of the proceeds will go to St. Jude's Children's Research Hospital. The show includes 50/50 raffle, raffle prizes, and free hot dogs and drinks to all entrants and their families. For more information about the on-track event and a registration form go to www.svtcobraclub.com or contact Channing at mcleod69@mindspring.com, (770) 438-7117.

Don't delay — send in your club's event listing right away for optimum exposure.

Please use a format similar to the one used here and indicate whether or not your club is MCA affiliated.

Remember, your event will also be listed at www.mustang.org.

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Classified ads are free to Mustang Club of America members.

To take advantage of this service, submit your ad to Mustang Times, 3588 Highway 138, PMB 365, Stockbridge, GA 30281 or mcatimes@bellsouth.net. (To prevent e-mail virus attacks, attachments to e-mails will not be opened.) Include your membership number on the advertising copy to ensure insertion in our next scheduled issue. All classified ads published in this magazine also appear on MCA's web site concurrent with issue date. Advertisements to be repeated must be resubmitted each month. (Event Calendar listings may also be e-mailed to the above address.)

Advertisements are limited to one insertion of no more than 50 words per month per member. Advertisements exceeding 50 words will be edited or refused at the staff's discretion. "Cars For Sale" is limited to Mustangs only. Mustang Times will not be responsible for the correction of illegible copy. Please type or print to help us avoid errors. It is also essential to include your area code for all telephone numbers to be listed in the ad. Those submitted without area codes will not be published. Non member commercial advertising is not permitted in "Marketplace."

All correspondence relating to classified ads must be handled via the USPS or e-mail. We are not able to return long distance phone calls relating to classified advertising, nor are we permitted to accept classified advertising by telephone.

Submissions for features, tech articles, mailbag, etc., (without photos) may be submitted via the USPS or e-mail to mcatimes@bellsouth.net. (Please type or write legibly.) Submissions for Snapshots, 2FAST4U2C, and any articles that include photos should be submitted by way of regular mail. Only original photos (printed from traditional negatives) or slides are accepted. We are unable at this time to accept photos on disk or by e-mail.

The deadline for all submissions is 45 days in advance of the cover date, i.e., March 15 for the May issue, April 15 for the June issue, etc.

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.

The deadline for display advertising is 45 days in advance of the cover date, i.e., February 15 for the April issue, March 15 for the May issue, etc.

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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1964 1/2 convertible, 289, four-speed, red on red with white top, bench seat, Styled Steel wheels, luggage rack. Body 76A 2dr. convertible; Color J Rangoon Red; Trim 85 red vinyl; Date O2E May 2, 1964; DSO 24 Jacksonville; Axle 30.1; Transmission 5 four-speed manual. Car located in Memphis, Tennessee. Same owner for over 10 years. Pictures by request. Fine car for

only \$16,995. Roy McLain at (901) 396-9131. MCA #06530.

1965 GT fastback, 289 4V. Wimbledon White, white Pony interior, red appointments, automatic, PS, AC, Rally Pac, dress-up kit, five Styled Steel wheels, RWL tires. This is a nice car. \$14,950. (423) 357-6421. MCA #230.

1965 coupe. Black, red interior, 289 2V, four-speed, Styled Steel wheels (5), Special Handling Package, front belts, left and right mirrors. All original, have window sticker, pre-delivery inspection sheet, and a stack of receipts of most everything done to car. Second owner. 54,800 original miles. \$10,000 OBO. Call Jay at (712) 368-2294 or e-mail jfogle@frontier.net.net. MCA #49549.

1965 fastback, 5T09K180301. Red/black, four-speed, SS wheels

with bias-ply tires. Export brace and Monte Carlo bar, Cobra T pan, Konis, correct heads and carb. Detailed engine bay. Nice. \$17,000 firm. oberbeck@juno.com. MCA #49739.

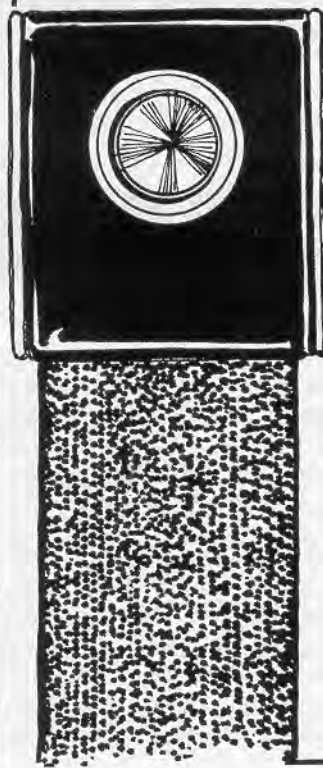
1965 fastback (8/21/64 build date), C-code, C-4, red standard interior, was Wimbledon White now Pearl White, console. Needs minor body work and appearance improvements. \$6,900. Call (336) 368-3020 (North Carolina). MCA #37616.

1965 T5 fastback, 289, Acapulco Blue with white interior, factory air, AT, professionally restored from the ground up. 500 miles on restoration. \$19,900. E-mail rwpdirect@aol.com or call (615) 371-0016 (Tennessee). MCA #50231.

1966 Sprint Six coupe, Wimbledon White, standard black interior, AT, PS, console, good tires. Very little rust, good solid non-wrecked car. \$4,995 firm. R. Allen at (770) 463-0695 (Georgia). MCA #11272.

1966 fastback, Signal-flare Red with black standard interior, 289 with C-4 automatic, PS, PB, factory air, HiPo dress-up kit on engine, period Autocraft battery, Rally Pac, new Michelin radials, wire hubcaps. Good or replaced chrome. Recent restoration, documentation throughout the car's history. Many mechanical parts replaced. Multiple show winner. Covered and stored in garage. Bill at wejones@culpinc.com or (336) 226-2069 (h), (336) 226-8451 (w) days. MCA #33297.

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1966 coupe, Sauterne Gold, black interior, 289 V8, four-speed transmission. Diligently maintained entire life, professionally refurbished in 1985. Actual mileage is 113,000. Asking \$16,000. (903) 488-3412 or jlscoott@koyote.com. MCA #51559.

1966 coupe, original owner. Rust free unrestored beauty with only 15,901 miles! All original parts (even tires). Aquamarine interior/exterior, near showroom condition. 289 V8, AT. One of the nicest early Mustangs you'll ever find! \$20,500 OBO. E-mail picture request to allmor@earthlink.net or call (707) 448-4707. MCA #50973.

1967 coupe, six-cylinder, three-speed, Vintage Burgundy with black interior. Great condition inside and out. Have complete service records since 1994. Only \$6,500. Can e-mail pictures upon request, pristran@dfn.com or (505) 627-5789, (505) 624-7366 (New Mexico). MCA #51561.

1968 coupe, V8 (289/302?), four-barrel Holley, electronic ignition, dual exhaust, PS, AT, MB. 90,000 miles. Maroon, black interior. Third owner. \$4,500 OBO. Also, seeking 1968 fastback with or without engine and/or transmission. Otherwise must be complete. Must be in clean, no rust-through condition. Please contact j.t.francisco@worldnet.att.net (New Jersey). MCA #48453.

1969 Mach 1 SCJ, white with red interior, 428 engine recently rebuilt. Shaker hood, front and rear spoilers, rear window slats, fold-down rear seat, four-speed Hurst shifter, 3.91 Traction Lok, Magnum 500 wheels.

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\$25,000. Photos available via e-mail jonpeters@juno.com. (423) 288-4065 (Tennessee). MCA #46682.

1970 Mach 1, Grabber Blue, black interior, 351 Cleveland M-code, close ratio four-speed, PS, PB, front and rear spoilers, louvered rear window, Shaker hood, new Magnums with TA radials. Excellent mechanical condition. \$18,500. Photos available via e-mail brining@attglobal.net or phone (510) 799-2502 after 7 p.m. PST. MCA #19031.

1970 Mach 1. 0 miles since frame-off restoration. Bright Red with shaker hood, four-speed, 9" posi, 351C with 4V heads. Car is perfect and completely rustproofed. Only needs tires. Health forces sale. \$16,000. Call Jeff at (908) 789-2136 or e-mail Jeffreymarnold@aol.com. MCA #39872.

1970 fastback, green with black interior, 302 2V, AT. Surround Sound consisting of 4 mid woofers, 4 mid range, 4 tweeters, Kenwood Cassette AM/FM player. Ford "Bullet hole" wheels. Very clean in and out. No rust. For information and pictures, visit <http://www.greatsouthernclassics.com>. \$9,900, will trade. MCA #51749.

Rare 1971 German T5 Mach 1. Metric speedometer, export package, Bright Blue Metallic, black deluxe interior, sport gauge pack, 351C M-code, C-6 transmission, 9" 3.00 rear axle, original matching number tags, full documentation. Restoration completed 1999 to MCA concours specs. Five

new Magnum 500s. \$25,000. Call Dan at (814) 455-7268 evenings ET. MCA #19034.

1973 Mach 1, incredible original condition, loaded, low miles (42,000). 351 4V Q-code engine, C-6 automatic, front and rear spoilers, factory aluminum mag wheels, Medium Copper Metallic paint (code 5M) with black Mach 1 Sports Interior, tilt steering with Rim-Blow wheel, AC, PW, folddown rear seat. \$12,900. (920) 989-3894. MCA #13456.

1980 Ghia coupe. White exterior with black pinstripe. Interior: white door panels, white headliner (new), white original deluxe vinyl upholstery (outstanding condition). Four-speed transmission, four-cylinder engine, factory AC, sunroof, underdash FM cassette. Very beautiful car. Regular maintenance. Garage only. Shop manuals. Will only sell to Mustang lover who will provide TLC. \$6,500 neg. (209) 522-6104 week-ends only. MCA #50136.

1985 GT. Only 5,900 miles. four-speed, 302 4 barrel V8, Bright Red original paint with black accents and gray cloth interior. Lots of original paperwork including window sticker. Car has been carefully stored and is like new! \$16,500. Contact Keith Batko, Russ Milne Ford (Detroit), (586) 948-2520. MCA #42516.

1993 5.0 LX convertible, AT, Performance White on white, All original (concours), 59,000 miles. Power steering, Premium Sound, AC, PW, leather, cruise control, AM/FM stereo, cassette, premium wheels, PDL. (Pictures available upon request) Asking \$8,100. OBO. Joe Horne at (330) 792-1004 or joehmustg1@aol.com. MCA #28162.

1994 Cobra, black with black leather interior. Under 11,000 miles, always garaged. Second owner. SVT doc. and original win-



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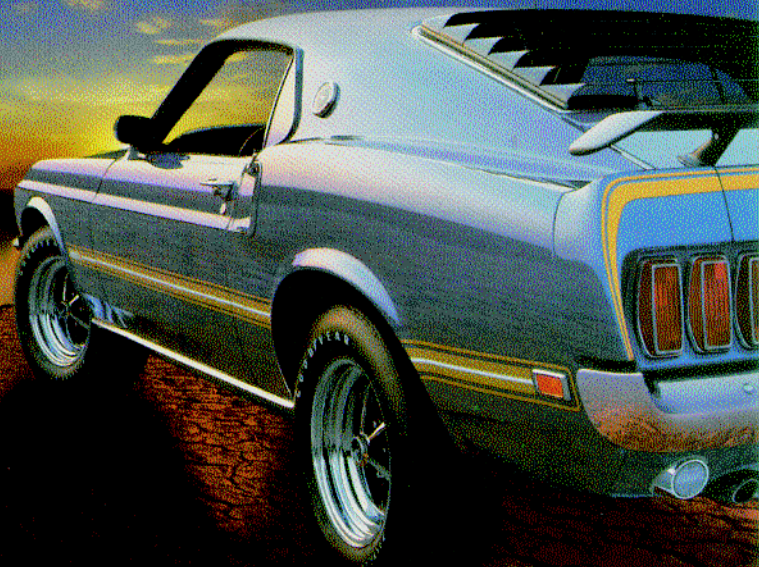


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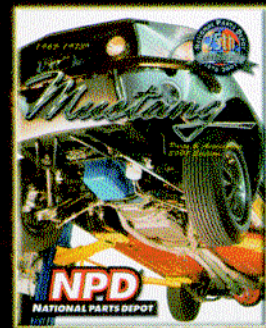


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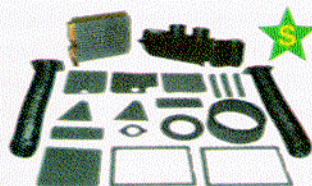
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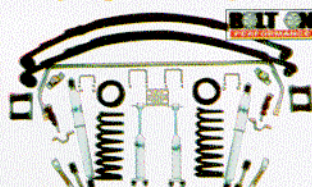
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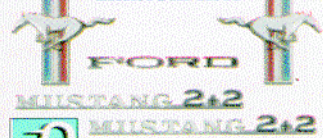


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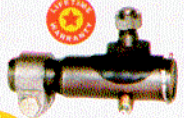
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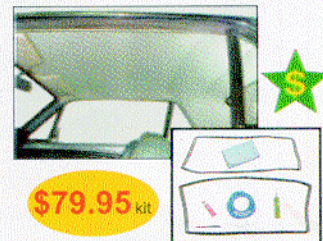
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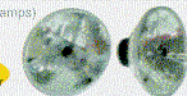
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