

Vol. 24 No. 12



MUSTANG TIMES

The Official Publication of The Mustang Club of America

December 2000



Mustang Club of America

presents

Official MCA Accessories



New Navy Blue and Khaki Logo

Jacket (water resistant microfiber material with sanded finish).
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Mustang Times

December 2000

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Publisher: Tony Garcia
Editor: Teresa T. Vickery
Tech Editor: Rod Short
Ad Manager: Marilyn Newcombe

For advertising information phone or fax
(770) 477-1965 between the hours of 10 a.m. - 5 p.m.
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National Headquarters Office:

Office Manager: Marilyn Newcombe
For Club related business, phone or fax
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Web Site <http://www.mustang.org>

National Regional Group Committee Chairperson
Rochelle McNeal
8833 Fowler Avenue
Pensacola, FL 32534 E-Mail Rmcneal@aol.com
(850) 478-8951 or (850) 484-4244 (Fax)

National Head Judge
Ricky Simmons
P.O. Box 387
Demorest, GA 30535
(706) 778-6329

National Show Committee Chairperson
Ricky Simmons
P.O. Box 387
Demorest, GA 30535
(706) 778-6329



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Enough is Never Enough

by Tony Garcia

September 3, 1998, was a much anticipated date for many Mustangers. Most who enjoy the hobby knew that Ford was planning to unveil the all-new, redesigned 1999 Mustang. Hundreds of enthusiasts were on hand at the MCA Grand National show in Nashville, Tennessee, on that Labor Day weekend to show their cars and have the first chance to view the new 1999 Mustangs. Even with mixed initial reactions, many believed Ford

had a winner with its new leading edge design.

About the same time, Steve Saleen prepared to reveal his all new design for the hot 1999 Mustang body style. Taking the sleek, sharp, stealthy body lines and massaging them in typical Saleen fashion, the Saleen design team created what may be the best looking Saleen Mustang ever. Aggressive front air dam, rear spoiler, bodyside cladding, understated Saleen graphics, and a muscular rear fascia quickly set the new Saleens apart from factory GTs. Shark gill-styled side scoops and 18-inch Saleen wheels completed the exterior package.

Most of the 1999 Saleens were shipped proudly displaying the 35th Anniversary emblem on the front fenders. Ford had formally recognized the 35th anniversary of the Mustang giving us a great new

visual platform to enjoy and customize to our liking. They also gave us 35 more ponies under the hood with improved heads on the modular 4.6L, 281 cubic inch engine. All was good for Mustang enthusiasts and the general Ford-buying public.

Throughout the 1999 model year, Dan Holder, service director for Team Ford of Marietta, took particular interest in the inventory of Saleens that was kept throughout the showroom of the



dealership. He was a longtime Mustang enthusiast and motor-head, having proudly owned a Grabber Orange 302 in the '70s equipped with the popular tunnel ram intake with two four-barrel carbs perched high above the factory hood line, along with other performance modifications. Nearly 30 years ago, enough was not enough.

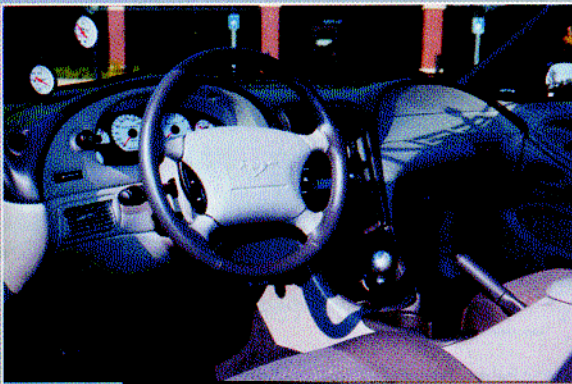
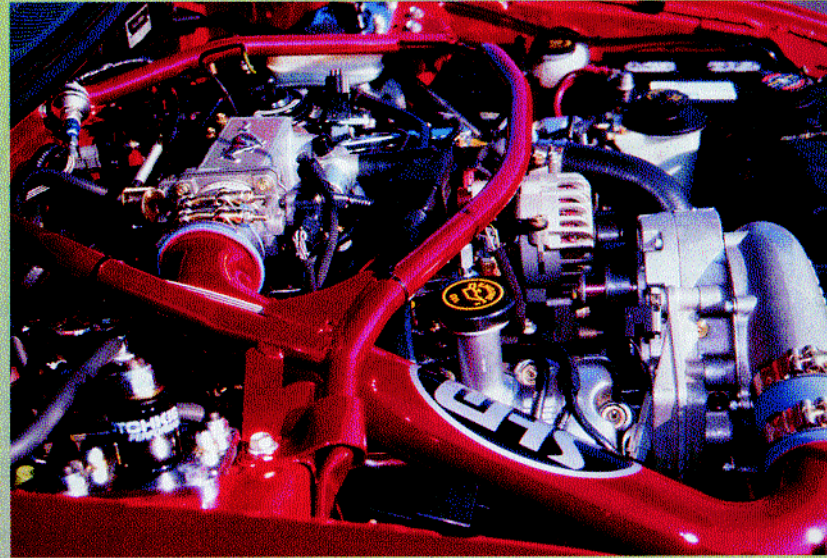
As the '99 model year was drawing to a close, Dan decided he needed to satisfy his yearning and secure a Saleen of his own. At that point says Dan, "The 2000 Saleens were now in stock and our 1999 Saleen inventory was down to only two. I really wanted the '99 because of its 35th Anniversary identification and the heritage." The last Laser Red coupe with gray cloth interior fit the bill. It had been utilized by the dealership as a demo and was looking for a permanent home. Dan struck a deal and brought the Saleen home.

With a respectable 285 horsepower and all of the additional suspension tweaks that Saleens are known for, this was a very nice ride. But in 1999, just like 30 years prior, enough was not enough.

Shortly after its purchase, Dan began to build the Saleen to his personal specs. Starting with the suspension, he added solid upper and lower control arms, a strut tower support, Steeda g-force brace, caster and camber plates, and neoprene bushings throughout. Welded subframe connectors and a Steeda adjustable rear sway bar were added for even better handling and body rigidity. The 3.55 rear gear was replaced with 3.73 cogs.

Next came the Vortech S-trim supercharger. The 1999 4.6L single overhead cam engine had a returnless fuel system for the first time. This presented some problems with adapting the Vortech blower

for this particular engine. Sean Hyland of Sean Hyland Motorsport had been actively working on the Vortech S-trim blower kit for the returnless fuel system and helped Dan set up the system to work on his car. Working closely with Sean, Dan successfully installed the Vortech along with a 70mm throttle body, Ford Motorsport headers, and Sean Hyland H-pipe with high-flow cats (see page 32 in this issue



for more information and dyno tests of Sean Hyland products). A watchful eye is kept on everything with the addition of fuel pressure and boost gauges installed on the A-pillar.

With the dyno test showing 380 rear wheel horsepower (about 437 net horsepower) and 372 lbs/ft of torque, Dan decided he had better be able to bring this fast car to a halt more quickly. Therefore, Power Slot Rotors were added to replace the standard brake rotors. But, enough was not enough.

Running 9 pounds of boost and about 150 more horsepower than the factory setup, Dan became increasingly concerned about the durability of the rest of the engine. Once again, Dan contacted Sean Hyland — this time to prepare an engine that would be able to handle that kind of significantly increased horsepower.

What Dan got from Sean was a balanced short block and heads

equipped with a forged crankshaft, billet rods, forged pistons, .25 over bore, plasma-moly rings, windage tray, billet oil pump, large oil pick-up, a five-angle valve job, bigger valve springs, and ARP studs throughout. This configuration will allow up to 22 pounds of boost from the blower without fear of internal damage.

At this point, Dan was satisfied that the car could be counted on as a daily driver. Oh — did I fail to mention that this is a daily driver? And, it is not Dan's daily driver, but rather that of his wife Linda! Yes, this is her primary car. It is the one that she drives to the grocery store, the local mall, and to school to pick up their two daughters, Vanessa and Natalie. Dan told Mustang Times, "Linda loves this car and so do the kids! They love it when Mom picks them up in the Saleen. It also sees a few shows and rod runs. It really is a family project.

Linda has even driven it at the local drag strip!"

"Our first show was in Tennessee. We were visiting some friends and drove the car to check out the car show. They were charging us \$20 to park, so we decided to enter the car in the show. It took a first place in its class at its first show! Linda was elated. It also took a first in class at its second show which was a local Mustang club show."

Dan relates, "Linda gave up our Town Car for the Saleen. Now I have to drive the Town Car every day. The Saleen is really her toy."

More goodies are in store for the future of this Saleen. Four-valve heads are the next project along with a 100 horsepower shot of nitrous and an Anniversary-style hood with hood scoop. That's it for now, but with Dan and Linda Holder, enough is never enough. MT

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MARCH 23, 24, 25 2001
UNIVERSITY MALL, PENSACOLA FLORIDA



Friday - March 23rd

8am - 5pm Vendors set up. Registration and tech inspection.

Saturday - March 24th

7am - 11am Registration and tech inspection
11am Judges meeting
12pm - 6pm Judging
7pm - ??? Banquet dinner (Holiday Inn) ticket required.

Sunday - March 25th

8am - 12pm Judging
2pm - 3pm Awards presentation

On-Site

Designated mall parking spaces for trailers next to Penny's. (No hookups) On-Site 24 hour security will be provided during show dates. No alcohol, aerosol cans, or umbrella's will be allowed on show site.

Hotel Information

Holiday Inn (850) 474-0100 \$65.00 (Host Hotel)
Hampton Inn (850) 477-3333 \$61.00

These are the only hotels offering discounts. Please contact them directly and mention the Mustang Show to receive these rates. Prices do not include any applicable taxes.

For Additional Information

Russ Baxter 850 457-3916 russbaxter@email.com
Lark Bragg 850 458-5832 larkbragg@earthlink.net
Shorty Brown 334 947-4180 (Judging)
Donnie Carlisle 334 961-1411 carlisle@gulfnet.com
Chuck Hayes 850 457-1223 hayesfam@connectpens.net

Mail Registrations and Checks to:

Gulf Coast Regional Mustang Club (GCRMC)
P.O. BOX 18084 Pensacola, Florida 32523-8084

On-Line Registration and Show Info:

www.gcrmc.com

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REGISTRATION FORM

Name(s) : _____ MCA Number : _____ Expires : _____
Address : _____ Phone # : () _____
City : _____ State : _____ Zipcode : _____
Year : _____ Body Style : _____ Vin # : _____ Color : _____ Mileage : _____

Judging Classes:

- (Check One)
- Concourse Trailered
 - Concourse Driven
 - Unrestored
 - Thoroughbred
 - Street Driven
 - Daily Driven
 - Modified
 - Retired
 - Current Year
 - Under 21 (Valid License Req.)
 - Special Interest (Ford Powered)

Entrance Fees :

	Qty	Total(s)
Car Registration		\$45.00
MCA Members Deduction		(-) \$10.00
Early Registration (Before March 1, 2001)		(-) \$5.00
Car Registration Total		
Vendor Registration (10' x 20' space)		\$35.00
Pony Corral		\$35.00
Banquet Dinner tickets		\$5.00

Grand Total

Cash/Check#

All registrations include applicable Florida Sales Tax.

No alcohol, aerosol cans, or umbrella's will be allowed on show site. I agree to abide by all show rules, and I understand that I am solely responsible for my vehicle and merchandise. I agree to release the Mustang Club of America (MCA), Gulf Coast Regional Mustang Club (GCRMC), Holiday Inn, Hampton Inn, Sears, University Mall, Merchants Association, and all sponsors from liability for personal injury or loss or damage to property from this event. Registration confirmation will be e-mailed to the address entered below. (No mailings)

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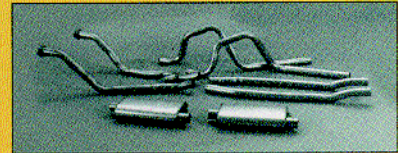
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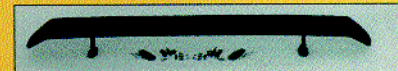
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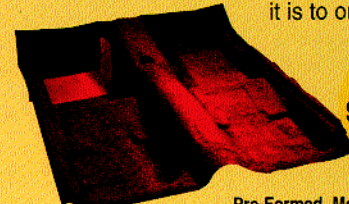
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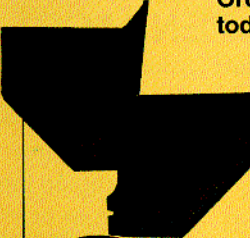
Available in a variety of colors. Call for details.

64-73	89.95	79-93	109.95
74-78	119.95	94-96	119.95

Upholstery

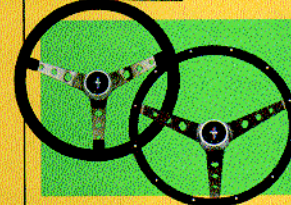
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65-66	Pony full set	214.95
69	Mach I 2 buckets	199.95
69	Mach I full set	289.95
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70	Mach I full set	279.95
70-73	Std. 2 buckets	149.95
70-73	Std. full set	199.95



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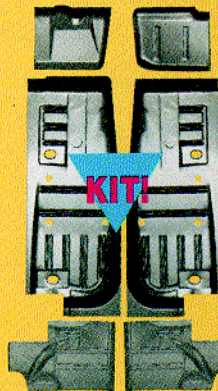


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64-68 **249.95** kit



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As we prepare to embark down the road of the true beginning of the 21st Century, this seems like a good time to get you up to speed on what's happening.

2000 provided us with plenty of National show action taking us to new areas of the country as well as offering up the opportunity to visit with old friends once again. We experienced some new activities not normally associated with MCA National events and also had to do battle with Mother Nature and her unpredictable weather mood swings.

The Grill Medallion Program introduced several months ago has been incredibly popular with show participants. In fact, an amazing 10 cars came out of retirement to reenter competition to earn the necessary points for one of these coveted grill medallions. We'll bring you a recap of that program in next month's News and Notes section.

Nearly 2,000 Mustangs competed in the 2000 MCA National events. And of that amount, 75% received either a first, second, or third place award. This speaks volumes of the quality of MCA cars.

We are also pleased to let you know that Jack Botic and Wes Alford will be sharing duties as National Head Judge beginning in 2001. After putting in many long hours of hard work both at shows and while at home, Ricky Simmons, outgoing head judge, says he's going to retire. We'll believe it when we see it.

We suspect that there were numerous regional events around the country but, for whatever reason, we received very little information on these shows. Mustang Times is a forum in which MCA regional groups have the opportunity to brag about themselves via our Regional Events section. Take advantage of this and be sure to send us photos and info on your next show or event.

Our 2FAST4U2C section still remains our most popular as far as submissions are concerned. While

taking a shot of your vanity plate why not go ahead and take a few photos of the entire car for our Snapshots page? Just include some information about the car and we'll be glad to share it with the rest of the membership.

We hope you have enjoyed the addition of our tech articles provided by Rod Short. Some of you may recognize his name from various other publications, and despite his busy schedule, he has been a tremendous help not only with tech articles but also photographing cars for covers and features.

"I wish you could see the twinkle in the eyes of the guys who work so hard to bring us a quality product."

The Team Mustang column is my personal favorite. Nowhere else can you get inside information on the hows and whys of Mustang production.

This column is being written shortly after returning from a trip to the 2000 SEMA convention in Las Vegas. (We'll have coverage of that along with Bright Light City Cruise 4 in our next edition.) We had the opportunity to chat at great length with some of the folks responsible for the Mustang line as well as the new Bullitt prototype (more on that in our next issue also).

Many folks can talk a good game

and make you believe whatever they think is most important. And then there are those who speak from the heart and truly mean what they say. We found plenty of evidence of the latter during our evening with these guys.

There is true passion in their desires and wants for Mustang. The creativity and ingenuity found here is incredible. They practically eat, drink, and breath Mustang (sounds a lot like traditional Mustang fever). And despite restraints placed on them, they manage to provide us with better and better products.

I truly wish that all Mustang enthusiasts, particularly those who tend to complain about lack of horsepower or performance, could hear firsthand the unwavering desire to make Mustang the best it can be. I wish you could see the twinkle in the eyes of the guys who work so hard to bring us a quality product. I am very excited about what is coming down the pipeline and I believe as time marches on, you will be too.

The big MCA news for 2001 is the celebration of our club's 25th anniversary. It's hard to believe that it's already been 25 years since a small group of Mustang owners answered a classified ad in the Atlanta newspaper to form a Mustang club. I've been associated with MCA since 1979 and have seen nearly everything imaginable take place.

Hard work is underway to bring you a 25th anniversary celebration befitting the significance of a quarter-century worth of Mustang madness. Several MCA representatives worked the floor at the SEMA convention recruiting sponsors, manufacturer area participants, and vendors for the celebration. We hope to begin bringing you information on this upcoming event in our January issue.

Stay tuned — great things are on the way in the world of Mustang.

P.S. — *Happy Holidays!*



*The Mustang Club of America
Officers and Board of Directors*

wish you and your family

a very joyous and happy

holiday season!

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How to Build An Australian Mustang

The re-engineering of the Mustang to right-hand drive is the most complex manufacturing process undertaken by Tickford in Australia.

The process involves the manufacture of 150 major new components and 200 minor components such as brackets, as well as the modification of a further 50 existing parts. More than 250 documented processes are involved.

"We basically had to develop an entire engineering and manufacturing process. In the end, that is what sets us apart from traditional conversion operations. This is a defined production process rather than a cut and weld conversion," Tickford Managing Director David Flint explained.

"As this is a premium, low-volume product, we were also mindful of keeping the focus of the program squarely on the customer. Apart from the simple mechanical process, it was an exercise in ergonomics, styling, and listening to the customer," he said. The process involved extensive use of Computer Aided Design to produce unique components, as well as the manufacture of templates to ensure that each vehicle was modified to identical specifications.

The total investment in the two-year program was about \$4 million.

Nine physical prototypes were built, including one crash vehicle and one durability vehicle. Several virtual prototypes were also engineered, incorporating data from the U.S. Mustang development program.

About 25 engineers worked on the initial project, with six others joining for the launch phase. Twelve production personnel carry out the modification work.

Tickford in Australia managed the whole program, drawing on the resources of Ford in the United States.

"For us, it was the best of both worlds. We could be right on top of the development and add a personal, Tickford flavor, while making use of

the vast resources of Ford in the States," Mr. Flint said.

"That assistance was particularly helpful in terms of testing engineering concepts and running crash data. We were able to crunch the numbers on the Cray computers in the States and move forward with confidence that the engineering solutions we had put in place were fundamentally sound," he commented.

The program did, however, produce a number of challenges. One of those was the manufacture of the instrument panel. The panel fascia was designed in Australia by Tickford but manufactured in the United States.

"Because of the low volumes involved, it didn't make economic sense for the Ford plant that produces the Mustang to do the Australian instrument panel. There aren't many economies of scale with 250 units a year," he said. The solution was to use the U.S. supplier that had produced the prototype instrument panels during the original Mustang development program. "We found that the deal made economic sense to them and it gave us the added advantage of having the instrument panel produced by a small boutique operation."

Left-hand drive Mustangs arrive in Australia with some minor modifications.

The vehicle taillights and headlights are Japanese specification, which are closer to meeting Australian design rules. The headlight beam is oriented to right-hand drive. The taillights are further modified in Australia to meet design rules, while the headlights are supplemented by a set of high beam lamps. This process involves the first change to the Mustang's sheet metal.

The front bumper cover is removed and cut to allow the new lamps to be fitted, while the steel beam is also removed and the lamps attached to it by brackets. Two new bezels are fitted over the lamps. New side indicator lights are fitted.

The other modifications carried

out in the States involves the seats, with the electric driver's seat installed on the right-hand side on the line in Detroit.

Other U.S. modifications include the installment of an Australian ADR-compliant windshield, seat belts, and a Japanese-spec exhaust to meet local noise requirements.

The Tickford touch begins with the removal of the engine, transmission, and driveshaft.

Inside the car, the seats, instrument panel, carpet, and sound deadening material are removed to allow for the necessary modifications to the firewall. CAD-generated templates are used to ensure accuracy in the gaps cut in the firewall for the pedals and steering column. The gaps in the left-hand side of the firewall are covered by panels which are bolted and riveted. A structural adhesive and bonding material is also applied to reinforce the structural integrity of the panel. The firewall was extensively tested using CAD tools prior to the final physical crash testing.

The repositioning of the steering column and pedals created a domino effect under the hood of the Mustang. The air conditioning and heating system has to be moved to the left side of the car which required a major reworking of the system by a third-party supplier in Australia. Hoses and wiring that service the air conditioning system are rerouted to accommodate its new position.

The instrument panel also needs to be disassembled with the instrument cluster, air ducts, control, and air registers all repositioned. The passenger airbag also is repositioned and tested. Other interior items that require modification include the power window switches and their bezels, the power side mirror controls and the mirrors themselves, the sun visors (for ADR purposes) and the seat belt and child restraint anchors.

The instrument panel fascia was designed by Tickford to be a mirror image of the U.S. standard panel. "The fact that we designed the instrument panel ourselves allowed us the

luxury of being able to finesse the vehicle more as we assembled it. We also added more sound deadening material.”

The carpet requires minor modifications while all three pedals are Australian designs. Recognizing that one of the areas that suffers in a conversion is driver comfort, the pedals are specifically designed for this project. The central gearbox tunnel is also modified to allow for a footrest for the driver whose comfort is further enhanced by the modifying of the right side footwell.

The engine and gearbox in the U.S.-spec Mustang are offset slightly to the right to accommodate the bigger driver footwell, which means even more modifications. In order to move the engine and gearbox, the vehicle crossmember is modified with brackets repositioned to retain necessary clearances in the engine compartment.

The steering column is untouched, but a new steering rack is sourced from Germany and modified in Australia.

The sump also requires modifications to allow for sufficient clearance from the new steering rack, while the master cylinder and booster are moved and hydraulic lines are rerouted.

Once the engine is installed, the vehicle driveline is rebalanced to take into account the repositioning of the engine and transmission. A wheel alignment is also carried out.

The car is quality tested by Tickford engineers at each step of the modification process before moving to the Broadmeadows Assembly Plant for a final squeak and rattle test. A drive test and an “eye of the customer” quality review is then conducted before the vehicle is signed off and delivered to the customer.

“The process has been complex and challenging, but we believe that the final product sets a new standard in terms of low-volume right-hand drive conversions,” Mr. Flint stated.

Ford and SEMA Expand Technology Initiative

Ford Motor Company is expanding its successful data sharing partnership with the Specialty Equipment Market Association (SEMA) to six additional lines. Ford is adding the Ford Focus, Escape, Windstar, Explorer Sport Trac, and Explorer Sport, and the all-new 2002 Explorer opening the door for higher quality aftermarket performance parts and accessories for these vehicles.

With the addition of these vehicles, Ford and SEMA enter into the second phase of a pilot program that started in 1999 with the Ford Mustang. Ford became the first automaker to execute such a program as a way to boost customer satisfaction.

This means that an aftermarket supercharger maker, for example, will be able to integrate his performance part as an easy bolt-on while maintaining engine and transmission compatibility and emissions compliance. The same goes for mass air sensors and fuel injector parts. These performance enhancing parts can now be produced in a more efficient, timely manner with higher quality and durability.

“This arrangement is an excellent way for us to better establish a grassroots connection with customers who enjoy customizing their vehicles,” said Bob Rewey, group vice president, Global Consumer Services and North America. “Rather than ignore these enthusiasts, we are making this important data available to SEMA manufacturers who can use it to build quality aftermarket parts that consumers want in a quicker manner.”

Last year, Ford Motor Company provided SEMA with an array of technical data for the Mustang GT including two-dimensional parts drawings for the entire vehicle, body, chassis, electrical system, and powertrain. Armed with these component dimensions, electrical schematics, and 4.6 liter engine drawings, acces-

sory and performance parts makers were able to provide Ford customers with parts that could integrate with the vehicle in the best way possible.

This initiative also includes a process for calibrating components which is every bit as important, if not more, than the first phase of providing technical data and drawings. As there are only so many places an aero kit manufacturer can bolt a part on a Mustang, it’s a whole different ball game when it involves computer chips, superchargers, and exhaust system enhancements that are ahead of the catalytic converter.

“There is a lot more technology involved and multiple system impacts with these types of parts, said Carl Sheffer, SEMA vice president, OEM relations. “Multiple engine management systems impact air flow, fuel delivery system, and emissions requirements that are much more technical than locating points for accessories.”

Ford and SEMA chose the Mustang last year to launch the sharing initiative because more than 30% of Mustang owners already personalize their cars. This allowed SEMA manufacturers to design components around the car, providing Mustang enthusiasts with better fitting appearance packages such as body kits, wheels, and even floor mats.

For SEMA manufacturers, the data allows these companies to bring performance or appearance parts more quickly to market. In the past, these manufacturers would have to “reverse engineer” the vehicle to produce their parts. For example, a company that makes floor mats would have to buy or rent a Mustang to get the dimensions they need. Today that same company can download the floor pan design of the Mustang and then design a mat to fit the car perfectly.

The same was true for wheel manufacturers trying to design a great looking aftermarket wheel. A visit to a new car dealership when a new model debuted wasn’t uncommon for most SEMA wheel manufacturers who then had to get permission from

Continued page 39



Horsin' Around in Cowtown
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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 Mid America Mustangers, Mustang Club of America, Station Casino and all other organizers for any damage, injury, lost or stolen merchandise from this event.

Signature _____ Date _____

How Rare?

How rare is rare? As rare as a thick steak grilled half a minute per side? Or as rare as a "Fendalite"? Never heard of a "Fendalite"? Well, that's because it's so rare! I've had the privilege of viewing many strange vehicles at countless cruises and shows, and although I've yet to see a tricked-out and blown Yugo, I wouldn't be surprised if one shows up one day. So, at a recent late-season cruise, I spied a distinctly odd looking pony. From a distance the strange shape of the roofline caught my attention. Could this Vintage Burgundy 1966 Mustang really be a convertible with a rare aftermarket hardtop?

Closer inspection revealed a very odd top indeed. A vintage aftermarket vinyl-covered hardtop for a convertible Mustang. On each side of the top, a metal plaque shows "Towne Top, Dory Development Corporation" and stamped on the driver's side inside metal strip the code "1085". The black vinyl is of a swirl design giving it a very distinctive appearance. It attaches at the front through the pinholes for the

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

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 We'd love to hear from you!

convertible top and clips at the back to the rear chrome strip. The current owner obtained the top from a local woman who had it stored in her barn ever since her '66 convertible gave up the ghost. He reconditioned the outside and replaced the white inside surface with black vinyl. He is also in the process of refitting the metal inside cross pieces. Incredibly, the woman gave him the top gratis with the proviso "you can have it as long as you don't bring it back."

I have heard that there were a few manufacturers of these aftermarket hardtops back in the '60s. Does anyone have any further information on these rare tops?

Also, this particular '66 has a DSO of 37 and my code book does

not show a 37 DSO for 1966, rather a 1967 37 DSO of Buffalo, New York. Can anyone clarify this discrepancy?

Thank you and cruise on!
 Michael Kime
 Buffalo, NY
 MCA #36376

Okay, we have to ask the obvious question — what is a Fendalite?

As far as your rare find of the aftermarket vinyl top — we will turn your question over to our intrepid group of members who manage to dig up the most amazing things.

We too found a 1967 DSO code of 37 as the earliest use of that code. We wonder if perhaps the '66 was late in production? Okay folks, share your knowledge with us.

— Editor



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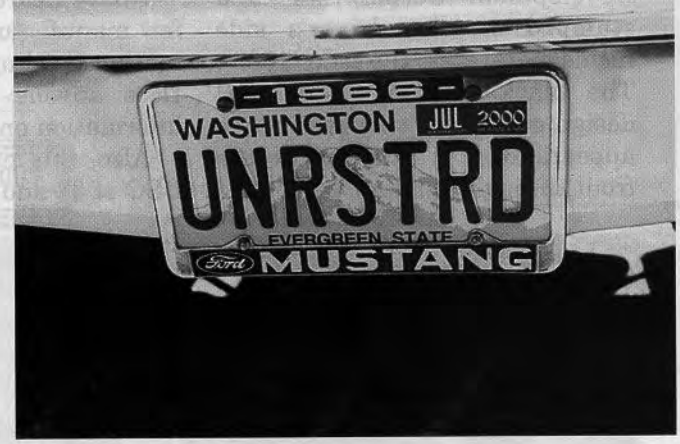


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2FAST4U2C





If you'd like to see your pony's vanity plate published on these pages, simply send us a clear, well-focused photo of the plate (remember that the plate is the center of attention here, so include only a small portion of the rear of the car). Please note that we do not accept Polaroids, scanned and printed pictures, or photos via disk or e-mail.

Send your color or black and white photo to Mustang Times, 3588 Highway 138, PMB 365, Stockbridge, GA 30281.

Ask Fred

Dear Fred,

Please give me some step by step procedures to help find my problem. As soon as I turn on my ignition switch, the car loses all electrical power. The dome light even goes out. If I disconnect the battery and reconnect, I have a dome light again. As soon as I turn it over, everything is out again. Please help!

Larry

Dear Larry,

Most likely, the connections on the battery cable are corroded. With only a small, dirty amount of contact, even a small current draw can fry the remaining connection.

First, clean all the battery connections until they gleam and assemble with dielectric grease. If this does not work, the cable ends are probably shot requiring new cables. If you have battery terminals which clamp to the end of the cables with bolts, don't waste your time — just throw them away and get new cables.

Fred

Dear Fred,

None of my dashboard gauges work in my '69 even though I replaced the printed circuit board together with the voltage regulator (and I don't want to do it again). My dashboard lights work.

I have installed aftermarket mechanical temp, oil pressure, and hood tach (speedometer of course works). Now I want to install a fuel level gauge. I bought a gauge at a swap meet. It has two insulated terminals. When I hook up a 0.5 amp battery charger to either terminal with either + or - clamp, the gauge reads "full". I recently changed my gas tank and sending unit, so

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

Then —

Ask Fred

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

both are new, although I had a little trouble with the sending unit arm interfering with the bottom of the tank. I am installing the gas gauge on a bracket in the trunk to hide it. I hooked one terminal to a constantly hot wire (this wire is for a trunk light I assume) and I hooked the other terminal to the sending unit wire. The gauge pegs out "full". How do I hook up this gauge?

Jeff

Dear Jeff,

Your best bet is to get the dash cluster working. Your test light should show 12V steady on the + side of the instrument voltage regulator, and pulsing voltage on the - side. This pulsing power should also be found on the + side of the fuel, temp, and oil gauges. The - side of these gauges goes to the associated sensors. To get the trunk-mounted gauge to work, you will need to run an ignition circuit wire to the trunk and install an instrument voltage regulator in it. Fixing the dash would be easier.

Fred

Dear Fred,

I have an overheating problem.

Every time I turn off the engine after driving some distance, the radiator overflows leaving a large embarrassing green spot. I am planning on replacing the thermostat with a 195° one but if that fails I'm back to square one.

I don't have any real modifications to the engine that would cause this. I could put an aftermarket overflow reservoir in or a larger radiator. I am trying to avoid these options. Please let me know if you can think of anything.

Gordon

Dear Gordon,

Has the engine been rebuilt? A 0.030 bore job will cause a tendency to overheat. A three-row radiator will usually correct this and we recommend you also install a fan shroud if one is not already in place. If this is insufficient, you should add a six-blade non-flex fan. Four-row radiators are available for most applications, but these are usually overkill and the flow rate through them is too slow.

Fred

Dear Fred,

I own four Mustangs here in Switzerland. I have a problem with both of my 1965 coupes as they make a lot of transmission and differential noises.

One car makes noise while driving when the throttle pedal is pushed — the other when it is released. Both cars have manual transmissions; one has a three-speed and the other a four-speed.

On both cars, the clutch vibrates a lot when the car starts to move as if the engine would want to leave the car. It seems, that something is not straight in the clutch shaft. The strange thing, is that both cars have the same problem.

One coupe is overheating. I replaced the water pump and the radiator. I removed the thermostat. I wanted to install a fan shroud, but I received one that is too small.

Is it good to install a collector tank next to the radiator connected to the radiator outflow tube? Would the water get back in the radiator when it cools? Do you suggest installing an additional electric fan connected to a thermostat? Would you put one in front of the radiator or would you put it in place of the existing fan?

Is it possible and is it a good idea to install both power and disc brakes? Which kit would you suggest?

Thank you for your great help.
Stefano

Dear Stefano.

The differential noises you describe can probably be traced to worn bearings. Parts for these are readily available.

The clutch problem you describe is usually due to a warped or worn clutch disc, pressure plate, and/or flywheel. Often people avoid resurfacing the flywheel when replacing the clutch, but the flywheel should be surface ground.

Do not remove the thermostat. Oddly, this usually makes overheating problems worse. Install a 190° thermostat. I'm not sure how you could have received a fan shroud that is too small, so I will need to know the dimensions of the shroud and the radiator on the car. Usually, a shroud and a six-blade fan cure the problem. Sometimes a three-row radiator is needed, especially if the engine has been bored to oversize. If you switch to a 16-pound radiator cap, and use the above measures, there should be no need for an overflow recovery tank. No 1964 1/2- 73

Mustang had one, not even the Boss and Cobra Jet cars. We do not recommend electric cooling fans because they add more complexity to a very simple, effective cooling system.

We get questions about brake conversions all the time. Usually people want to convert to disc brakes to get "better braking". Front disc brakes will certainly give better performance, but it will be no easier than the manual drums. What they often really want is braking which is easier and for this they should convert to power assist, which, incidentally, costs less. It is also possible, for those who want better performance braking and easier pedal effort, to do both disc and power conversion together.

Fred

Dear Fred,

I have a 1966 GT fastback (289 4V, four-speed) in good condition (restored in early '90s). I was wondering the production numbers of the 1966 GT fastback? I know that there were approximately 8,000 1966 fastbacks produced, but I was wondering if there is any information on the GT version?

Also, a fender panel had to be replaced during the restoration. The new fender did not have the holes for the GT emblems. I don't want to put a drill to the nice paint job (I might crack/split the paint exceeding the emblem coverage). Any suggestions?

Michael

Dear Michael,

You should drill the two holes for the GT emblem with a new high speed drill. However, unless you are a hard-core, high point show buff, use stick-on Mustang letters, or break the pins off the

letters you have and put 3M trim adhesive foam tape on the back. We do this to new stick-ons anyway since the glue is unreliable. Just stick them on 1" wide tape, and trim with an Exacto knife using the letter itself as the cutting guide. You can peel the backing off later when you are ready to use them. Positioning patterns are available if you need them.

Unfortunately, we have no figures on the 1966 GT fastback. As far as we know, this information was not recorded by Ford.

Fred

Dear Fred,

I own a 1965 2+2 with a 200 six-cylinder, C-4 automatic transmission and 127,000 miles. The engine is burning oil and has lost power, and the transmission is slipping into reverse from park. Obviously they both need work. What I am wondering is if there are any changes that can be made to the "6" such as carb, camshaft, or exhaust modifications that would increase power. Many people advise against putting a 289 in it, so I'd like to explore this route.

Doug

Dear Doug,

Your engine problems sound like a tired engine, but the people who advised you not to convert to V8 are right. Your transmission problem sounds like you need new shifter bushings and an adjustment.

If you have access to back issues of Mustang Monthly, there was an article on performance modifications for the 200 six in the October 1997 issue. The article covers carb modifications such as the 2V or three 1V setups, cams, heads, and many other items.

Fred

MT

Team Mustang

From Art Hyde, Mustang Chief Program Engineer and Team Mustang Members

Cost reductions — are they driven by our Corporate greed, or are they driven by our desire to better satisfy customers? I get so many (mostly negative) comments about cost reductions that I thought it would be worthwhile to discuss the topic this month.

To get right to the point, the ultimate objective for all cost reductions is to simultaneously improve both *customer* and *shareholder* "value". You see, every year we have to add cost to meet new emissions, safety, or some other regulatory standard. We also add cost to better satisfy customers — more on this in a minute. Since a key aspect of the Mustang brand is "Best Bang for the Buck", we know we cannot just pass along these cost increases to customers. The other big constraint we have is that our Corporate shareholders will not accept us lowering our profit margin — which is pretty thin already. What I am describing is the proverbial "being caught between a rock and a hard place." The best answer is to find and implement cost reductions to offset the costs being added. If we can do this without taking away something perceptible to the customer, then we have improved customer value. Shareholder value is also improved because of the avoided margin reduction that should have been reasonably expected due to the new regulatory capability of the product.

The topic of cost reduction always gets inextricably tied together with the push for customer satisfaction. About every month, we get data from customer satisfaction and things gone wrong (TGW) surveys. We also get warranty data on a regular basis. We are never satisfied that we have "plateaued" Mustang quality or customer satisfaction. This drives us to continually look at the data to see if there are any quality improvements or product actions we could do to eliminate/reduce TGWs or warranty claims. We also look for areas where we could do something which will surprise and delight customers. An example of the kind of things we have done recently is the adoption of the seat back map pockets in response to high TGWs for lack of interior stowage.

In some sense, you can look at our drive for cost reduction as a continuing effort to rebalance where the cost is in the vehicle with the goal of the best possible customer satisfaction. Even so, it is very difficult to motivate engineers on Team Mustang to aggressively pursue cost reductions — it is very difficult to find cost reductions that customers would not notice, that are large enough to pay-off the engineering and tooling costs in a year or less.

Two years ago, we were not as sensitive to customer perception of cost reductions as we are now. Some mistakes were made which we have been "called on" by customers. We hope that those days are in the past. If any of you see a cost reduction made since 1999 which bothers

you, please let us know. We need the feedback.

Let's move to your questions this month —

Q. I am the original owner of a 1965 Mustang fastback 2+2 289 HiPo. Is there a way to find out how many fastbacks were produced in 1965 and how many of those had the K-block (271 hp) 289 engine? We know that our car is unique, as it was special ordered with the color of Caribbean Turquoise, but we'd like to know just how unique it is.

A. Ford does not have any records (that I can find) for cars built more than seven years ago. Records for vehicles more than one year old even do not have much detail. With help from Teresa Vickery of MCA, we found some information about your car in the "Mustang Red Book" by Peter C. Sessler. There were 71,303 1965 63A (standard fastback models and 5,776 63B (luxury) fastbacks. It didn't break the number down by color. In fact, while it did list colors, we would not find Caribbean Turquoise. For what its worth, it did show a color called Twilight Turquoise.

Q. I am the proud owner of a 1999 35th Anniversary Limited Edition GT. I need help in identifying the makeup of the Midnight Black and Silver interior. I need to treat and condition the seats but since there are different products made for leather and for vinyl I would like to know which is what on these seats. The sales brochure reads "Midnight Black Leather/Vinyl Seats with Silver Leather Inserts. Silver Leather Door Trim Inserts." I have been warned against using a vinyl product on the leather as it could prevent future leather refinishing or dyeing. Are the available leather conditioners (Lexol, Hydefood, etc.) okay to use on the Silver inserts? I do not want the silver portion to turn different shades.

A. The front seats are leather on the entire seating surface. The sides and back are vinyl. On the rear seats and on the door trim only the silver areas are leather, the rest is vinyl. We agree that you should not treat leather with vinyl cleaner or vice versa. We don't have any particular recommendations for leather conditioners or vinyl cleaners beyond the products we offer for sale at dealers.

On your specific concern about leather discoloration, we use high quality dyes which resist fading and discoloration and we treat the leather to make it easier to clean and keep it from leaving a film on the inside glass surfaces. Based on our high mileage testing, we do not think you should be too concerned with discoloration so long as

From Art Hyde, Mustang Chief Program Engineer and Team Mustang Members

you keep it clean. Even though I have not been told this by our experts, I personally would also try not to over-expose the leather to direct sunlight if I wanted to be sure the silver did not discolor.

Q. In last month's column you stated, "We take a subset of the vehicles and try to accumulate as many miles on them as possible — over a million miles total is the goal. The difference between this activity and the engineering testing we do, lies in the vehicle usage. ...This launch stage field evaluation by non-engineering experts is intended to expose a larger number of vehicles to normal vehicle usage like commuting to work, grocery shopping, and aggressive street performance driving (the nature of the beast.)" Are the "non-engineering experts" folks with the company or average citizens? If they are a part of John Q. Public, how does one go about becoming a "non-engineering expert" for Mustang?

A. We hire professional evaluation drivers to drive a specified route of about 300 miles each day and have members of the launch team, non-technical employees, and Senior Management take the vehicles home in the evenings and on the weekends. Detailed daily records of operating quirks, usability concerns and things particularly liked about the vehicles are submitted to the vehicle coordinator. In addition to these evaluations, we periodically subject the cars to climate controlled chambers and do a variety of tests so we can evaluate squeak and rattles and to find if there is any functional deterioration or unusual wear as the vehicles age.

The launch team meets every day to review any issues that have been identified. Issues are assigned to specific team members and closure is tracked in the same meeting. We need quick turnaround on resolving issues to compress the time to determine if a change should be made to any parts, validate the changes will be effective in resolving the issue without causing any new complications, and to get the change in production. The entire million mile accumulation takes place in about the last 12 weeks before the start of production (Job #1).

Q. Although a good bit of data published in test-drive new car articles is over my head, I do enjoy reading it. One of the things I've never been able to figure out is what is meant when a high performance car is taken out on a test track and achieves or pulls x-number of Gs. What does that mean?

A. When a magazine reports that a vehicle "pulls" some

number of "Gs" what they are referring to is the maximum lateral acceleration the vehicle can induce around a smooth constant radius curve (usually, a 200 foot diameter skid pad) as measured in increments of the force of gravity at sea-level (32 ft/sec²). To put this in perspective, a 2000 Cobra R, which is capable of .99 Gs, subjects the passengers in the vehicle to 31.68 ft/sec² lateral acceleration.

Skid pad acceleration is indicative of the vehicle's tire grip, steering geometry, and suspension front/rear balance, and breakaway characteristics. High skid pad "Gs" do not always indicate a good handling car. For example, the McLaren F1 supercar could only manage 0.96G (about the same as a Toyota Celica) around a skid pad, yet its speed through a 700 foot slalom was 1 mph faster than the Cobra R. Subjectively, Peter Egan of *Road & Track* wrote that the F1 "will stand alone as our ultimate car" in large part due to the exceptionally communicative steering combined with a great match of the suspension's fundamental understeer and well-controlled ride characteristics with the ability to induce power-on oversteer whenever desired. In other words, you can charge into bumpy corners and toss the car through the bend with a bit of right foot action. This total interactive experience is what handling is all about. The skid pad performance is just one piece of the puzzle and is practically meaningless on its own. To really understand how a car handles, you should look at all its dynamic capabilities together (skid pad, slalom braking, and drag strip performance data, and subjective assessments of ride, steering and brake feel) versus a competitive vehicle or some benchmark you are familiar with.

Q. Obviously repair and maintenance techniques used at dealerships are very different from procedures used at the factory when a vehicle is built. How is the information for service manuals accumulated and tested out?

A. Not only are the dealer repair techniques different from factory assembly processes, but so are the part levels. We find it reduces our total production costs and improves quality if we can source larger subassemblies, such as a brake system or headlamp unit, to suppliers. In the service environment, however, it is lower cost for customers if we replace a component portion of a production subassembly, such as a master cylinder or lamp bulb. What this means is that as we design the vehicle, we need to design both the production process and service process. To the best of our abilities, these two different processes are designed concurrently. We prove-out both processes first using computer simulations, followed by mock-ups of

Mustang - 2001

"Mustang is a true American icon. Introduced more than 35 years ago, it has kept its love affair alive with the American public. More than any other car, it symbolizes the spirit of individualism in all of us. Mustang is a declaration of independence. With the top down and the music on, Mustang sets people free" — Jim O'Connor, president, Ford Division.

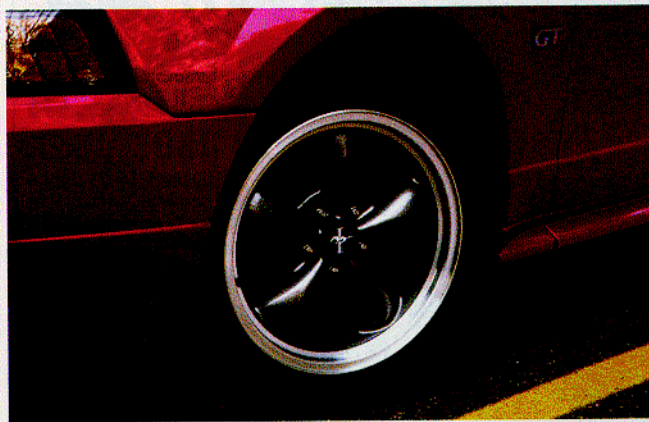
The 2001 Ford Mustang continues to build on its heritage as one of America's most beloved automobile brands. Its classic styling remains contemporary, and its spirited performance makes it appealing to automotive enthusiasts. Mustang is the quintessential fun-to-drive and fun-to-be-seen-in car.

This year Mustang gets a new console with a larger rear cup holder, repositioned front cup holder, power point, tissue holder, and parking brake boot. A rear window defroster is now standard on all models. A new six-disc in-dash CD player is available with the Mach 460 Sound System. New hood and side scoops on the GT model further distinguish it from the V6 version. A new "value leader" V6 coupe is available for 2001. Model order combinations have been reduced to approximately 50, compared to 2,600 last year.

The 2001 Mustang is fast, nimble, and fun. The standard engine is a 3.8L OHV V6 producing 190 horsepower at 5250 rpm and 220 lb-ft of torque and 2750 rpm. GT models have a standard 4.6L SOHC V8 that kicks out 260 horsepower at 5250 rpm and 302 lb-ft of torque at 4600 rpm.

A five-speed manual transmission is available and provides the control and driving experience that performance enthusiasts want. A four-speed automatic overdrive transmission also is available.

Mustang's rear-wheel drive layout is another characteristic valued by performance-oriented drivers. It provides balanced performance and excellent acceleration feel. The rear-wheel layout



spreads out tire loads from steering and acceleration among all four tires (not just the front two), providing excellent steering and handling. It also eliminates torque steer that sometimes happens in front-wheel drive models and causes the vehicle to pull left or right during heavy acceleration.

Other design facets contribute to Mustang's performance feel. It has a wide front and rear track which helps it corner and handle extremely well. With 57% of the car's weight in front (56% for the GT convertible with manual transmission) Mustang is agile, has a stable handling feel, excellent traction and confident braking. A Traction-Lok (limited slip) rear axle is standard on GT. It transfers driving force to the rear wheel with the best traction for improved performance on slippery or uneven surfaces.

The 2001 Mustang still retains some of the original styling cues that first turned heads more than three decades ago. But make no mistake — it is a

highly contemporary-looking automobile befitting its performance image. The striking exterior profile reinforces its sports car heritage with an overall ground-hugging appearance that emphasizes an agile, aggressive stance. The hood scoop, side scoop and pony emblem in a chrome "corral" incorporate classic Mustang design elements. The vertical tail-lamps feature a signature tri-bar design, and the single-wing spoiler on the rear decklid of the GT model adds to the performance image.

Inside, the dual cockpit shape is reminiscent of the original Mustang, yet its wraparound design is modern and user-friendly. The headliner, rear package tray, and A- and C-pillar moldings are color-keyed to the rest of the interior.

The Mustang convertible provides the ultimate carefree and fun-to-drive experience. Yet it also has a practical and easy-to-use design. The power retractable convertible top has a semi-hard boot that protects the top from dust when lowered and enhances the exterior appearance. A hydraulic system allows quick raising and lowering of the top. The rear window is made of scratch-resistant glass.

Mustang has a very high level of standard and available comfort and convenience features. Standard items include air conditioning, power windows and door locks, a tilt steering column, full-length center floor console, Remote Keyless Entry

System, interval windshield wipers, and an AM/FM stereo/cassette/single CD player.

Comfortable reclining front bucket seats are standard as are 50-50 split-folding rear seatbacks (fixed rear seatbacks on the convertible). A six-way power driver's seat is available. It adjusts forward/backward, higher/lower and seat cushion tilt angle. It includes power lumbar adjustment, two-way head restraint, recline feature, and console armrest.

Mustang also offers a variety of sophisticated audio systems for the true audiophile to choose from, including a Mach 460 Sound System with six-disc in-dash CD player.

Additional highlights include stainless steel exhaust systems, power four-wheel disc brakes, and optional Anti-Lock Braking System (standard on GT).

The wheelbase for both coupe and convertible is 101.3 inches, overall length is 183.2 inches, and overall width is 73.1 inches. The coupe is 53.1 inches high while the convertible stands at 53.2 inches. With a 15.7-gallon tank, fuel economy is estimated at 20 mpg for city driving with the V6 and five-speed combo, and 29 mpg for the highway. The V6 outfitted with the four-speed automatic transmission receives an estimate of 20 mpg for the city and 27 for highway cruising, while the V8 with the automatic is rated at 17 mpg for the city and 24 mpg for the open road.

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Shifting Gears

Upgrading Your T-5 Can Mean A Lot To Your 5.0

by Rod Short

As 5.0 Mustangs become more and more collectible with time, there's increasing interest in how to upgrade the performance of these cars without making it obvious. Changing rearend gears has been one of the most popular, along with switching out 7.5-inch rearends in early 5.0s for the much more substantial 8.8-inch differential. Yet, you don't hear that much about the factory five-speed transmission. Here, in the following paragraphs, we'll overview the Borg-Warner T-5 transmission and the performance upgrades you can do to your 5.0 liter Mustang.

When first introduced in 1981, the T-5 five-speed was coupled with the 2.3L four-banger. However, by the time it replaced the venerable Single Rail Overdrive (SROD) four-speed in mid-1983, the T-5 had been enhanced significantly to handle the 5.0's greater power and torque. Four-cylinder versions are different in that they have a longer input shaft and smaller pilot snout. As such, bargain hunters should never try to adapt a four-cylinder version of the T-5 for use in the V8.

Although it wasn't uncommon for T-5 production

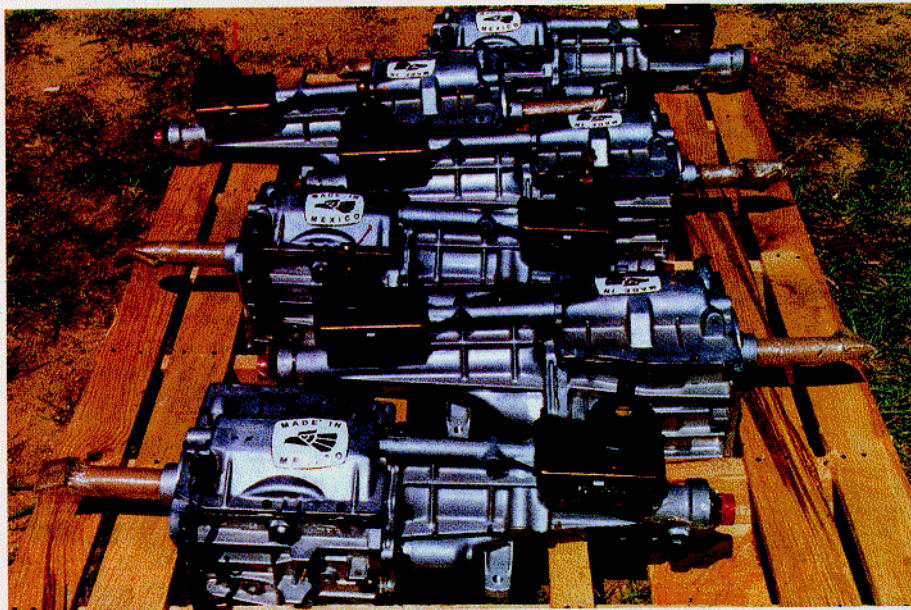
runs to overlap into different model years, these transmissions were upgraded as the performance of the 5.0 Mustang grew. In most 1983-84 versions, the E3ZR and E4ZR T-50D tranny started off with a 2.95 gear ratio in first and then proceeded to 1.94, 1.34, 1.00, and .725 ratios in overdrive. This was indicated on the Vehicle Certification Label (found on the rear face of the driver's door) by a "5" code during those years. Various sources have rated the 1983-84 T-5 as capable of handling anywhere from 265 to 295 lbs-ft of torque. While this was certainly adequate for normal street use, performance buffs generally felt that these early versions were not reliable for use in drag racing applications.

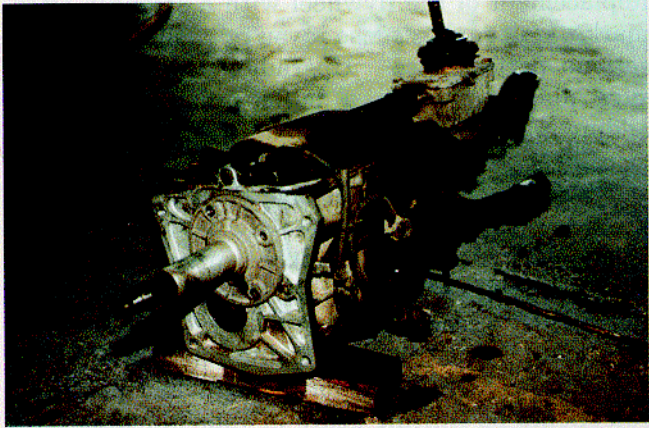
With more horsepower and torque being pumped from the 5.0L in 1985, Ford began installing a beefed up Borg-Warner version of the T-5 in the Mustang. Known as the World Class T-5, this tranny featured, among other things, upgraded SAE 5614 and 4620 gear alloys, caged needle bearings on the first three gears, an improved synchronizer assembly, carbon-fiber blocker rings, and tapered roller bearings on the countershaft for improved

meshing and stability. The gear ratios were different as well, with first starting out with a 3.35 ratio, which was then followed by a 1.93, 1.29, 1.00, and .625 final overdrive ratio. During this span, Ford also mounted a shifter that had much shorter throws and a bit higher effort. This short-throw shifter is recognized by its gold cadmium-colored baseplate. Depending on who you ask, this version of the T-5 would handle anywhere from 265 to 325 lbs-ft torque capacity.

Midway through 1989, the T-5 received more upgrades and slightly revised gear ratios. Ford also went back to a slightly longer-throw, lower effort shifter sometime during

1) Upgrading the original T-5 in your 5.0 liter Mustang to a new World Class, Super Duty, or Tremec five-speed is a worthwhile upgrade, especially if you're faced with rebuilding.



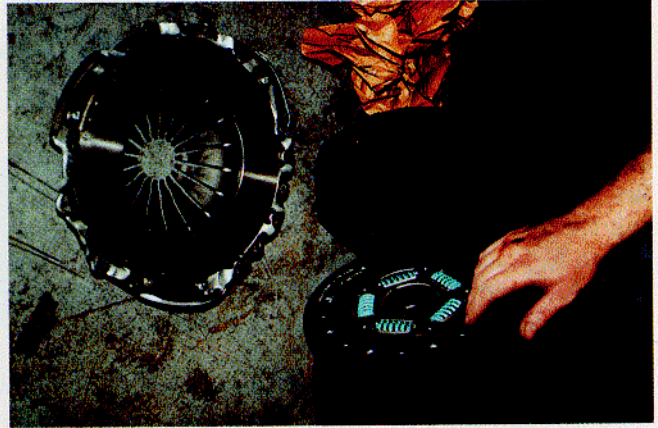


2) Although used T-5s are frequently seen at swap meets, buyers should beware. Try to check out the model year of the tranny so you'll know more about gear ratios, etc. And be sure it's not out of a four-cylinder car.

1990-91, but the most significant changes came in 1993. These trannys were given a tapered roller pocket bearing and phosphate coated gearing. These improvements came on the Cobra and Cobra R-models and were incorporated on later V8 versions of this transmission.

While the original T-5 and later World Class versions were fine in normal everyday driving, problems (which should be expected) did arise when Mustang owners began hopping up their cars beyond the original design capability of the transmission. Synchronizers and second or third gear breakage are the most common problems, but severe overloads of the T-5 can also cause structural problems of the casing. While power levels and driver ability are variables we cannot address, several things can be done by owners to increase the life of their T-5 five-speeds. Synthetic replacement fluids

4) Although the T-5 in our car had been rebuilt four years ago, there was considerable wear on the input bearing retainer. Ford's upgraded Super Duty T-5 features a steel replacement for longer life.

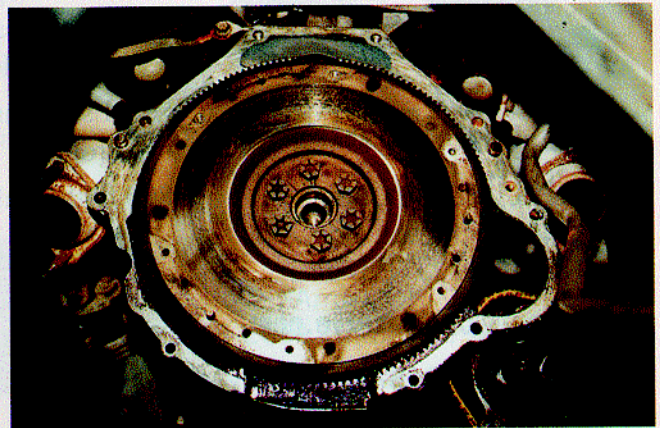


3) Our project car was in need of a new clutch, so we upgraded to a stronger M-7560-C302 King Cobra which requires less pedal effort than the Motorsport Heavy Duty clutch kit.

are recommended over Dexron II or Mercon ATF fluids and should be changed yearly if you drive your car hard. Super Alloy Gearsets are also available through the aftermarket to upgrade the metallurgy of the countershaft and second and third gears. Front retainer sleeves, which can show considerable wear from grease and clutch dust (see photo), can also be upgraded with steel replacements. You can even change the first, second, and third gear ratios on a later model T-5 so it's better matched to revised gear ratios in the rear differential. Check the latest Ford Racing Performance Parts catalog or with our source listed at the end of the article for more information.

While these fixes might make economic sense if you're faced with rebuilding your T-5 anyway, there are also a number of replacement trannys, which can help improve your Mustangs' performance as

5) While a resurfaced cast iron flywheel was just fine for our purposes, Ford Racing Performance Parts makes exact replacement billet steel units for both 5.0 and 4.6 high performance applications.



well. The Tremec five-speed was standard in the 1995 Cobra R and can be found on a number of Saleen Mustangs as well. Although based on an older design, the Tremec is often said to withstand 400 lbs-ft of torque as compared to the original T-5 rating of 265 lbs-ft. Although the Tremec and T-5 are similar in size and about the same length, making the switch will necessitate a new crossmember, clutch fork, slightly longer driveshaft, and bellhousing. Although a Cobra R clutch housing is sold by Ford to do the job, a junkyard 5.0L SROD bellhousing will also fit just fine.

The M-7003-Z Super Duty T-5 transmission available through the FRP catalog is another option that 1979-93 Mustang owners may want to consider. Those wanting to go even further may consider a Borg-Warner T-56 six-speed, which is standard equipment on the 2000 Cobra R. A special retrofit version of this tranny is available for Fox-body Mustang owners, although it does require numerous modifications for the conversion. There is also a Richmond six-speed unit available on the market as well.

Upgrading a transmission, however, should never be done without giving thought to improving the safety and quality of the entire drivetrain.

Replacement of the flywheel with a stronger after-market unit makes sense if you're pushing for some serious performance. Upgrading the clutch/pressure plate, going to a bullet-proof bellhousing, adding an aluminum driveshaft, bolting on a safety loop, or even switching to a better shifter are all worthwhile considerations that require more space than we have to cover adequately.

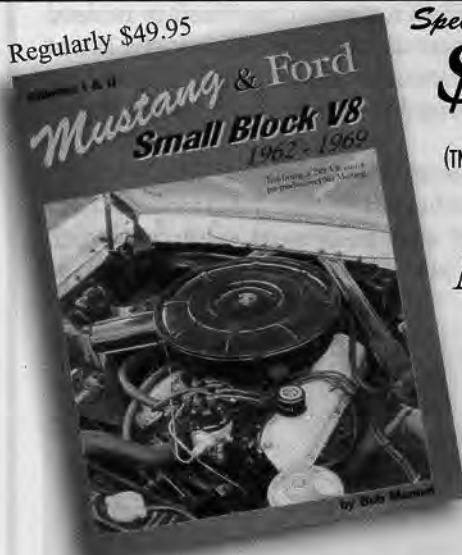
The most important point we intend to make is that upgrading your manual transmission is a worthwhile consideration no matter whether you're rebuilding, restoring, or hopping up your 5.0 liter. With just a little bit of forethought and planning, you should be shifting gears in your Mustang for a long, long time to come.

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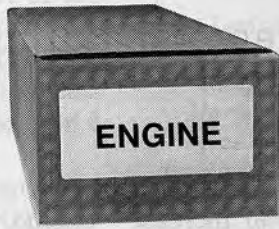
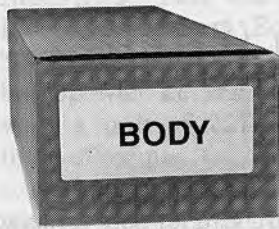
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ENDLESS POSSIBILITIES

*by Teresa T. Vickery
photos by Rod Short*

With a major reskin in 1999, Mustang for 2000 was pretty much a carry-over. The same exterior and interior styling cues were in place, four-wheel disc brakes were still the norm, the Mach 460 stereo system was still rocking 'em down the street, and

that new-fangled thing called traction control was still around. Some exterior colors were deleted with new ones added. The 35th Anniversary fender emblem was replaced with either the running horse and tri-bar emblem for V6 ponies, or the bold GT emblem for the GT version. New 16-inch wheels became available for the V6 models equipped with the V6 Appearance Package and new safety items such as child seat tether anchor brackets and a deck lid release located in the trunk with cable and glow-in-the-dark handle were offered.

Horsepower remained a respectable 190 for the V6 and a healthy 260 for the V8.

Much has been said about the fact that V6 versions have

played an important part in the overall Mustang sales picture. And there seems to be a trend for a fair portion of those V6 ponies to go home with female buyers. However, there are among the ever-growing group of female Mustang owners those who are enthralled with the power of the "8". Ashley Harris of Richmond, Virginia, falls into that group.

Smitten with Mustang fever since the ripe old age of 16, Ashley has always kept an eye on the pony car scene. Owning a 1999 V6 example further confirmed the notion that Ford was on the right track. But according to Ashley, "I've always loved a black car and a convertible. Mix those things in with a Mustang and it's the perfect car for me. Plus I love the





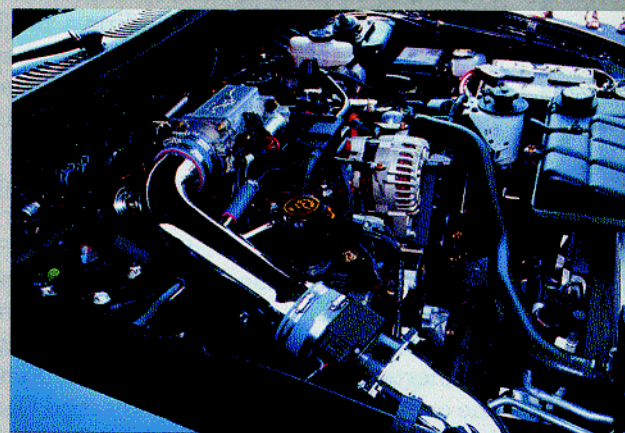
power of the V8 engine.” Which meant that this black 2000 GT convertible became a “must have” for the Harris household.

Involved in a hobby where it's usually the men who show the cars while the wives are off pursuing other interests, Ashley represents a 180° spin on the situation — she's the Mustang nut, attending shows, taking care of her car, etc., while her hubby pursues other interests. “Sometimes it's difficult to be a female in a male dominated area. It can be hard to get some guys to take you seriously.” But she is no stranger to challenges since her interests range from Mustangs to snowboarding to mountain biking, and her profession takes her into the law arena.

Seeing the ragtop as a car with endless possibilities, Ashley set about making it her own with

some assistance from Nick Carter of Chesterfield Customs.

Tasteful enhancements include a sporty silver stripe accenting the hood and scoop, tinted headlight covers, tonneau cover and light bar (an extremely popular combination amongst late model owners), silver-color Mustang lettering in the rear fascia, and TSW Revo six-spoke wheels shod with Pirelli P7000 Supersport

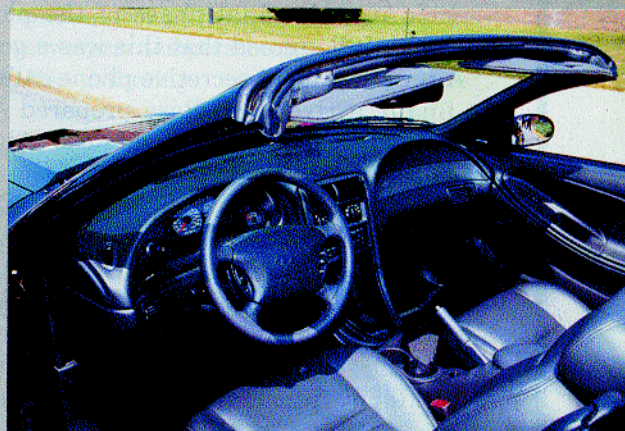


behind the wheel of America's favorite pony car.

MT

What has been the high point of ownership? “The excitement of owning a Mustang, meeting other Mustang owners, and the camaraderie between Mustang owners, as well as being able to catch people's eye as the car goes down the road.”

With a vanity plate that translates to “giddy up”, there's no doubt that this Mustang owner enjoys each and every mile



The Blue Taxi

by Louise and Bill Parker
with assistance from
Art Griffin

How far would a wife go to surprise her husband on his birthday while vacationing in a foreign country? Rose Cowling went the "extra mile".

Rose and Alan Cowling of Dartford, Kent County, England, had planned a graduation trip to the United States for their son Blair. Their itinerary included stays in New York, Las Vegas, and a final four days in Orlando, Florida. Realizing that her husband's birthday would fall on the last Sunday of their Orlando visit, Rose went to work planning a surprise to celebrate the occasion.

Alan has a passion for older classic cars having restored three Jaguars (including a 1963 XJ-6), a 1966 Sunbeam Alpine, 1958 Ford Consort, 1971 Triumph Spitfire, and three MGs. Alan's brother, Ian, holds a membership in a Sunbeam club, so Rose brought Ian and his computer-literate wife Helen into the plot. Helen began using her Internet skills to find more conspirators on the other side of the Atlantic.

After considerable Internet and telephone traffic (a long story in itself, involving Wendy Minnieweather of Kitsap Mustang Club of Bremerton, Washington, and Jean Penn of MCA), the ever-growing web finally reached Cocoa, Florida, just days before the desired birthday surprise. At the Space Coast Mustang Club's 17th Annual Cocoa Village Show on November 7, club members John McAvey and Art Griffin enlisted Louise Parker and her newly restored dark blue 1965 Mustang convertible into the final phase of the plot. Louise's husband, Bill, agreed that this was a good idea.

After a few more secretive phone calls, November 14 finally arrived and Rose prepared Alan for the event. As noon approached, Rose, Alan, and son Blair were standing out in front of the Holiday Inn on International Drive with Alan carefully watching for the "blue taxi" that would arrive to take them to a local restaurant for a delightful lunch. The "taxi" was a little late due to a minor mechanical problem, but it quickly caught Alan's eye as it approached the hotel. The surprise then unfolded as Louise and Bill said "Happy Birthday Alan!" However, it wasn't



A trip to the United States yielded a birthday surprise that English visitor Alan Cowling is not likely to forget.

until Alan was riding along in the beautiful Mustang with the top down on a perfect sunny fall afternoon that he realized what was really happening. Rose's surprise for Alan was complete with him experiencing a bit of Mustang America.

Vintage automobiles proved to be a common bond in establishing a new friendship. The Cowlings joined Bill and Louise Parker the next evening in Merritt Island, Florida, for a boat ride on the Banana River followed by some old fashioned barbecue. Good food, good wine, and good stories are common to both sides of the Atlantic. At the time of this writing, the Parkers were looking forward to a visit to the Cowlings' home in the UK, even if those folks do drive on the wrong side of the street!

MT

Alan, Rose, and Blair Cowling experienced a bit of "Mustang Fever" American style.



Continued from page 15

a dealer to crawl around an all-new vehicle to obtain proper measurements for lug nut configurations, brake caliper clearance, suspension component dimensions, and such. This, however, sometimes resulted in a less than perfect wheel design which hurt customer satisfaction.

Since the launch of the initiative in May 1999, more than 160 companies registered and downloaded more than 900 files, including one company that was able to use the information to develop an intake manifold for a supercharger kit for the 4.6 liter engine in the Mustang.

For the people who make Mustang parts, the first phase has drawn overwhelming response. The expansion this year to include six more vehicles will further enhance the success of this industry leading initiative. "There has been a lot of activity by SEMA manufacturers since we began this last year," Sheffer said. "This program is still in its infancy.

However, with the expansion to include other Ford models, this initiative creates greater opportunities across a wider segment of our industry."

Grand National Winners List

We were recently notified that in Fourth Generation Class FBA, Joe Ingarra actually received a first place award rather than second as listed.

Oops!

This is a major oops! The name of the owner of the beautiful KR convertible on last month's cover was misspelled. The correct spelling is Trober rather than Trebor as we indicated.

It's a widely known fact that the editor's typing skills leave much to be desired, but now it appears that her proofreading skills are suspect, too!

Our sincere apology to Mr. Trober and his family for the error.

SVT Mustang Cobra Recognition Guide

If you own a SVT Cobra Mustang or if you are an enthusiast, the new SVT Mustang Cobra Recognition Guide by Thomas A. Shreiner and Peter C. Sessler is a great item to add to your reference arsenal.

This 200-page book is chock full of history, specifications, and tons of photography of the 1993-2000 SVT Mustang products. Get a behind the scenes look at race efforts of both 1993 and 1995 Cobra R-models. Curious as to how many 1994 black Cobra coupes were equipped with black cloth interior? The information's in there.

Priced at only \$19.95 plus \$3.95 shipping and handling, this is a great gift. Send your request to SVT Mustang Cobra Recognition Guide, P.O. Box 499, Milton, PA 17847, phone (570) 686-1530, or visit www.svtcobraguide.com. (See display ad on page 54 of this issue.)

4th Annual Saleen Performance Car Show

Once again, Steve and Liz Saleen, and associates, hosted a dynamite show at Saleen Performance in Irvine, California. This 4th annual event, held in September, was filled to capacity with well over 100 vehicles in attendance. Of course, Saleen Mustangs were abundant, but there was also a very respectable showing of stock and modified Mustangs as well as pickups.

As in the past, the work area was open to spectators where many of us got our first look at Saleen's new "assembly line" process. It was in this area that Steve,

along with Speedlab team driver Ron Johnson, signed autographs for a line of enthusiasts that seemed to stretch on forever.

The main attraction of the event was the introduction of the new S7. At one point in time, the low-slung vehicle disappeared amongst a crowd of onlookers.

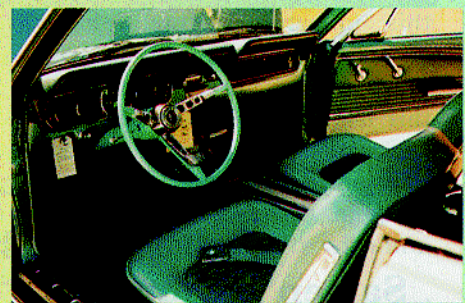
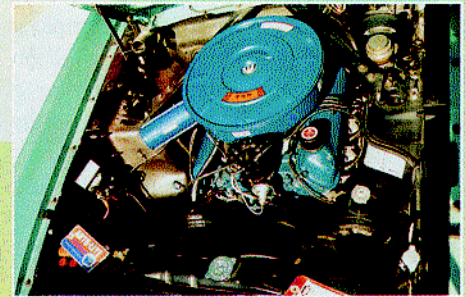
Another slightly unusual vehicle we spotted was a pale blue 2000 S281 convertible. It seems that this was a special Microsoft Windows Millennium Edition Saleen produced as a contest prize for employees of authorized Microsoft Windows Millennium Edition retailers.

Great food, music, door prizes, and a karaoke contest coupled with very warm temperatures made for another outstanding Saleen gathering.





by Teresa T. Vickery
photos by Phillip Higley



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When it comes restoring old cars, opinions on what's a good candidate and what's not are nearly as plentiful as rust flakes on a field-bound '34 Ford. Some want to tackle a minimum of work, whether they do it themselves or pay an expert. Others don't mind resurrecting a mass of metal from the dead. And then there are those occasions when what should be a straight-forward project suddenly becomes mired in hidden problems.

Phillip Higley of Ottawa, Ohio, owned a 1965 Mustang hardtop equipped with a six-cylinder engine and automatic transmission that needed a lot of work — more work than he cared to handle. What he really wanted was a V8/automatic combo. In 1985 his father, who owns Mustang Corral (a Mustang parts business), located a 1966 hardtop that was on its way to the junkyard. It needed quarters, floors, fenders, bumpers and paint, but it was equipped with an automatic transmission and rebuilt 289 2V. With the help of his father and brother, Phillip thought this was a good candidate for a rebuild.

Very soon, however, many hard lessons in hidden problems began to unfold.

A donor Mustang was located for the floor pans. But the trio soon discovered that the donor manual transmission fitted floor pan would not fit the automatic transmission recipient. Ingenuity and a bit of reshaping resolved the problem.

While replacing a quarter panel shortly

before a trip to the upholstery shop, a problem was found where the roofline and quarter panel meet up. A quick fix later came back to haunt Phillip after a second paint job began to crack in that same area. An ill fitting driver's side door eventually lead to the discovery that the car had been rolled. Rather than scrapping the car at that time, someone attempted a repair which ultimately left Phillip with plenty of problems.

Today it's hard to believe that the award-winning Tahoe Turquoise beauty has led anything but a sheltered life. Trips to swap meets, visits to various repair shops, tons of persistence, and the willingness to learn from judging sheets has turned this one time salvage yard candidate into a gleaming example of Mustang's stylish origins.

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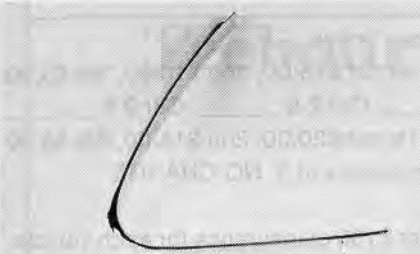
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(Note—Collision is not written as a singular coverage but is available with Comprehensive.)

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11th Annual Fords at Trebour



The Garden State Region Mustang Club held the 11th Annual Fords at Trebour Show at Jack Trebour Ford in Randolph, New Jersey, on September 17, 2000. The weather was fantastic with temperatures in the mid 70s. It was one of the best Sundays we've had during this show season. As a result we had a record number (182) cars registered for the show. Of

those, 113 were preregistered.

Our regular disc jockey, "Silken Sounds" arrived early to entertain us throughout the day.

Twelve concours Senior class cars were on display in front of the dealership. A total of 19 classes of Ford-powered vehicles were judged between noon and 3 p.m. Kerry DeLong presented the dealer's choice award to a 1969 Boss 302 owned by Leo Coletti. The judges choice for Best of Show was presented to Joe and Anita Tashjian for their 1971 429 SCJ Mach 1.

Throughout the day there were 50/50 raffles, product raffles, and donations collected for the Muscular Dystrophy Association. By 4 p.m. the Garden State Region Mustang Club had presented our MDA representative, Betty Rutan, with \$2001. As always, a portion of the proceeds from the show will also be given to MDA.

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



Regional Events



Sacramento Area Mustang Club hosts Mustang & Fords in the Park IV

The Sacramento Area Mustang Club hosted its annual charity car show on August 26, 2000, at Hagan Park in Rancho Cordova, California. A total of 121 Mustangs and Fords were entered. Those who entered their car in the show were given a judging ballot. Mustang entries voted for the Ford/Mercury entries and the Ford/Mercury entries voted for the Mustang entries. There were cars entered in 16 of the 17 judged classes. All entrants received a dash plaque and a goody bag. Lunch was provided for all in attendance and '50s and '60s music, along with some drag racing sound effects, were provided by a disc jockey.

The Sacramento Ford Club provided automotive related games to play during part of the day and raised additional funds for charity. 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 \$1,150 to the American Cancer Society and American Liver Foundation. A total of 44 awards were given out from first place through third place for each class including Best of Show Mustang, Best of Show Ford/Mercury and SAMC Best Mustang. The longest distance award went to an entrant from Seaside, California, who came 185 miles. Several Sacramento Area Mustang Club members picked up awards in the seven judged Mustang classes.

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

Submitted by Mike Hess for the Sacramento Area Mustang Club.



6th Annual Spring Mustang & Shelby Show



On Sunday, April 30, 2000, Georgia Regional Mustang Club, in conjunction with Allan Vigil's Southlake Ford, hosted the 6th Annual Spring Mustang and Shelby Show and Shine at Tara Stadium in Jonesboro, Georgia. We couldn't have asked for a more delightful Georgia spring day for a car show.



Registration opened at 8:30 a.m. for the early risers and closed at noon with 122 cars and trucks entered in the participants' popular vote show. Entrants received a voting form for their selection of first, second, and third in 26 different classes. All generations of Mustangs were represented, along with other popular Ford cars and trucks in the special interest classes.

Raffle tickets were sold throughout the day for various items donated by local and national merchants. There was also a second raffle for the kids. Each child in attendance got a complimentary raffle ticket and received a Hot Wheels car when their number was called. The staff of Allan Vigil's

Southlake Ford provided hot dogs and drinks for the participants and spectators.

Georgia Regional Mustang Club would like to thank all the sponsors and participants for their generous support. Your support allowed us to make the largest donation in the history of the show to Atlanta Children's Hospice. We hope you can join us in 2001 for another great day of celebrating our favorite pony car.

Submitted by the Georgia Regional Mustang Club.



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- 1964-1966 Mustang
- 1967-1968 Mustang
- 1969-1970 Mustang
- 1971-1978 Mustang
- 1979-1984 Mustang
- 1985-1993 Mustang
- 1994-1998 Mustang
- 1999-2000 Mustang
- 1965-1971 Shelby & Boss
- All years Saleen & SVO
- All years Thunderbird
- 1962 & Up Falcon & Fairlane
- 1970 & Up Maverick, Capri, Fairlane, Galaxie
- All years Ford Trucks
- 1993-2000 Lightning
- All years Compact Trucks
- 1961-2000 Comet & Cougar



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- 1964-1966 Mustang
- 1967-1968 Mustang
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- 1971-1978 Mustang
- 1979-1984 Mustang
- 1985-1993 Mustang
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- 1962 & Up Falcon & Fairlane
- All years Ford Trucks
- 1993-2000 Lightning
- All years Compact Trucks

Auto Show Features

- Designated Parking for Auto Show
- Goody Bags to first 250 Participants
- 38 Judged Classes
- 1st, 2nd & 3rd Class Awards on Sunday
- Gold Choice Specialty Awards for Saturday

TV COVERAGE BY:



NMRA Auto Show Event Schedule

- | | |
|--------------|---|
| MAY 6-7 | NATIONAL TRAIL RACEWAY
COLUMBUS, OHIO |
| JUNE 10-11 | MID-MICHIGAN MOTORPLEX
STANTON, MI |
| JUNE 23-25 | FORD MOTORSPORT NATS
MAPLE GROVE RACEWAY
READING, PA ** MORE CLASSES! |
| AUGUST 5-6 | GATEWAY INTERNATIONAL
ST. LOUIS, MO |
| AUGUST 26-27 | BYRON DRAGWAY
CHICAGO, IL |
| SEPT. 22-24 | NMRA WORLD FINALS
BEECH BEND RACEWAY
BOWLING GREEN, KY |

Show Schedule

Saturday & Sunday

- | | |
|------------------------------|--------------------|
| Gate Open | 8:00 am |
| Auto Show Registration | 9:00 am - 11:00 pm |
| Award Judging | 11:00 am - 2:30 pm |
| Award Presentation | 3:00 pm |

NMRA Auto Show Pre-Registration Form

NAME _____

ADDRESS _____

CITY/STATE/ZIP _____

DAYTIME PHONE _____

YOUR VEHICLE INFORMATION

YEAR _____ SHOW CLASS _____

MODEL _____

COLOR _____

- Choose an Event:
- | | |
|---|---|
| <input type="checkbox"/> Columbus, OH - May 6-7 | <input type="checkbox"/> St. Louis, MO - August 5-6 |
| <input type="checkbox"/> Stanton, MI - June 10-11 | <input type="checkbox"/> Byron, IL - August 26-27 |
| <input checked="" type="checkbox"/> FMS Nats - No Pre-Reg | <input type="checkbox"/> Bowling Green, KY - Sept 22-24 |

Auto Show Spectacular - \$30 each. Includes 1 Weekend Admission Pass

Additional Weekend Spectator Tickets - \$25 each.

ALL WEEKEND PRICES WILL BE \$5 HIGHER AT THE GATE.

\$ _____
TOTAL AMOUNT ENCLOSED

Please make check or money order payable to and mailed to:

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11623 Slater Ave, Suite K, Fountain Valley, CA 92708

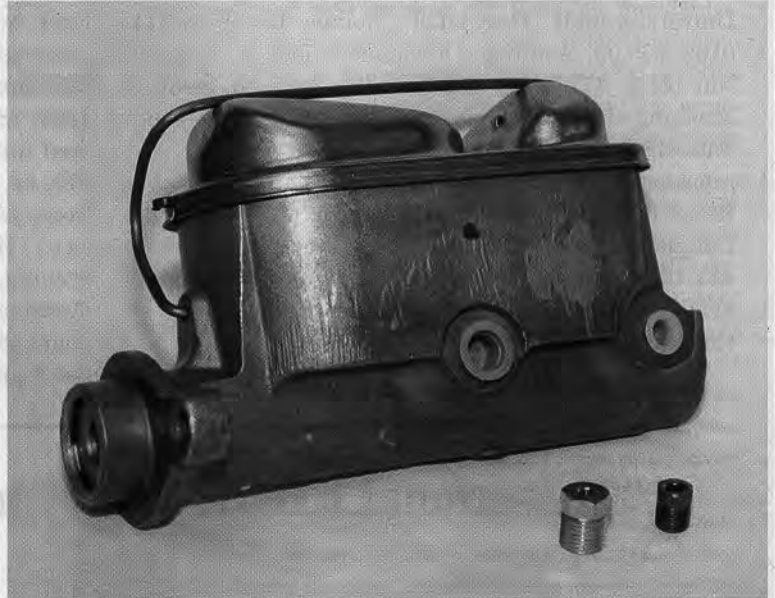
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** Mailed & Phone Entries Must be received 14 days prior to start of event.

From Cobra Automotive, Inc.

1965-66 Mustang Brake Safety

If you're still running one of the old-style "suicide" master cylinders on your 1964-66 Mustang, change to an aluminum dual reservoir master cylinder "direct bolt-on" conversion for all early Mustangs from Cobra Automotive, Inc. This aluminum dual reservoir master cylinder comes in a choice of two bore sizes, including a big 1 1/8" bore for vintage racing. The aluminum unit is also a bolt-on replacement for 1967 and up Mustangs which were factory-equipped with cast iron dual reservoir units.



Rebuild Kits for Mustang Proportioning Valves

The Mustang brake specialists at Cobra Automotive, Inc., recently announced the availability of their new rebuild kits for the original Kelsey-Hayes factory proportioning valves that came on all early disc brake Mustangs. Unavailable from any other known source, this proportioning valve rebuild kit enables early Mustang owners to recondition their original factory proportioning valves, eliminating the need to convert to a non-original aftermarket unit. The new rebuild kits consist of the correct size O-rings and quad rings, and the 1967 and up kit even comes with a new stainless steel spring. Directions are included.

For a complete Mustang braking, handling, and performance catalog, send \$5 (\$3 plus \$2 postage and handling) to Cobra Automotive, Inc., 37 Warehouse Point Rd., Wallingford, CT 06492, or call (203) 284-3863. www.cobraautomotive.com.



2001 MCA National Events

March 23 - 25

Pensacola, FL

22nd Annual Gulf Coast National Mustang Show hosted by the Gulf Coast Regional Mustang Club at University Mall. Host hotel - Holiday Inn (850) 474-0100, \$65.00. Additional accommodations at Hampton Inn (850) 477-3333, \$61.00. (Be sure to mention Mustang show when making reservations.) Banquet Saturday evening, awards Sunday afternoon. For information contact Russ Baxter (850) 457-3916, Lark Bragg (850) 458-5832, Shorty Brown, (334) 947-4180, Donnie Carlisle (334) 961-1411, Chuck Hayes (850) 457-1223. Online registration and show information available at www.gcrmc.com. See registration form this issue.

May 3-6

Kansas City, MO

Horsin' Around in Cowtown, MCA Midwest National hosted by Mid America Mustangers at Station Casino. Host hotel - Station Casino (888) 440-7700, \$93 Thursday and Sunday, \$139 Friday and Saturday. Additional accommodations at Holiday Inn (816) 455-1060, \$85; Best Western (816) 453-3355, \$71.95; Red Roof Inn (816) 452-8585, \$70; Super 8 (816) 454-8788, \$70; be sure to mention show when making reservations. (All of these facilities are 10 minutes from show site.) Hospitality Friday evening, banquet Saturday evening, awards Sunday afternoon. Early registration deadline March 23, 2001. For additional information phone (816) 545-6689 days or (816) 734-8790 evenings. See registration form this issue.

2001 Regional Events

2001 MCA Regional Events at a Glance

March 17

Macon, GA

Flag City Mustang Club

(478) 474-2718

March 31 - April 1

Charlotte, NC

Carolina Regional

Mustang Club

(704) 843-5990

2001 MCA Regional Events

March 2-3

Pigeon Forge, TN

The First Tennessee Regional Group will host the 7th Annual Coming Out of Winter Spring Fling at the Capri Motel in Pigeon Forge, Tennessee. *This is a social event and not a car show.* For reservations call Kim McCown at (800) 528-4555 or (423) 453-7147 (If no answer, leave a message.) You must mention the Mustang group to receive the special rate of \$33.17 including tax per double occupancy. Continental breakfast included. Reservations must be made by February 17, 2001. Come on out for a good weekend with a choice of excellent restaurants, entertainment, and shopping outlets. For further information contact Johnny McClellan at (423) 357-6594.

March 17

Macon, GA

Flag City Mustang Club hosts the 5th Annual Cherry Blossom Mustang and Ford Show at Macon Central City Park. All model year Mustangs and Fords will be eligible for over 60 trophies. Other classics and custom vehicles welcome. Free dash plaques and goody



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- T-Bird (1958-1966)
- Fairlane (1962-1970) & Torino (1968-1971)
- Falcon (1960-1970) & Comet (1960-1970)
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Event Calendar

bags for first 100 registered. Lunch served to show participants. Registration \$20 postmarked by March 1, 2001. Day of show registration is \$25.00. For information contact Harris Vaughn, chairman, at (478) 474-2718 or visit our Web site at <http://cobrastang.webjump.com/flag.htm>.

March 31 - April 1 Charlotte, NC

The Carolina Regional Mustang Club, in conjunction with the BMW Club of America will host a "Performance Driving School" at Carolina Motorsports Park. CMP is a 14-turn, 2 1/4-mile road course located 40 miles south of Charlotte in Kershaw, South Carolina. The driving will be done in your car with a qualified BMW Club instructor beside you talking through an intercom system. Entrants will be classed according to their experience and comfort level, as well as the abilities of their car. This is not a racing event! While there will be some race-prepared cars in the experienced group, new students, daily drivers, and street tires will hopefully make up the majority of the participants in the beginner and intermediate groups. Registration will be limited. Details for hotels, event schedule, etc., will follow in upcoming issues of this publication. For more details, contact Larry Kilgore at (704) 843-5990.

2001 Non MCA Events

February 9-11 Las Vegas, NV

SAAC Does Vegas 5. Friday tech inspection and registration at Shelby American, Inc., cocktail party and seminar speakers in the evening at the Golden Nugget Hotel. Saturday open track at Las Vegas Motor Speedway with evening dinner and program at Race Rock Cafe. Sunday open house, autograph session, BBQ lunch, and car show at Shelby American. Contact SAAC (860) 364-0449, fax (860) 364-0769, e-mail saac@discovernet.net.

April 14 Charleston, WV

5th Annual Spring International SN95 Late Model Mustang Show & Swap for all Fox-bodied Mustangs, SVO, Capri, and RS beside Hooters at Ames Department store parking lot Interstate E-W I-64 S-N-I-77 Exit 95, 4/10 mile from exit on Rt. 61 North. First 50 receive dash plaque. Four Classes with MCA street rules used for judging. Hooters girls will be there, also. For more information contact International SN95LMMOCR, Frank McKnight, Jr., 308 Lawson St., Hurricane, WV 25526 or (304) 562-6742 after 7 p.m. ET. 100 spaces available for 1979-2001 Mustangs and 1979-86 Capri. All proceeds go to Ronald McDonald House of Charleston.

Classified Advertising & Article Submission Information

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. Include your membership number on the advertising copy to ensure insertion in our next issue. All classified ads published in this magazine also appear on MCA's web site. (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 by 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. Advertisements to be repeated must be resubmitted each month.

Submissions for Snapshots, 2FAST4U2C, features, or tech articles must be submitted in either typed or handwritten form. Only original photos/slides are accepted. We do not accept text or photos on disk or by e-mail nor do we accept scanned and printed photos.

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.

For advertising rate information phone (770) 477-1965 between the hours of 10 a.m. - 5 p.m. Monday through Friday.

Cars For Sale

1964 1/2 convertible, 260 V8, automatic, Vintage Burgundy, tan top and interior. Glazier's Mustang Barn ground-up restoration. 9,000 miles. AACA Senior car, excellent condition. \$22,500, firm. Call (610) 363-7589. MCA #4707.

1965 coupe, fully restored original. Baby blue with medium blue interior, 200 six-cylinder, automatic, former MCA National winner! Same owner 13 years. \$9,000, firm. Also 1976 Mustang II, fully customized, former MCA National winner! Same owner 20 years. \$8,000, firm. Must sell, had twins! Serious inquiries only please. (901) 784-1395 before 10 p.m. CST (Tennessee) or hkhadley@webtv.net. MCA #27669.

1966 coupe Black Majic Pony.

Restored custom show car has more than 200 individual chrome parts (at an original cost of \$25,000), high performance 289 engine with 3-2 barrel carbs and many more "top of the line" engine upgrades. Immaculate interior. GT trim, fog lights, GT wheels, and GT dual exhaust. No rust. Richard (770) 394-9465, iprgroup@mindspring.com. Complete details and pictures at <http://blackmustangsale.homestead.com/index.html>. MCA #45559.

1966 coupe, Wimbledon White, black interior, 289 2V with C-4 transmission. Started the restoration and needs to be completed. Many parts accumulated during restoration. If you're interested, call me and I can give you more details. \$6,500 OBO. Contact Mike at (678) 560-9829 (Georgia) or e-mail mhcm23@yahoo.com. MCA #38024.

1966 coupe, Arcadian Blue with blue interior, 289 C-code engine, rebuilt automatic transmission, factory power steering and air conditioning, new steering wheel, complete hubcaps, needs body work. \$2,500. Call after 6:30 Central time, (913) 341-2630. MCA #19425.

1966 fastback, dark green metallic with standard black interior, 289 2V, four-speed. Mechanically and cosmetically restored in 1998 to near perfection. Many GT accessories. Received Award of Excellence at 35th Anniversary show in Charlotte. Photos available. \$20,000. Contact Frank at (804) 971-2012 or FJM9G@Virginia.Edu. MCA #32615.

1967 GT fastback HiPo, four-speed, dark blue with black standard interior. Completely disassembled. Most hard to find parts included with over \$10,000 in NOS parts. Owned by me for past 13 years. \$13,500. Lee Wilmot, (770) 992-1729 (Georgia). MCA #3642.

1967 convertible, 289, red exterior, red Pony interior, white power top, automatic, AC, PS, PB, console, new tires. All original. Asking \$25,000. Johnny at (770) 830-7874 (Georgia). E-mail Johnny@printlineinc.com. MCA #43216.

1968 Shelby GT 500, Concours Trailered Division winner (5 Gold awards), 428, C-6 automatic, 56,000 miles, red exterior, black interior, Tilt-away, ten-spokes, Marchal fog lights, smog, every nut and bolt replated or replaced,

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Goodyear Speedways. Over \$70,000 invested. \$53,000 or offer (no time to enjoy anymore). Also 1986 Mustang coupe drag car, 351W, C-4, etc. Call for complete details. \$6,400 or offer. Call Mike Berardi at (734) 397-7123 or e-mail mustangcars@earthlink.net. MCA #23714.

1968 fastback, J-code 302 4V, Gulfstream Aqua with black interior. 2000 SW All Ford Nationals first, 1998-99 Grand National first Street Driven Occasional. Vintage air/heat, AT, PS, front disc brakes, Sprint Package (C-stripes, hinged gas cap, fog lamps, Rally wheels). Complete restoration. Photos available. \$22,500. (972) 222-6109. (M) (214) 803-4727. MCA #47386.

1969 Shelby GT 350 fastback, 9F02M480918. Candyapple Red with gold stripe, black interior. Four-speed, 3.50 Traction Lok "N" case, Holley 600 cfm carburetor. In registry. Includes many parts collected for installation of factory AC. Solid #2 car. Asking \$28,500. (860) 355-0830 after 6 p.m. ET. For photos and info e-mail here4now@ix.netcom.com. MCA #24527.

1969 Mach 1 SCJ, four-speed aluminum intake and valve covers, Holley 750, solid lifters, Ram Air shaker, engine recently rebuilt. Magnum 500 wheels, Goodrich T/A Radials, front and rear spoilers, rear slats, 3.91 Traction Lok, white exterior,

red interior, fold-down rear seat. \$25,000. Photos available. E-mail jonpeters1@juno.com. Phone (423) 288-4065. MCA #46682.

1969 Cobra Jet Q-code GT coupe. Very rare and original, in near concours condition. Brilliant show quality Candyapple Red paint, C-6, Deluxe interior, PS, PB, 80,000 miles, only 3K since restoration by Randy Delisio. All documentation. \$27,500. Call (814) 772-2072 (Pennsylvania)

or e-mail bbrazinski@aol.com. MCA #42608.

1970 Grande, gold with brown cloth interior, black vinyl top, 302 2V, AT, AC, PDB, PS, console, Magnum 500s, factory tach, hood scoop, driving lights, dual exhaust valance, pop-open gas cap, posi, solid floors. Nice driver, \$5,000 offer. (708) 687-1220 (Illinois) or Stang255@aol.com. MCA #38038.

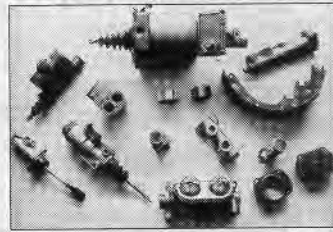
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(678) 910-3031 (Georgia) or robertg@mindspring.com. MCA #37744.

1980 three-door hatchback, 2.3L engine with five-speed transmission, black and silver with racing stripe. Still original factory order. Street driven, AC, and stereo, Chapman security system, excellent condition. \$3,000. E-mail or call

for photos, (435) 527-4718 or bocar@compuvision.cc. MCA #48318.

1983 GLX 5.0 convertible, five-speed, 5.0L HO V8 engine package with power steering, handling suspension, Traction Lok axle, TRX 220/55R390 tires, interval wipers, AM/FM radio, console. Very original car. 67,000 original miles. Window sticker and warranty tag. Bright Red exterior, red interior with black top. Stored winters. Owned for 11 years. Asking \$5,500. Call (309) 446-3198 (Illinois). MCA #36481.

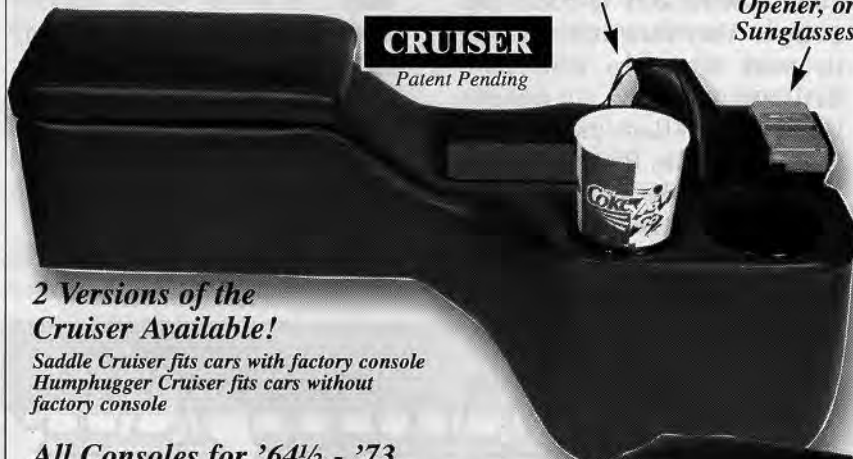
1984 GT convertible, 5.0 HO, 4V Holley carb, T-5 five-speed, PDB. Black and black with charcoal interior. 63K original miles. Many new items including fuel pump, radiator, battery, tires, and brakes. All original California car, but needs minor interior/exterior restoration. \$6,000. Jack at (707) 446-3481 or jodavies@cwnet.com. MCA #46817.

1984 GT, original owner, Griggs, Baer, DSS Super Pro, Twisted Wedge, Tremec, 8.8, Moser, 3.55, new interior, repaint to bare metal, 2500 miles since restoration, never raced. \$19,500 OBO. Bought new Cobra. E-mail Duttonco@bellsouth.net for a complete list. Phone Dan at (502) 633-2414 or (502) 682-4805. MCA #45881.

1993 LX, about 60,000 miles, red, gray interior, AOD, second owner, always adult driven. Very, very clean. Only modifications are Kenny Brown suspension parts and Moroso cold air. Have stock induction parts. Car well maintained at Ford dealership by original mechanic. Asking \$9,000 with

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1994 convertible, V6, automatic, 36,700 carefully maintained Texas miles. Deep Forest Green CC with tan top, tan cloth interior. Always garaged. Pirelli tires, spoiler, dash cover, loads of brochures and shop manual. \$10,500. Can e-mail pictures. John at jjmeh@yahoo.com or call (903) 581-5817 after 6 p.m. MCA #02242.

1995 SVT Limited Edition Cobra, #2015 of 4005, 38K miles, stored winters, adult owned, one of stable. Black and black, CD, AC, five-speed, 5.0, Borla SVO side exhaust, 1999 17" Cobra five-star alloys. SVT factory modifications. \$16,500. (708) 466-8244 (Illinois). MCA #39457.

1995 Roush Stage 3 convertible. This is the only 5.0-powered supercharged Stage 3 convertible in the world! 53,000 miles, 7,000 on new engine. Dark Forest Green, tan interior, polished Vortech S-trim supercharger, 36 lb. injectors, 13" Baer Claw brakes, two Simpson five-point racing harnesses, Steeda shifter, Steeda four-point roll bar with decorative cover. Dyno tested to 528 horsepower. Emission legal. This could be your daily driver! \$30,000. James at (704) 846-6117, or 68cobra@compuserve.com. MCA #32670.

1996 Mystic Cobra #1026, senior citizen driven 34,000 interstate miles on Amsoil. Garaged/covered, never abused, SVT bra, cover and Roush/Cobra tool kit. Show winner and likely the nicest

Mystic in Florida. Wife wants PT Cruiser or \$22,500. Call Doug at (904) 418-0907 or theperkinsons@iopener.net. MCA #18327.

1998 convertible GT, Laser Red with gold racing stripes on hood. Car has been garaged day and night, is extremely

clean, and low miles (29,700). All power, leather, brand new 245/45 ZR17 tires, Flowmaster stainless steel dual. Beautiful car. \$19,500. Todd Larson at (800) 453-6827 pager, toddlarson@hotmail.com. Photo available by e-mail. MCA #45898.

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Cars Wanted

1999 35th Anniversary coupe, automatic with V8. Prefer silver but may consider black or white. No red cars! Prefer all factory options, may consider a convertible, too. Also, 1973 convertible Q-code


351C 4V, C-6, Ram Air option. Prefer less than 75K miles. Rust free. Prefer all options. No red cars, please! Call Carl at (972) 208-0971 or e-mail irish39@gateway.net. MCA #22562.

Private collector would like to do some horse tradin'. Have 1997 SVT Cobra, 1971 Mach 1 429 CJ, and 1965 fastback. Want Shelby, Boss, or pro-built Cobra. Call Charles for details. (352) 694-4504. MCA #46813.

Looking for 1979-93 Mustang with less than 500 actual miles, V8, all original. Must have been stored in low moisture garage. Prefer original window sticker still attached. Finders fee paid if you give me a lead and I purchase. Daniel Carpenter, (800) 637-8264, Monday through Friday, 8 a.m. - 5 p.m. ET, des tin@dellnet.com. MCA #33923.

1970 fastback, 351C, fully restored (not necessarily a trailer queen), numbers matching, AT, PS, PB, and AC. Prefer red, black, or blue exterior with Shaker hood. Price not to exceed \$26,000. E-mail DANIELF@peoplepc.com or phone (313) 386-8382. MCA #47734.

1968 Shelby Cobra GT 500 or 500 KR convertible in #2 or #3 condition. jansawj@cs.com. MCA #47034.



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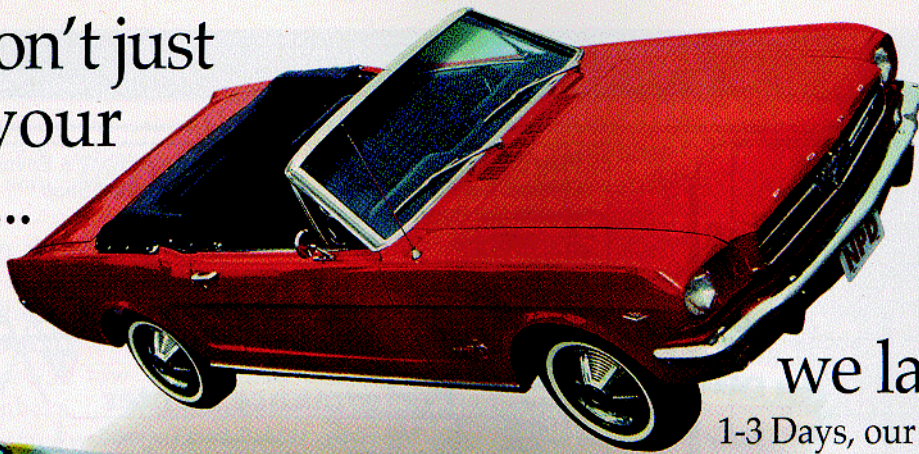
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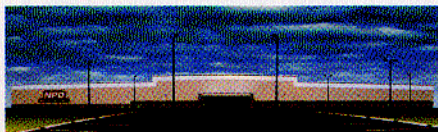
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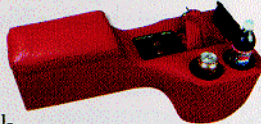
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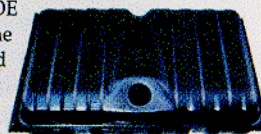
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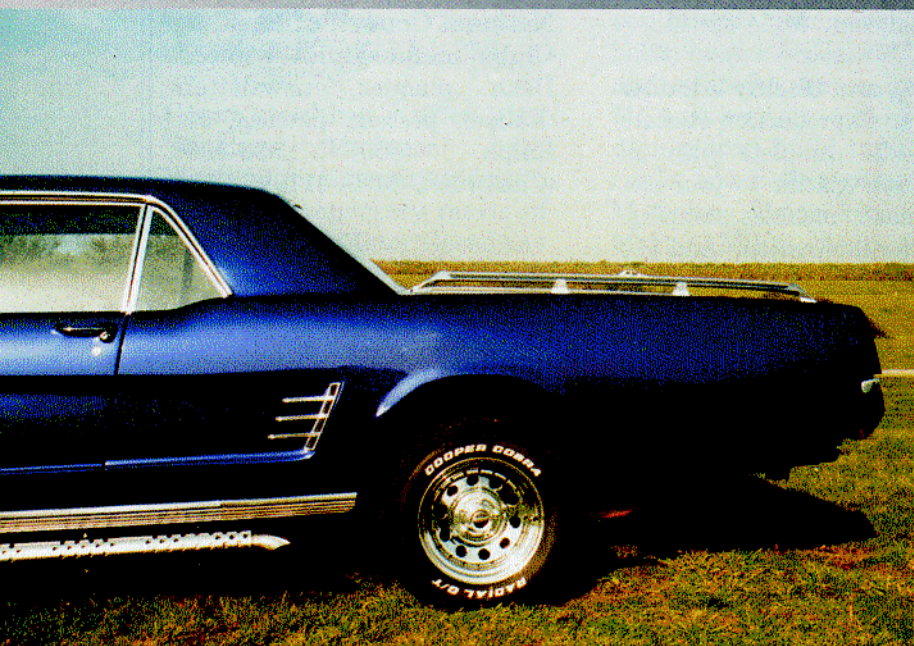
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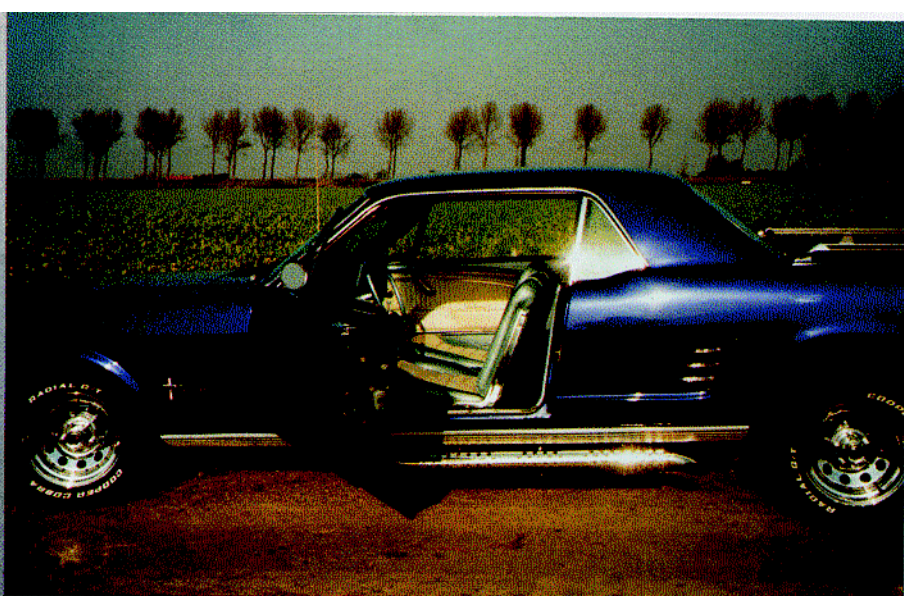


A HORSE? A TRUCK? IT'S PICKUP STANG!



As further proof of Mustang's international star status, Frank Reynolds of Grand Prairie, Texas, sent us a copy of Pony Corral, the magazine published by Team Mustang Centre Nederland. The original article, from which the following information was obtained, appeared in the April 1999 issue of Pony Corral. Translation of the article came by way of Henri van de Ven editor of AAC magazine, the club magazine of American Automobile Club Holland.

Mustang was originally touted as the car designed to be designed by you. This was particularly true in 1966 when Mustang's options nearly ran the gamut from no frills, straight-six economy, to luxurious in-your-face perfor-



mance with Pony interior and K-code pavement pounding power. Starting out with only two, three bodystyles were available by this time; however, the choices did not include the Mustang pickup pictured here.

Ed de Groot of Hellevoetshuis purchased this unusual pony in December 1968 from a gentleman from Rotterdam, Netherlands. Ed traced the pony's trail all the way back to California where reportedly a group of enthusiasts created "a hybrid between the fun Mustang and the workhorse pickup."

Although no specifics were given as to exactly what modifications have been made, it's interesting to note that the car retains its original two-front and two-back hardtop seating arrangement. It appears that the original trunk area was opened and lengthened to provide adequate "bed" space. And at one time two fake air intakes were positioned on the rear quarters, no doubt for more of a "Shelby" effect. (Ed indicated that he promptly removed the intakes because he "had to have that classic look back.")

For approximately a year and a

half prior to Ed's purchase, the car had sat out in the elements leaving it in a bit of a mess. Luckily the blue and white Pony interior remained in very good condition and needed little attention. The six-cylinder powerplant and manual transmission were also in good shape. But everything else needed plenty of work.

A mechanic and body man by profession, Ed indicated that he couldn't accept anything less than perfection in this car. Everything was stripped from the former coupe, including an old vinyl roof, leaving only the engine and transmission in place. A new front bumper was acquired, (although we noted with interest that several ads from companies specializing in American car parts, Mustang in particular, were included in the issue of *Pony Corral*, obtaining the bumper probably involved a few more steps than we go through here in the States), chrome items were freshened, and the body was prepared for coats of a "bluish purple" paint topped with several layers of clearcoat. Several emblems were meticulously repainted by hand using tooth-

picks.

The biggest challenge of the project was the wooden "truck" bed. Age and the elements had rendered the wood black and ugly. Replacing the floor would have been an easy enough job, but Ed wanted to keep the unusual pony as close to "original" as possible. Sanding and repainting





draw the eye toward the unusual “ending” of this Mustang which not doubt gets plenty of second and third looks in the Netherlands.

Surprisingly, the car was put up for sale shortly after the project was completed. Even after four months of intense work and the fun of owning such an unusual vehicle, Ed was ready to send it to a new home. “The reason is simple — my feelings about the car are satis-

was the only viable option as far as the owner was concerned. Numerous hours were spent perfecting the aging wood which was eventually covered with layers of “clear boat paint” which will help in the maintenance department.

Although original Mustang parts were used as much as possible during the refurbishment, there were some aspects of the pickup Stang that Ed just simply did not like. The easy solution

was to make a few minor changes that would not detract from the major body changes.

Wheels were a key factor in the subtle change. The wheels on the car at the time of purchase did not appeal to Ed nor did a set of original-style Mustang wheels. The addition of Centerline wheels shod with Cooper Cobra rubber added to the unique appearance as did the eventual installation of Inox side pipes. Bed rails help

fied. Everybody oohed and aahed. Everybody liked the car and that’s the satisfaction I needed. It’s time for a new challenge. I like the feel and sound of a V8. It better fits my needs so that’s what it’s going to be. I want a car that needs a ground-up rebuild this time.”

Funny — these comments sound a lot like the type made by American Mustang enthusiasts.

MT

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