

Vol. 24 No. 7



MUSTANG TIMES

The Official Publication of The Mustang Club of America

July 2000



Mustang Club of America

presents

Official MCA Accessories



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

(new logo)

Price: \$13.00 ea.

Quantity requested: _____

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

Sizes: S ___ M ___ L ___
XL ___ XXL ___

Price: \$15.00 ea.

(add \$1.00 for XXL)

Quantity requested: _____

New Navy Blue and Khaki Logo

Jacket (water resistant microfiber material with sanded finish).

Sizes: M ___ L ___ XL ___ XXL ___

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

Quantity requested: _____

S & H: \$7.00 domestic

\$15.00 international

Herringbone/Jacquard Golf Shirt.

Colors: White/Navy trim (new logo)

Sizes: M ___ L ___

XL ___ XXL ___

Price: \$27.00 ea.

(add \$1.00 for XXL)

Quantity requested: _____

Mustang Club of America Navy Blue Baseball Cap with Mesh Back

(new logo)

Price: \$13.00 ea.

Quantity requested: _____



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

Shipping for Apparel Items:

For US orders --

\$6.00 for totals less than \$25.00

\$7.00 for totals \$25.01 and up

International orders --

\$15.00

Payment Method:

Check ___ Visa ___ MC ___

Card no. _____

Expires: _____

Signature: _____

Sales Tax (Ga. residents) _____

Shipping: _____

Total enclosed: _____

Ship to: (no P.O. Boxes, please)

Additional Mustang Club of America Items Available

Hat Pin	\$4.00 ppd	Qty. _____
Brass Key Ring	\$5.00 ppd	Qty. _____
Windshield Decal	\$2.00 ppd	Qty. _____
3" Stick-On Decal	\$2.00 ppd	Qty. _____
3" Cloth Emblem	\$3.50 ppd	Qty. _____
MCA front license plate	\$10.00ppd	Qty. _____
Vehicle ID Decoder Book (1964 1/2 - 73)	\$6.00 ppd	Qty. _____
2000 MCA Calendar	\$6.00ppd	Qty. _____
1997-98 Judging Rule Book	\$9.00 ppd	Vol1 ___ Vol 2 ___
25" Stick-On Decal	\$17.50 ea. or 2 for \$30.00*	
11" Stick-On Decal	\$ 8.00 ea. or 2 for \$15.00*	
11" Magnetic Decal	\$12.00 ea. or 2 for \$20.00*	

* Add \$2.00 per order for shipping.

Phone (770) 477-1965 or
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and forward to:

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Stockbridge, GA 30281

Phone _____

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\$24.95 Each.
12" round wall clocks.
Mustang logo.....CLK100
Ford Racing.....CLK101
Quality is Job1.....CLK102
35th Anniversary.CLK103



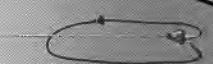
Autolite Battery Cover
Exact reproduction of Autolite's battery cover.
Fits 24F60 flat top batteries
ABC01.....\$39.95



'65-66 Dash Repair Panel
Repair that butchered radio opening in your classic Mustang!
Steel.....MSR2.....\$24.95
Plastic.....MSR1.....\$19.95



Rust Remover
Turn your Rustang back to the Mustang it once was! 24oz.
MP7.....\$8.95



Radio Antenna Kits
Complete kits include hardware, cable, and gaskets.
'65-68,round base.....C5ZZ18813AR.....\$16.95
'68-73,square base with round mast.Telescoping
Ford replacement.....F1927.....\$23.65



Molded Dash Pads
'65-66 (repo).....\$149.95
'67-68 (repo).....\$179.95
'71-73 (repo black only).....\$174.95
Call for colors on 65-68 Dash Pads!



Grille Ornaments
'65 horse and corral
658213.....\$84.95
'66 horse and corral
C6ZZ8213AR.....\$94.95
'65-67 horse only
C6ZZ8A224B.....\$28.95
Call for other years!



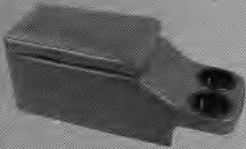
Front Spoilers
'65-66.....\$44.95
'67-68.....\$44.95
'69...Spoilers Are Fiberglass...\$44.95
'70.....\$44.95
'71-73.....\$44.95



Chrome Bumpers
'65-66 front.....C5ZZ17757R.....\$77.95
'65-66 rear.....C6ZZ17906R.....\$77.95
'67-68 front.....C7ZZ17757R.....\$77.95
'67-68 rear.....C7ZZ17906R.....\$77.95



Shock Towers
A complete reproduction of the inside shock tower on 64 1/2-66 Mustangs!
LH.....ST4.....\$99.95
RH.....ST3.....\$99.95



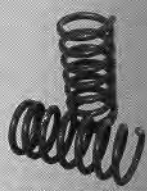
Center Consoles
Aftermarket center consoles that fit like a glove in between your front seats or on your center console.
Call for colors and price!



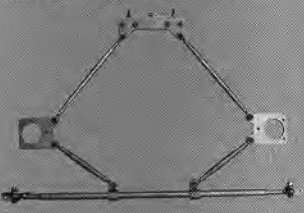
Valve Covers
170 & 200 cid (65-69).
Chrome.....70708.....\$39.95
Mustang-Powered by Ford
black wrinkle finish,
cast finned aluminum.
M6582B301.....\$99.95



Carpeted Floor Mats
Embroidered running horse logo carpeted floor mats for 64-78 Mustangs.
Black.....MAT11.....\$59.95
Blue.....MAT12.....\$59.95
Red.....MAT13.....\$59.95
Maroon..MAT14.....\$59.95



Contour Coil Springs
A pair of blue powder coated high rated springs that lower your car 1" and improves your handling!
65-66...C305...\$69.95
67-73...C307...\$69.95



Total Control Strut Tower Brace
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All hardware is Stainless Steel
65-70.....TB65701.....\$129.95
Monte Carlo Bar
65-70.....TB65703.....\$119.95

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July 2000

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

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Demorest, GA 30535
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It is requested that any transaction with the Club, including dues payment, be made by check or money order payable to Mustang Club of America. Cash must be sent at your own risk. Please notify the Club immediately of any address change and allow a minimum of six weeks for processing.

Mustang Times and the Mustang Club of America does not accept any responsibility for the accuracy of advertisements and/or advertis-

ers. Any advertisers who prove unreliable, or who have been named in legitimate complaints from MCA members will not be permitted to advertise in this magazine.

The information presented in this magazine is from many sources from which there can be no guarantee by this publication as to accuracy and completeness. Liability for clerical and/or typographical errors is limited to the correction of same.

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Old Yeller

by Teresa T. Vickery
photos by VTC & Co.



Raging horsepower and unbridled performance were pretty much a thing of the past by the time the 1972 Mustangs landed on showroom floors. The awesome 429 had disappeared, even though it was one of the primary reasons for Mustang's growth in 1971, and even the Boss 351 nameplate was no longer on the options list. Left to fill the seemingly endless performance gap was the Mach 1.

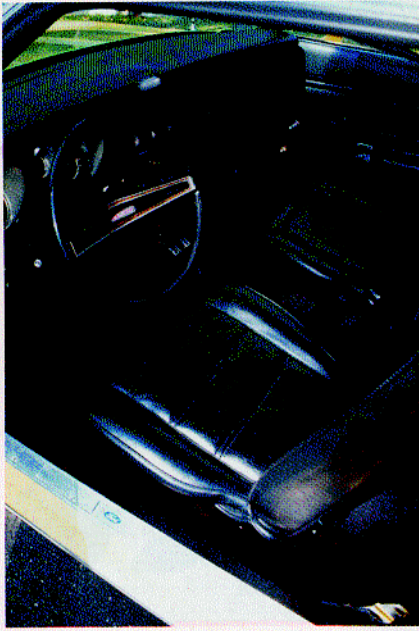
Judging from most Mustang shows, the Mach 1 served its purpose well. Several examples are usually on hand, most times clad in vibrant colors. And whether the participants are 1971, 1972, or 1973 models, they are usually spoiled and striped to further enhance the long lines of this largest of all Mustang generations.

Convertibles from the 1971-73 era are common sights at these shows as

well. These particular models were luxurious from the get-go and looked pretty darned good whether traveling with top up on city streets or topless on the open highways where the sky's the limit.

The coupe, or hardtop, 1971-73 pony seems to be the one that is most often left out in the cold. Although there were more hardtops produced in 1972 than Mach 1, SportsRoof and





convertible models combined, they just don't seem to be extremely popular amongst the show crowd.

Kenny Higgins of Grand Junction, Iowa, has proved to be an exception.



As owner of an auto repair and detailing shop, Kenny has a keen eye for those things with distinct possibilities. After purchasing a 1972 Mach 1, which is undergoing a complete restoration, in 1990, Kenny and wife Kay were fast on their way to becoming bona fide Mustang enthusiasts. When Kenny learned of a 1972 hardtop available through an estate sale in 1993, his interest was piqued. The true beauty of this Medium Bright Yellow 1972 hardtop is that it had only one owner who did not drive the car during the winter months. Plus the odometer reading is a mere 85,000 miles.

Underneath the long sleek, non-scooped hood resides a basic 302 2V Cleveland engine coupled to a sturdy FMX automatic transmission. The standard black interior is simplicity at its best with a mini console and AM radio.

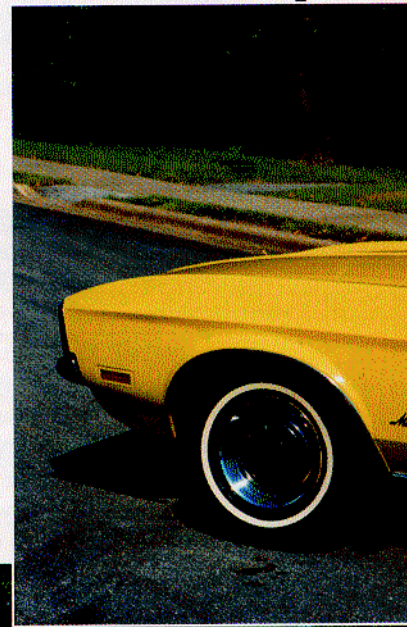
Outside, the yellow hue is accentuated by standard chrome rocker panel and wheel lip moldings, Mustang script lettering on the decklid, and the standard front end treatment which includes fender and hood lip trim along with a chrome front bumper.

One not-often-seen standard piece of equipment on this pony is the painted steel wheel with center hubcap and beauty ring.

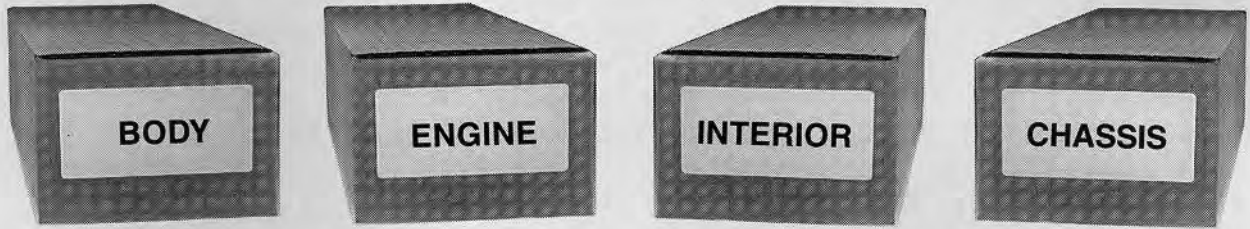
Today this pony remains unrestored acting as a tribute to the last of Ford's basic first generation Mustangs. Despite its age, Kenny states, "you can hop in it and drive anywhere and it drives and rides like a new car."

The hardtops of all generations many times prove to be the workhorses of the model year — often overlooked and under-appreciated by collectors. However, thanks to folks like Kenny Higgins, original examples of these misunderstood basic ponies will remain for future enthusiasts to enjoy.

MT



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New Catalog

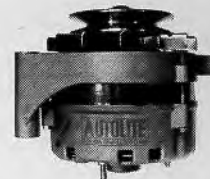
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Carolina 2000 Grand National

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Driving the Carolinas

Hosted by: Tarheel MC, Southeastern N.C MC, Eastern N.C. Regional MC, and Heart of Carolina MC

Thursday, Aug. 31, 2000	Friday, Sept. 1, 2000	Saturday, Sept. 2, 2000	Sunday, Sept. 3, 2000
Early Registration 1pm-5pm	Registration 8am-5pm	Registration 8am-Noon	Show 8am-2pm
	Tech Inspection 8am-5pm	Tech Inspection 8am-Noon	Judging 8am-Noon
	Vendor Set-up 8am-5pm	Judging Noon-5pm	Awards 2pm
	Hospitality Time/Ballroom 6:30pm-9pm	Banquet/Ballroom 7pm-9pm	

Host Hotel & Show Site: **Sheraton Imperial Hotel & Convention Center**, P.O. Box 13099, Research Triangle Park, North Carolina 27709, Phone (919) 941-5050 Fax # (919) 941-2958 <http://www.sheratonrtp.com>
 Room Rate: \$68.00, please reference: **Mustang Club of America Grand National**

Registration (Please PRINT)

Name(s): _____ MCA# _____ Exp. Date _____

Address: _____ City: _____ State: _____ Zip: _____

Phone # (____) - ____ - ____ Fax # (____) - ____ - ____

E-Mail Address: _____

Year _____ Body Style: (circle one) Coupe/Fastback/Hatchback/Conv.

Color _____ VIN# _____ Lic.Tag# _____

Judged Classes

Please indicate

- Concours Trailered
- Concours Driven
- Unrestored
- Thoroughbred
- Street Driven
- Daily Driven
- Modified
- Retired
- Second Generation
- Third Generation
- Fourth Generation
- Saleen/Roush
- Current Year

Early Registration Deadline, August 1, 2000

Note: Limited to First 450 Cars

Entry Fees	Quantity	Total(s)
Car Registration \$45.00	_____
MCA Member Deduction (-)\$10.00	_____
Deduct for early registration (-)\$5.00	_____
Vendor Spaces \$50.00	_____
Pony Corral (Call for availability) \$45.00	_____
Banquet Tickets (each) \$30.00	_____
Raffle car tickets \$1each- 6/\$5 \$	_____
Total enclosed \$	_____

Make all checks payable to:
Carolina 2000 Grand National
 P.O. Box 523
 Cary, North Carolina 27512

For more info call: **Bill Weaver, 252-446-6639, baf1stang@aol.com or Chip Hill, 919-383-0371 enhilljr@acm.org**

I AGREE TO ABIDE BY ALL RULES OF THE SHOW AND UNDERSTAND THAT I AM RESPONSIBLE FOR MY CAR AND MERCHANDISE. I AGREE TO RELEASE FROM ALL LIABILITY TARHEEL MUSTANG CLUB, SOUTHEASTERN N.C. MUSTANG CLUB, EASTERN N.C. REGIONAL MUSTANG CLUB, HEART OF CAROLINA MUSTANG CLUB, MUSTANG CLUB OF AMERICA, SHERATON IMPERIAL AND ALL OTHER ORGANIZERS FOR ANY DAMAGE, INJURY OR LOST STOLEN MERCHANDISE FROM THIS EVENT.

Signature _____ Date _____

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Check out our **NEW Mustang** catalog containing more parts and accessories than ever before. Expanded to 228 pages, you'll find just about everything you'll need to restore that favorite musclecar! You'll enjoy the quality parts and services offered by the original supplier of muscle-car parts and the convenience of To-Your-Door® Parts. Give us a call today and find out for yourself how easy it is to order from The Paddock!

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

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We offer the finest upholstery on the market. All seats are made using the correct materials and colors. Call for color availability.

65-69	Std. 2 buckets	114.95
65-69	Std. full set w/bkts	159.95
65-66	Pony 2 buckets	146.95
65-66	Pony full set	214.95
69	Mach 1 2 buckets	199.95
69	Mach 1 full set	289.95
70	Mach 1 2 buckets	199.95
70	Mach 1 full set	279.95
70-73	Std. 2 buckets	149.95
70-73	Std. full set	199.95



Meguiar's Wax Products

We've teamed up with Meguiar's to keep your classic looking its best.

64-66 Extra Performance Fan Shrouds

Don't suffer from cooling problems. With these extra performance shrouds, air is moved more efficiently. Available in two widths. 3 1/4" & 4" width **69.95 ea.**

Repro Fuel Tanks

64-68 FD9 w/o drain, 16 gal. **99.95**
 64-68 FD9A w/drain, 16 gal. **124.95**
 More tanks available, give us a call for details!



Aftermarket Consoles

We have a console that is designed for the early Mustang (65-73). Available in a variety of colors plus a choice of the hump hugger, saddle mount or full-length. Saddle Mount **104.95 ea.**
 Hump Hugger **94.95 ea.**
 Full Length **159.95 ea.**



Plug 'N Chug Console Drink Holder

Fits in the ashtray slot in the console and holds two cans or cups. Available in 9 colors. **31.95 ea.**

Replacement Seat Belts

These non-retractable lap belts are designed with a handy push button buckle, constructed tough for passenger and driver safety. 74" in length. Available in black, blue and brown. **19.95 ea.**



STICK WITH THE BEST WE HAVE



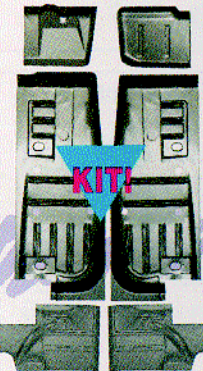
Repro Front & Rear Bumpers

Our repro bumpers are triple-dipped in nickel for optimum protection against pitting and rust. 65-68 Front **89.95 ea.** 69-70 Front **94.95 ea.**
 65-68 Rear **94.95 ea.** 69-70 Rear **99.95 ea.**



Black Wrinkled Valve Covers
 Available for "289", "302", "351" and "Shelby". **129.95 pr.**

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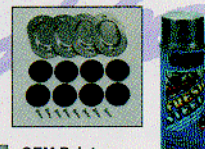
Floor Pan Kit

Enjoy the convenience of this new floor pan kit. Kit includes both full length floors, firewall extensions, rear floor extensions and drain hole plug kit. Available for coupe, fastback and convertible.

64-68 **249.95 kit**

OEM Paints

We offer the best when we can and here's our chance. Ask for details!



65-93 Radiators

New designed radiators, not rebuilt models. Designed to fit automatic or manual transmissions. Starting at **137.95**

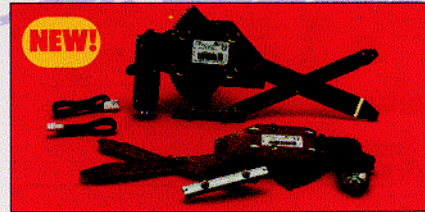


Repro Quarter Panels

64-66	ea.	199.95
67	Cpe	259.95
67	Conv	269.95
68	ea.	279.95

Repro Fenders

64-66	ea.	139.95
67	ea.	159.95
68	ea.	159.95
69	ea.	189.95
70	ea.	199.95
79-93	ea.	109.95



64-68 Power Window Conversion Kits

Convert any stock Mustang crank window system to our power window system. Everything needed to convert in one kit. Regulators and hardware are included, wiring and switches are sold separately. **289.95 kit**



NEW!

Deluxe Door Molding

This molding fits all 67-68 deluxe interiors. Aluminum construction made from the original tooling with black painted recessed areas and finned just like the original. Black mesh covered speaker hole opening. **149.95 pr.**



NEW!

Reproduction Scissor Jack

Correct swaged rivets and correct 3/8" wrench size. **99.95 ea.**

Kick Panels Without Speakers

Available for coupe, fastback or convertible. **79.95 pr.**



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 Toll Free 800-854-8532

NEW CALIFORNIA ADDRESS

Mustang Club of America Board of Directors

April 11, 2000 Meeting Minutes

by Jean Penn, National Secretary

President Charles Hampton called the April National Board meeting to order at 7:02 p.m., April 11, 2000. The roll was called with 31 directors and officers present. Guests and visiting Regional Group National Directors were introduced. Minutes of the February meeting were approved without corrections. The treasurer's report was approved.

2000 Committee Reports Regional Liaison Committee

Bill Johnson, chairman, commented on the five-question survey which will be mailed to Regional Group National Directors. The MCA benefit list will be mailed to regional groups. Comments by National Board members were any regional group or MCA member is free to contact any National Board member.

Regional Group Committee

Rochelle McNeal presented the Ft. Lauderdale Mustang Club, Ft. Lauderdale, Florida; Styling Stangs, Hampton, Virginia; and Southern Stallions Mustang Club, Dothan, Alabama. Rochelle asked that if the Beach City Mustang Club, San Diego, California, submits the correct paperwork, they be chartered as an MCA regional group. The motion was made that these clubs be accepted. The motion was seconded and approved.

Publishing Committee

Randy Church stated that Tony Garcia, publisher, sent word that

7,998 March Mustang Times were printed. April printing was 8,006. Ford has inquired about advertising.

Nominating Committee

Don Cox, chairman, urged any expiring current Board members who wish to run on the next ballot to soon submit a 50-word biography.

National Show and Judging Committee

Ricky Simmons, chairman, announced the approved 2001 National and Grand National shows.

March 23-25, Gulf Coast Regional Mustang Club, Pensacola, Florida; May 4-6, Mid-America Mustang Club, Independence, Missouri; Memorial Day weekend, Music City Mustang Club, Nashville, Tennessee; Labor Day weekend, Vintage Mustang Club of Kansas City, Overland Park, Kansas. There will be an MCA 35th Anniversary show in 2001.

Mustang Museum, Inc.

Austin Craig stated that a renewed business plan is being formulated.

Membership Committee

Mike Bazan, chairman, said that during the Pensacola, Florida, National show, there were 12 new members and 10 renewals. At the show \$1,800 worth of 35th Anniversary merchandise was sold. All merchandise has been moved from the warehouse. 35th merchandise

will be sold at all National shows. The Committee mailed 30 random surveys. Two responses said membership renewal was overlooked.

MCA Marketing and Promotions Committee

Bob Vickery, chairman, introduced the MCA 25th Anniversary show chairman, Steve Prewitt. A date for the anniversary show is being reexamined. The July 4th week is being explored. The show committee's goal is 1,000 to 1,400 cars. A show location must be established immediately. Locations considered are Road Atlanta and Atlanta Motor Speedway. Bob discussed the Bright Lights City Cruise show in Las Vegas and said there is a race at Las Vegas Speedway on Sunday before (the start of the) SEMA (convention).

Internet Committee

Robert Grabowski, webmaster, said site traffic is constantly increasing. Using the club update form, updates are on the Web in a few days. Robert discussed links and reciprocal links. Paid banner advertising was discussed. Rate of \$60 per year with five on one page. Advertising must pertain to Mustang owners.

Bylaws Committee

Delphia Cox, parliamentarian, presented the bylaw change which was approved at the February meeting. The change must have a 2/3 approval to be adopted.

Current reading:

Article VIII, Section 8 National Head Judge

The National Head Judge or designated representative shall attend all National shows and is responsible for all aspects of judging, rules modifications, and judges meetings and shall appoint an active member(s) in good standing as Assistant Head Judge(s). The National Head Judge shall also maintain a list of all certified and Gold Card judges and shall oversee the certification of judges and reproduction parts. The National Head Judge will conduct a National rules meeting each even numbered year at a time and location to be determined by the National Head Judge and will present all findings of this meeting to the Board of Directors for final disposition. The National Head Judge is to attend or report to the Board of Directors at each National meeting.

Proposed Reading:

Article VIII, Section 8 National Head Judge

The National Head Judge or designated representative shall attend all National shows and is responsible for all aspects of judging, rules modifications, and judges meetings and shall appoint an active member(s) in good standing as Assistant Head Judge(s). The National Head Judge shall also maintain a list of all certified and Gold Card judges and shall oversee the certification of judges and reproduction parts. The National Head Judge will conduct a National rules meeting each even numbered year, and every four years beginning in 2004, at a time and location to be determined by the National Head Judge and will present all findings of this meeting to the Board of Directors for final disposition. The National Head Judge is to attend or report to the Board of Directors at each National meeting.

The motion was made, seconded, and passed to approve the change. The change is adopted.

Administration Committee

Kenny Newcombe, chairman, noted our membership retention rate. There are 9,115 active names and 11,000 expired. Perhaps members are overlooking renewing membership. Discussion of an enclosed envelope. Kenny mentioned there are still 35th Anniversary trophies and "I Was There" t-shirts in the warehouse. The motion was made to send these items to the Dearborn Assembly Plant for distribution to Mustang production line (employees). The motion was seconded and approved.

Exploratory Committee

Bill Dillard said the Committee is searching for a name and would like Board members to suggest names at the June National Board meeting. Bill complimented Bill Johnson and Larry Kilgore on their dedication toward making driving events MCA events. Charles Hampton appointed Larry Kilgore as chairman.

Accessory Committee

Charles Hampton appointed Gloria Bazan as committee chairperson.

New Business

Rory Bruton reminded the Board that work on the 2001 MCA calendar is in progress. A logo is needed immediately for the 25th MCA Anniversary show. The calendar will be available at the 2000 Grand National show.

Open Discussion

Austin Craig stated that Ford posters and banners will be provided to each 2000 National show. Several shows were mentioned.

Sue Osborn noted in the SEMA Driving Force publication an article concerning Virginia passing a 25-year Rolling Emission Exemption lists the Southeastern Virginia Mustang Club as instrumental in getting the bill passed.

With no further business, the meeting was adjourned.

All National Board and Executive board meetings are held at the Gwinnett Civic and Cultural Center, 6400 Sugarloaf Parkway, Duluth, GA 30135, I-85, Exit 42.

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New Members

Mark Davis York, PA
 Ronnie Phillips Dickson, TN
 Darryl Clark Dyess AFB, TX
 Andrew Collins Hillsboro, TX
 Scott & Le Kochran Houston, TX
 John & Wanda Roberts, Jr. Houston, TX
 Bruce & Nancy Gray, Jr. Huntsville, TX
 David & Carla Crow Mesquite, TX
 Ron Miller Missouri City, TX
 Norman Llewellyn Spring, TX
 Gerald Crabtree Barboursville, VA
 Bill & Rita Bidlack Fairfax, VA
 William Smith, Jr. Gloucester Pt., VA
 Lee Merithew Newport News, VA
 Bruce Wilson Norfolk, VA
 Michael Garst Roanoke, VA
 Phillip Lombardo Virginia Beach, VA
 Christopher Bowser Zuni, VA
 Gerry Porter Duvall, WA
 Jeremy Heinks Oak Harbor, WA
 Randy Stevenson Tacoma, WA
 Scott Bingenheimer Brookfield, WI
 Geoff Cawston Ontario, Canada
 Pedro & Andriana Borda Lomas Hipodromo, Mexico
 Randy Yawn Gurley, AL
 Danny & Angela Roden Moulton, AL
 Peter Thorson Fountain Hills, AZ
 John Schafer Rancho Cucamonga, CA
 Bill & Daphne Garden Salinas, CA
 Larry & Kay Hines Destin, FL
 Lloyd & Felice Zeldin Dunedin, FL
 Ken Schneider Gulf Breeze, FL
 Kenneth Fogg, Sr. Morriston, FL
 Dominick Andrews Atlanta, GA
 Jeff Webster Sharpsburg, GA
 Kerry McMahon Springfield, IL
 Keith Anthony Huntersville, NC
 Steve Duffy Lumberton, NC
 Ugo Vuotto Morrisville, NC
 Eric Krelle Omaha, NE
 Chris Collier Allentown, NJ
 Donald Oswald Pompton Lakes, NJ
 Joe Moskowitz Larchmont, NY
 Dennis Hatley Tigard, OR
 Marissa Stefek Carlisle, PA
 Bill Duffy Douglasville, PA
 Bill & Cheryl Struble Harleysville, PA
 Dr. Michael Burak Jamison, PA
 Deborah Knappenberger Slatington, PA
 Larry Little Puluski, TN
 Tim Gustafson Chesapeake, VA
 Michael & Tena Paluh Herndon, VA
 Thomas Britton Olympia, WA
 Sylvian Provencal Levis, Quebec, Canada
 Bernie & Shelley Germani Hawthorne, CA
 Richard Willson Hawthorne, CA

Bruce Nickens Los Angeles, CA
 Mark & Lynn Gonzales Los Angeles, CA
 Jon Schultz Redundo Beach, CA
 Bill Tuttle San Luis Obisp, CA
 Sam Hayden Torrance, CA
 Paul Melo Torrance, CA
 Mary Bray Whittier, CA
 Fred Herdt Parker, CO
 George McCann N. Miami, FL
 Jay Dillon Panama City Beach, FL
 Joel Griffin Atlanta, GA
 Randy Pavlu Fairburn, GA
 Debbie Wynn Rockledge, GA
 Mickey & Darinda Waters Watkinsville, GA
 David Testin Lake Villa, IL
 David Wickert Pekin, IL
 Tim Pitts Mishawaka, IN
 Loren Ashlock Dodge City, KS
 Kevin Anselmo Meraux, LA
 William Pratt Millbury, MA
 Larry Green Parkville, MO
 David Cain St. Peters, MO
 Kevin Schweitz Fayetteville, NC
 Irving Catlow Randolph, NJ
 Frederick & Patricia DeFinis W. Orange, NJ
 Tom Brandl Hopewell Junction, NY
 David Labbe Akron, OH
 Gregg Stigleman Eaton, OH
 David Fox, Jr. Toledo, OH
 Gregory Beears Ephrata, PA
 Terry Glew Pottstown, PA
 James & Joan Aberts West Chester, PA
 Jim Thornley Summerville, SC
 John Crittenden Hixson, TN
 Richard & Shirley Cloud El Paso, TX
 Mike Schmidt Houston, TX
 George Toala Houston, TX
 Michael Stroup Nacogdoches, TX
 Chad Hebert Round Rock, TX
 Chris Zora Woodlands, TX
 Michael Ashby Charlottesville, VA
 Richard Stoessner Newport News, VA
 Kevin & Amy O'Connor Sterling, VA
 Jason Hall Virginia Beach, VA
 Dan & Ellen Wood Everett, WA
 Cynthia & Edward Hood Olympia, WA
 Tim & Laura Dark Olympia, WA
 Richard Hauber Gillette, WY
 Eros Bilyeu Dothan, AL
 Raymond & Martha Nadeau Fairhope, AL
 Damon Schmidt APO, AP
 Chris Thomas Rogers, AR
 Steve Thorley Aptos, CA
 Paul Garcia Granite Bay, CA
 Alan Looper Avon, CT
 Lee La Fountain Tolland, CT

New Members

Jack Cooper	Ft. Lauderdale, FL	William Molair II	Lexington, SC
Stephen Saucier, Jr.	Ft. Walton Beach, FL	Harry Fersner	Powell, TN
Jean & Evelyn Batalle	Miami, FL	Arthur Gebhardt	Arlington, TX
Barry & Elizabeth Barnett	New Smyrna Beach, FL	Mike & Susie Carpenter	Meridian, TX
Jeffery Conley	Ocala, FL	Andy Emert	Earlsville, VA
Roger & Debbie Carpenter, II	Palm Bay, FL	Richard Mozeleski	Fredericksburg, VA
Steve & Judy Kinnaird	Palm Bay, FL	Craig Sherrer	North Troy, VT
Scott & Liliana Scheurich	Pensacola, FL	Steven Unger	Carnation, WA
William & Katherine Moubray	Rockledge, FL	Mike Wicinsky	Winneconne, WI
John Valone	Winter Park, FL	Jack Reed	FPO, AP
Chris & Shannon Howd	Lawrenceville, GA	Steven Lurie	Delta, AL
Harry Simmons, III	Lawrenceville, GA	Jean-Yves Montmartin	Little Rock, AR
Lige & Wini Sims	Lawrenceville, GA	John Little	Maumelle, AR
William Meredith	Berrington, IL	Michael Barron	Scottsdale, AZ
Robert Hatley	Dupo, IL	Auto-Stuff.Com	Tucson, AZ
Ed Ohrt	Kankakee, IL	Billy Bonifacio	Redwood City, CA
John Shook	Valparaiso, IN	Bryan Milner	Aurora, CO
Richard Mumford	W. Lafayette, IN	Thomas Clay	Jacksonville, FL
Loren Ashlock	Dodge City, KS	Ronald Nascimento	Oldsman, FL
Bob Nix	Louisville, KY	Cyrus Cranford	Pace, FL
Scott Smith	Williamstown, KY	Paul & Sophie Rondeau	Palm City, FL
Billy & Jackie Dean	Avondale, LA	Henry Frappier	Palmetto, FL
Adam Manuel	Lake Charles, LA	Marcia Allen	Pensacola, FL
Tracey Lynch	Sulphur, LA	J. R. Prescott, III	Tallahassee, FL
Bill Barstis, Jr.	Abington, MA	John Guidice	Vero Beach, FL
Delma McMillin	Bethel, MA	Wayne Spier	Alpharetta, GA
Dennis Sanidas	Osterville, MA	Matt Wooddy	Dunwoody, GA
James & Cathy Basil	Westminter, MD	Wayne Moore	Evans, GA
Budd & Katherine Wagner	Cheboygan, MI	J. P. Dugan	Lawrenceville, GA
Dale Koder	Temperance, MI	Charles Roberts	Locust Grove, GA
Charles & Kari Murlowski	New Brighton, MN	Steve & Robin Byrd	Martinez, GA
Russ & Sheila Dickey	Kansas City, MO	James & Brenda Swann	Rincon, GA
James Fournier	Maryland Heights, MO	Michael Cohen	Tucker, GA
George Summerlin	Stanley, NC	Dan Shetley	Mt. Home AFB, ID
David Chapman	Lincoln, NE	Curt Addicks	Bloomington, IL
Rick Galletta	Nashua, NH	Maggie Ogradny	Chicago, IL
Chris Pizzo	Marlton, NJ	John Pastere	Glenwood, IL
Paul Distefano	Metuchen, NJ	Chris Hineline	Gurnee, IL
Warren & Karen Silverman	Huntington, NY	Terry Fletcher	Lincoln, IL
Robert Trombley	Mooers, NY	Chrisy Colvin	Louisville, KY
Luke & Janice Myatt	W. Chazy, NY	David Windom	Covington, LA
Patrick Butler	W Seneca, NY	Harlan Struble	Mandeville, LA
Daniel Sczesny	Marblehead, OH	Gus Rojas	Metairie, LA
Dave Bardsley	Newark, OH	Denise Ackerman	Prairieville, LA
Benedict DiFranco	Strongsville, OH	Robert La Fontaine, Sr.	Blackstone, MA
James Abbott	Ada, OK	Terry Webster	Allen Park, MI
Jack Lepley	Bedford, PA	Dennis Baditol	Belleville, MI
Joel Lister	Greensburg, PA	Rick Helper	Grosse Ile, MI
Breanne Cibik	Levittown, PA	Robert Borehard	Saginaw, MI
Scott Burky	Lititz, PA	Richard & Karen Maloney	Desoto, MO
Bill O'Donnell	Moon Township, PA	David & Brenda Stukenbroeker	St. Louis, MO
Scott Tobias	N. Versailles, PA	Philip Krull	St. Louis, MO
Mitch Zelno	Slippery Rock, PA	Robert & Debbie Tubbs	Tupelo, MS
William Bigelow	Portsmouth, RI	Michael Rivenbark	Burgaw, NC
Jerald & Dianne Bryant	Florence, SC	Timothy Luxner	Camp Lejuene, NC
Daryl Lareau	Ladson, SC	J. R. & Carol Taylor	N. Wilkesboro, NC

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Applicant _____ Date of Birth _____ Occupation _____

Address _____ Zip _____

Phone Number () _____

1. Operator License Number _____ Number of Antique Autos owned _____

2. List all losses in past three years and moving violations—antique and modern cars. (Date-Cause-Payment.) _____

3. Total Annual Mileage: Club Functions _____ Other Purposes _____

4. Name of antique or car club to which you belong _____

5. List modern cars used for daily transportation (owned) _____ (or company cars) _____

6. Where are cars garaged? Under one roof? Construction of garage—brick-frame-fire resistive _____

7. Has rated horsepower or other specifications been changed? Yes _____ No _____ If yes, explain: _____

8. The following coverages are available. Indicate those desired by placing "X" in proper boxes.

Liability (\$100,000 single limit) Bodily Injury and Property Damage. Annual Rates: 1st car \$15.00, 2nd \$10.00, 3rd \$5.00

Uninsured/Underinsured Motorist—Rates as required by your State. Car 1 \$ _____ Car 2 \$ _____ Car 3 \$ _____

Liability (\$300,000 single limit) Bodily Injury and Property Damage. Annual Rates: 1st car \$20.00, 2nd \$14.00, 3rd \$8.00

Medical Payments of \$1,000.: 1st car \$4.00, 2nd car \$3.00, 3rd car \$2.00. Units in excess of 3, NO CHARGE

Physical Damage

Physical Damage (Comprehensive Includes Fire and Theft)—Annual Rate—\$0.35 per \$100 of insurance for each vehicle. NO DEDUCTIBLE. Vehicles 25 yrs. or older.

Physical Damage (Collision)—Annual Rate—\$0.35 per \$100 of insurance for each vehicle. NO DEDUCTIBLE. Vehicles 25 yrs. or older.

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

Physical Damage (Comprehensive Includes Fire and Theft)—Annual Rate—\$0.70 per \$100 of insurance for each vehicle. NO DEDUCTIBLE. Vehicles less than 25 yrs.

Physical Damage (Collision)—Annual Rate—\$0.70 per \$100 of amount of insurance for each vehicle. NO DEDUCTIBLE. Vehicles less than 25 yrs.

9. Date this coverage is to be effective _____ Policy Minimum Premium \$50.00

ANTIQUE AUTOS TO BE INSURED

We Require: 1. PHOTO of all vehicles listed 2. APPRAISAL for each vehicle valued at \$20,000 or over

Year	Make	Body Type Series or Model	V.I.N. (Vehicle I.D. Number) Serial or Motor Number	Present Valuation (Amount of Insurance)
1.				
2.				
3.				
4.				

Use separate sheet for additional cars to be insured.

An application may be forwarded to you for additional information.

My vehicle(s) will be used mainly in exhibitions, club activities, parades and other functions of public interest and will not be used primarily for the transportation of passengers or goods.

If you are a resident of FL, PA, or NJ, send copy of regular car policy.

NOT AVAILABLE IN ALL STATES.

Signature: _____ Date: _____

Note: Your insurance will become effective upon payment of the entire premium, acceptance of the risk and compliance with all state specific laws and regulations. Please sign and forward with your remittance, payable to:

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320 South 69th Street • Upper Darby, Pennsylvania 19082

web site: www.jctaylor.com



Word Power

I wanted to let you know how well the Mustang Times "wanted" advertisement for a 1965 trailer hitch worked out for us. We actually had almost a dozen responses from pony pals throughout the country. It was truly heartwarming to receive so many nice messages that offered assistance to obtain the desired hitch. Once again the MCA membership demonstrated what a wonderful group of folks they are!

We're very grateful to have experienced the "power" and generosity of the free Mustang Times ad and internet services and thank you all for the great membership privilege. (Now I know this is yet another wonderful benefit of belonging to MCA and hope others come to appreciate the unlimited potential the national web site and/or Times ad placement can provide.) Kudos to the editor and webmaster!

Karen Borgen
MCA #24805

We are very pleased to hear of positive results from your ad and thank

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

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

you for your kind comments.

Many of you have probably noticed that Marketplace continues to increase in the number of ads we publish each month. While much of this can be attributed to the additional benefit of inclusion on the web site, we tend to think that more and more members are beginning to realize what a wonderful deal their MCA membership can be. While the classified ad section in many commercial Mustang magazines has either disappeared or become very high priced, our ads continue to increase!

Ms. Borgen is correct in her assessment of the "unlimited potential" of ads placed in Mustang Times and the MCA web site. Take advantage of this free service today!

— Editor

Repeat Performance

The April 2000 Mustang Times, as usual, is very interesting. I was wondering when someone would ask about the Mustang Museum and where the money is going.

Have there ever been any projections on what the museum will be like? Everything takes tremendous amounts of money. I wrote to Tony George here at the (Indianapolis Motor) Speedway, but they were busy getting ready for Formula I. Wouldn't this be a great place? How about a letter from you for a long range plan. Good luck.

Fred Bruckner
MCA #04393

Thank you very much for your kind comments concerning our April 2000 issue.

In answer to your primary question concerning the Mustang Museum, please read Mailbag on pages 14 and 15 of the April issue.

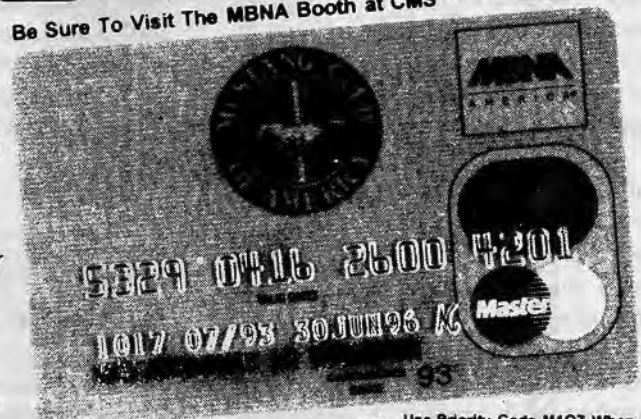
— Editor

Mustang Savy.

Take 5 seconds, right now, and call the toll-free number to request the **Mustang Club Gold MasterCard** card. It's a high-performance option, **customized exclusively for Mustang Club members: Higher lines of credit, up to \$50,000—Sprint® long-distance** so your credit card gives you discounts on long-distance phone calls—**Up to \$1,000,000 common carrier travel accident insurance***, automatically, when charging tickets on virtually any common carrier worldwide—**Purchase Protection and Extended Warranty Program—Immediate Cash Advances** from a network of 220,000 financial institutions, 120,000 ATMs—**GoldPassage® 24-hour, toll-free, full-service travel agency** that guarantees the lowest possible airfare at the time of booking—**24-hour Travelers' Message Service** so you're never out of touch from family or business associates—**Worldwide Medical and Legal Travel Assistance Network** to keep help within reach whenever you travel, and so much more.

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Seeking Volunteers

The Mustang Club of America is seeking volunteers to compete in the election process for the MCA Board of Directors. Eighteen positions of the current Board expire at the end of January 2001.

The Board historically represents folks from all walks of life with a desire to promote and strengthen the Club. The ability of a person to work harmoniously with other people in a teamwork atmosphere to accomplish common goals is a strong asset. At the same time, we want to keep in mind that the governing process must contain the elements of enjoyment and fun.

MCA's Board of Directors meets regularly the second Tuesday of even numbered months. These meetings begin at 7 p.m. at Gwinnett Civic and Culture Center, 6400 Sugarloaf Parkway, Duluth, Georgia, I-85, Exit 42. There may be an occasional called meeting Board members are expected to attend. Three consecutive missed meetings may be cause for removal from the Board. Expenses incurred are the responsibility of each Board member; however, each member has the satisfaction of knowing they are contributing in a positive manner to the effective operation of the largest club in the world dedicated to the preservation of the Mustang car hobby.

There are approximately 12 committees representing the MCA business organization and each Board member is assigned to one or more of these committees. Each committee normally meets an hour or so before the regular Board of Directors meeting. Each chairman, or a designated member, will present a committee report to the entire Board. Each director is encouraged to be brief, clear, and concise. If presenting a problem, it is favorable to offer a recommended solution. Effective presentations often result in positive results.

Each Board member and officer

has assigned communicative responsibility for three or four regional clubs. The objective is to let each regional club know that problems and ideas can be presented to an MCA representative at any time with timely responses.

We hope you think of this as an opportunity to contribute your knowledge and effort in helping to make Mustang Club of America stronger and enhancing the associated family values.

A short (50 word) biographical sketch is needed. Include name, MCA number, city, state of residence, any club affiliations, offices held, and other information you feel appropriate. This information must be received by August 31, 2000, to be listed on the nominee slate and published with Mustang Times. The biographical information can be mailed or e-mailed to the individuals listed here. We will be happy to answer any questions you may have.

Don Cox
Nominating Committee Chairman
207 Claymore Drive
Kingsport, TN 37663
(423) 239-5418

Jean Penn, National Secretary
1605 Jones Avenue
Duncan, OK 73533
jpenn@texhoma.net
fax (580) 255-0714

Woodward Dream Cruise Update

Plans are shaping up for the Team Mustang-sponsored portion of Woodward Dream Cruise slated for August 18-19, 2000, in Ferndale, Michigan.

Tentative plans are as follows:
August 18 —

From noon - 1 p.m., Club members are invited to participate in a 20-mile cruise from Ford World Headquarters

in Dearborn to Ferndale.

Lunch will be available from approximately 1 p.m. - 2 p.m.

An informal program will begin at approximately 1:30 p.m. which will include an introduction of celebrities in attendance, a short description of the various subsystems on the car such as chassis, powertrain, performance attributes, etc., along with a Q & A session, a band, and other events.

Family activities will take place in Ferndale between 2 p.m. and 5 p.m. with a cruise along Woodward Avenue in Ferndale to take place between 5 p.m. and 7 p.m.

"Revvin' with Ford" in Birmingham, Michigan, will begin at approximately 6:30 p.m. for those who wish to display their cars in that event. (Revvin' with Ford is a Ford Corporate event in Birmingham, which is approximately six miles north of Ferndale. This event is seeking quality cars to display; however, the cars will be required to stay put until 10 - 11 p.m. and then are required back on Saturday morning. This unfortunately would prevent any participation in the actual cruise on Woodward Avenue. Cost per person is \$150.00.)

Events will continue in Ferndale with several family activities in the immediate vicinity such as a children's petting zoo, etc. Spirit of Ford may be setting up next to the Mustang site and will bring along kids activities.

August 19 —

Actual Woodward Dream Cruise day will include a juried car show by the City of Ferndale from 9 a.m. - 2 p.m. Approximately 400 cars (1950s through 1970s models) will participate in the judged show. 40 Mustangs can participate in Mustang Alley.

Displays, Team Mustang technical sessions, family activities, and Dream Cruise viewing will take place in the area around Mustang Alley in Ferndale from 9 a.m. - 5 p.m.

This is shaping up to be a truly unique opportunity for Mustang

enthusiasts to participate in a well-known event that attracts hundreds and hundreds of muscle cars.

For additional details or to register, contact Laura Vanderwill, Team Mustang, at (313) 323-6837 or fax (313) 621-8447.

Grill Medallion Award Program

Mustang Club of America has instituted a new awards program for cars showing in National and Grand National events — the MCA Grill Medallion Award. To win this outstanding award, your car must earn a total of 20 points.

Points are awarded as follows:

National Shows —

Gold or first place - 2 points

Silver or second place - 1 point

Bronze or third place - 0 points

Grand National Shows —

Gold or first place - 3 points

Silver or second place - 2 points

Bronze or third place - 0 points

Points are retroactive and include 1997, 1998, and 1999 shows. All judged show classes are eligible for the award; however, Retired Class and LMA-Current Year participants are not eligible.

This new medallion is heavy-cast metal embossed with the MCA logo in color and is individually numbered and engraved with the owner's name, year of car, model, and VIN. The medallions have two mounting holes for placement on the car grill or some type of display.

Concours, Unrestored, and Thoroughbred awards depict the MCA logo with a blue background while the award background for all other judged classes is red.

Awards are not transferable between cars. If the car is sold, points are not transferable.

Retired car owners may sign a retirement release form to re-enter competition and earn points. After the form is approved, all earned points from the above years will be credited. Release forms are available



at National shows or by writing to MCA Retirement Release, 3588 Highway 138, PMB 365, Stockbridge, GA 30281.

You will be proud to win and display this striking medallion on your show car.



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- Street Rod (1909-1948)
- Mustang (1964-1973)
- Ford & Mercury Big Cars (1949-1959)
- Edsel (1958-1960)
- Ford & Mercury Big Crs (1960-1972)
- Econoline (1961-1967)
- T-Bird (1955-1957)
- Bronco (1966-1977)

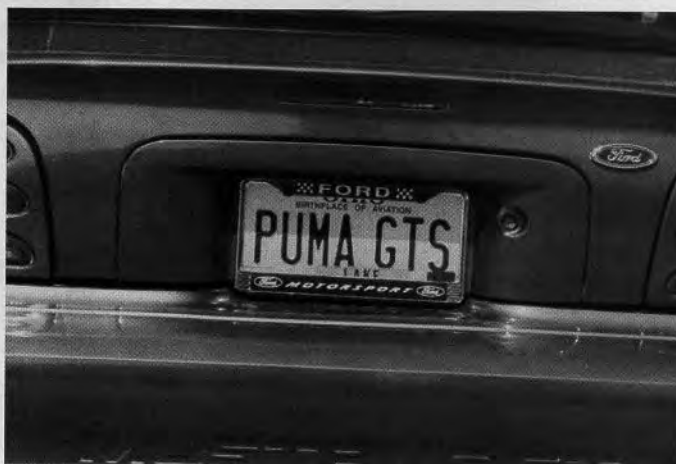
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If you'd like to see your personalized plate appear in 2FAST4U2C, simply send us a clear, well-focused color or black and white photo of your pony's license plate. Include a small portion of the rearend of the car (remember, the license plate is the center of attention this time), and be sure to include your name, address, and membership number. Please note that we do not accept polaroid photos, photos via e-mail or disk, or scanned and printed photos.



New York resident Michael Escobar is the third owner of this 1985 GT hatchback. He purchased the still-stock pony in 1999 and set about making upgrades. The biggest enhancement was to change the exterior color from gray to Bright Atlantic Blue as seen on 1998 Cobras. New bodyside molding was installed along with a new GT hood decal. The interior was revamped and thoroughly cleaned as was the 79,000-mile 5.0L powerplant. The addition of 16" x 7" five-spoke wheels and Flowmaster mufflers help round out the Mustang's makeover. Michael indicates that future plans include dressing up the engine compartment.

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the quality of the Ford
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Call 1-800-244-2242 for information on the Ford Restoration Parts Program.

Ask Fred

Dear Fred,

Can I replace my standard interior with a Pony interior? Will the seat covers fit on the standard seats?

Rich

Dear Rich,

The Pony covers will not fit the standard buns. You will need to replace them with the Pony style. The Pony interior also includes door panels, door lamps, kick panel trim, "wood" glove box and instrument panel, and "wood" steering wheel (expensive.)

Fred

Dear Fred,

I have a 1966 coupe with a 289 two-barrel engine and air. I have lost the power steering to the left. I have replaced the pump and rebuilt the control valve (valve showed no obvious problems) and still have not corrected the problem. Could this be the double-acting cylinder?

Please help, I'm getting discouraged.

Steve

Dear Steve,

It sounds like a valve problem to me. The cylinder should react the same in each direction even if it were bad.

Fred

Dear Fred,

I have a 1964 1/2 six-cylinder convertible with drum brakes. I am interested in changing to disc brakes and would like to know what cars can be used for the conversion parts. Are there any books to assist in the changeover?

Also, would it be better to go with new parts versus used? I would also like to change from 13" wheels to 14" or 15" wheels and need to know what rearend would fit.

Ken

Dear Ken,

In order to change to disc brakes, you will need to change the front sus-

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

pension to V8 spindles and five-lug wheels. You will also want to change the rear axle to the V8 five-lug. I would suggest buying a 1965-66 parts car to obtain all of these parts. I also suggest that you purchase a new disc brake conversion kit.

Fred

Dear Fred,

I have a 1966 coupe, 289 and C-4 automatic transmission. I would like to change the front manual drum brakes to disc brakes. Will I need to get these parts off a Maverick or Granada? Please let me know what parts I need to make the change.

Stan

Dear Stan

If your desire is to make it easier to stop your car, you should install a power booster on your drum brakes. While the front disc type has more stopping power in performance situations, it is as hard or harder to press the pedal unless you also install power boost.

Mixing '70s Granada parts on a '66 can cause no end of mix and matching of parts and can be a real headache when you try to repair the car later. We recommend using a commercially purchased 1965-66 original type disc brake conversion kit which will be easier to install (you keep your old spindles on the car) and the tie rods, turn limit stops, etc., all match up. If

you want, the 1965-66 power booster can be added to the disc brakes. Besides, once you have made the old Granada parts safe enough to drive, you haven't saved much money anyway.

Fred

Dear Fred,

I have a 1966 coupe with a 289. The car has been sitting for some 15 years. I'm trying to get it to where I can drive it again.

The heater is blowing out lukewarm air only. The radiator is new and the thermostat is a 180° and it's working. The heater cables are in good shape also. Is it time for a new heater core?

Eddie

Dear Eddie,

If the car has been sitting that long, the seals in the heater which direct or control the flow of air are dried out and shot. You should put a new seal kit and heater core in. Also, if the control cables are not smooth and easy to operate, they should be replaced, as well as the defroster plenum and defroster hoses. This all is reasonably priced, too, and will give you a great heater.

Fred

Dear Fred,

I have what I believe to be a complete D-code 289 engine. I have looked in all my books and magazines but cannot find any sure signs that prove it is in fact a D-code. It has a Ford four-barrel carburetor, a generator, "4V premium fuel" air cleaner (gold in color), and a five-bolt bellhousing. Is there any type of identification marks or casting/part numbers to look for? What about any unique features either internally or externally that would prove it is a D-code?

Mike

Dear Mike,

The only mechanical difference in the 1965 289 4V was the harmonic damper, which was marked C4AE-

6316-C or D. *The best way to authenticate the D-code 289 4V regular fuel engine is by the damper and the distributor, the latter marked C4ZF-12127-C. Check the date codes on the castings. If they fall between February and December 1964, they could be a D-code. The cam, pistons, heads, block, etc., were all the same as the 289 2V. Only the intake, carburetor, and distributor curve were different.*

Fred

Dear Fred,

I always appreciate the service you provide through Mustang Times.

My question is about the carburetor float setting on the Autolite 4300 4V carburetor on a 1967 289. I have had this car since new, rebuilding the carb a number of times. (I was recently able to obtain a like-new replacement carb.)

But the float setting has always been a challenge. I have fabricated the float setting gauge shown on page 10-5 of the Ford Shop Manual. The illustration and procedure on that page is not clear as to whether the air horn gasket is in place or not, which would result in a height difference of about 1/32 inch. In your opinion, should the gasket be on the inverted air horn or not?

Joe

Dear Joe,

The photo in my book is very clear and shows no gasket installed.

Fred

Dear Fred,

What is the difference between a 1966-67 steering wheel? Can a '66 wheel be used on an early '67 car. Someone told me that they are the same except for date coding.

Lance

Dear Lance,

The steering wheels are not the same. The thickness of the base at the top of the column is different along with other subtle differences.

Fred

Dear Fred,

I recently obtained a 1968 Mustang that has not been driven in quite a few years. I have gone through the engine, replacing spark plugs, wires, ignition wires, fuel tank, sending unit, etc. I got it running and timed the engine. It ran well with no problems. After the engine warmed up I changed the oil. When I started the engine again I noticed a ticking noise which indicates a stuck lifter. Is there anything that can be done to free the lifter (oil additive) other than replacing the lifter itself?

I spent close to a month putting everything in place only to have this pop up. The lifter was not stuck before.

George

Dear George,

This problem may correct itself after driving the car for awhile. If not, I think that the only cure is to replace the lifter. Are you sure that the lifter is stuck rather than the valve being stuck in the head?

Fred

George replied with the following:

Dear Fred,

I am assuming that it is a lifter. However, after listening to the tick through a hose, the noise doesn't seem as bad as it does when you hear it from the outside. I ran some Marvel Mystery Oil down the carb to try and lube the valve (old farmer trick). But the tick is still there. It could be the valve because I do have a little bit of smoke coming out of the bank where the noise is coming from. Any way to unstick a valve without major repair?

George

Dear George,

Try removing the valve cover and checking the adjustment. Possibly the rocker is simply loose.

Fred

Dear Fred,

I'm looking at buying a 1968 GT/CS with a 302 HiPo. Can you tell me what the horsepower should be and where on the engine can I find the serial number to see if all numbers match on the car?

Alan

Dear Alan,

The 1968 302 4V J-code engine was the same for all applications. Even the Shelby GT 350 was unchanged, except for the swap to an aluminum high-rise intake manifold and Holley carburetor. There was no VIN on the engine. The date code on the engine castings is the only way to judge whether an engine is original. Occasionally, the VIN was stamped on Cobra Jet and Boss cars, but these were the exception.

Fred

Dear Fred,

I have a 1969 coupe with no electrical power. I've changed the battery cables, installed a new starter, solenoid, alternator, points, condenser, etc. Still when I turn the key all power is lost — not even a dome light. If I disconnect and reconnect, the dome light functions. Please help line out some more places to check.

Larry

Dear Larry,

Loss of power to the dome light indicates primary electrical system failure. If you have the type of battery cable with battery terminals clamped on with bolts, they are junk — throw them away and get new ones. You need to remove the battery cables, clean and grease the posts with dielectric grease. Do the same for the posts on the solenoid and negative cable on the engine block. Don't forget the ground wire from the back of the engine to the firewall. Often overlooked and very important.

Fred

Team Mustang

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

Last month we provided an overview of the product development process with the goal of providing you with a better understanding and appreciation of the work that goes on "behind the scenes." This month we would like to share some perspectives on the first of the five stages — Cycle Planning.

Cycle Planning is the development of schedules for all new vehicle programs. The objective is to allocate resources (people and funding) to achieve the best possible customer satisfaction and profitability while meeting or exceeding new regulatory phase-in dates. In practice, the limitation on our ability to develop and launch new vehicles is our engineering resources (number of people and skills). The entire process is designed to get all the buy-ins required to a program before we assign the first engineer to it. That way we have fewer turn-arounds which can waste resources and hurt quality.

The major challenge is the complexity of managing this global effort. It needs to address all four of our major regions (North America, Europe, Asia-Pacific, and South America) and all eight of our primary brands (Ford, Lincoln, Mercury, Jaguar, Mazda, Volvo, Land Rover, and Aston Martin). Each of these brands and regions feel strongly that the new vehicle programs they are proposing are critical and should be top Corporate priority. The central Business Strategy group impartially assesses the relative Corporate customer satisfaction and profitability contribution of each program from both short term and long term perspectives. Since all programs are not directly comparable — some are low risk freshenings and some are higher risk and, hopefully, higher return franchise-builder programs — it is not a straight forward process. There are many iterations of the plan as new information on each of the program proposals comes out during this dynamic assessment and prioritization effort.

Team Mustang develops our own list of product upgrades from the input we receive from customers, clubs, dealers, and from analysis of competition. With the help of our Vehicle Line Director, Mary Ellen Heyde (who also has Windstar, Villager, and Thunderbird), we negotiate a place for each action in the North American Car priority list. The North American Car Business Office takes the lead in working with the central Business Strategy office during its cross region/brand assessment.

Mustang has some inherent strengths and weaknesses during this process which you as key stakeholders in our business should know about:

Strengths:

1. One of the strongest brands in the entire industry — we are key to bringing youth, women, excitement, and new buyers into Ford dealers.

2. We are coming off our third year of healthy sales and profits. Last year was our best since 1979. Sales are



strong so far this year, too.

Weaknesses:

1. Our customer satisfaction at both low and high mileage is not where it should be. We handicap our value to the Company if customers do not remain loyal to Ford as a result of their ownership experience.

2. While our business results have been at record levels for Mustang, relative to other brands, our returns are among the lowest on a percentage basis. The main reason is a low profit margin on the V6 (about 2/3 of all Mustangs sold). Value is a key part of our brand identity which we have no intention to change.

3. We are a lower volume program. We have some platforms, like the Focus or F-Series truck, that sell orders of magnitude with more units than we do each year. Being low volume means we have less leverage on Corporate satisfaction and profits.

We do not get buy-in to every product upgrade we propose; nor does any other team. The competition for the scarce Corporate resources is intense — only about 30 programs which require substantial engineering effort can be going at any one time. Those ideas that would be fun but which are not critical to the business typically don't make the cut. That is the reality.

The track record of domination in our market segment indicates we have been successful in getting buy-in to the product upgrade programs needed. The ones that did not make it through, however, haunt us like the fish that "got away" — they get bigger every day.

Our challenge as Team Mustang is to use the resources we are given as efficiently as we can to execute the cycle plan programs on time with quality. That is the topic for next month. We also try and sneak a few unscheduled models out now and again. The 35th Anniversary model was one of these. We promise more to come!

Now, to your questions—

Q. I own a 1998 Mustang V6 coupe with a five-speed

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

manual transmission with 30,000 miles. I have a rattle/vibration in the clutch pedal at certain speeds and/or rpms. This primarily happens in first gear upon acceleration or deceleration when I have no foot pressure on the clutch. This rattle can be heard and felt and is very annoying. I have taken the car to my Ford dealer and have been told it is a "characteristic" of the V6 Mustang. I find this hard to believe. It seems as if there were more tension on the clutch, the problem would go away. What are your thoughts?

A. "Release bearing buzz" has been reported on vehicles (V6 and GT) produced before March 1998. We started using an improved release bearing after that date. The noise comes from the clutch release bearing when there is excessive free-play in the clutch actuation system or if the clutch cable dash isolator is out of position or has failed. You should find that the noise goes away if you press the clutch pedal down an inch or more — sounds like what you described. There are a few things you can do to reduce or eliminate the condition. We suggest you try the following things in the order below until the condition is eliminated:

1. Pull upward on the clutch pedal firmly (about 25lbs. force). This should separate the pawl from the clutch self-adjusting mechanism and help free the mechanism to rotate through its complete range of motion.
2. Check for proper clutch cable routing and for proper attachment at the dash panel and at the self-adjusting mechanism. Look closely to see if the cable appears to be correctly seated in the dash isolator.
3. Put the car on a hoist and remove the clutch dust cover. Pull the release lever rearward and then release it to determine if there is enough tension to seat the release bearing against the pressure plate fingers. If there is not enough tension, check the self-adjusting spring to make sure it is not bound up. You may find that the self-adjustment travel has been fully used; time for a new clutch. We believe the clutch should last closer to 50,000 miles under normal usage so we would not expect this, but lots of things influence clutch life. If it looks like the adjustment is fully used, you could double check the clutch health by paying close attention to slippage during hard acceleration.
4. If you still have the buzz, you need to pull out your transmission and check the seating of the release lever attachment spring to the ball joint in the bellhousing. Replace the release lever if there is a problem. We recommend you replace the release bearing (use part number F7ZR-7548-AA). You should also check the following things and replace parts as required:

- Pressure plate bolt torque (24 ft-lbs for the V8; 43 ft-lbs for the V6)

- Pressure plate finger height variation (should be less than 1mm from low to high)
- Clutch disk wear
- Pilot bearing damage

If you see no sign of any problems, we recommend you confirm that your flywheel run-out is less than 0.2mm. If the run-out is high, check for burrs between the crank and the flywheel. If necessary, replace the flywheel and/or machine it to fit with less than 0.2mm run-out.

Q. I own a 2000 GT convertible and think it is the best. I wonder, however, if there is a way to make the side scoops functional?

A. The side scoop has been part of the Mustang "look" right from the original mid-engine Mustang I show car. They have never been truly functional on any factory Mustang. The ideal function for the side scoops would be for rear brake cooling. To get them to serve in that capacity would be very difficult. First, you would need to do some major surgery to route an air passage tube from the side of the car, through the structure, and around the suspension to point at the rear brake discs. Next, you would need a very large shrouded side scoop similar to what Shelby used in the '60s — there is not much air pressure against the side of the car.

We have a side scoop which looked more functional on the original 1994 SN95 Mustangs — it led to an opening in the wheelhouse. Theoretically, it could pass cool air onto the tire. About the only thing it really did was leak, allow more noise inside the car, and cost a lot of money. It was taken out as a quality improvement and cost reduction in 1995 or 1996.

Check out the side scoops used on the 35th Anniversary models and the 2000 GT Appearance Package. You could snap your scoops out by pressing down firmly on the top surface and gently prying the scoop out with your fingers. The new scoops will snap right into place.

There is an active debate internally whether it is better to be more up front and just make the scoops indentations in the sheetmetal as was done on the 1966 Mustang, Mustang II, and our recent Bullitt show car. The other school of thought is to make them look meaner like we did with the 35th Anniversary models. We would appreciate input from club members.

Q. I've read that Mustang is popular worldwide. Which countries is Mustang exported to?

A. In 1999, our major export markets outside North America were Japan, U.S. military bases, Puerto Rico,

Team Mustang

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

and the Middle East. We also sent a few cars to Venezuela, Netherlands, the Caribbean, U.S. Virgin Islands, Latin America, Argentina, and Germany. Total exports were about 1,600 units, over half of which went to a single market (Japan). Later this year, we will be launching the Mustang in Australia with a factory-approved right-hand drive conversion by Tickford.

Mustang does have a large number of clubs outside North America. Particularly, Sweden, Britain, Germany, Netherlands, and Australia seem to have active and large clubs. As we look to the future, we believe Europe and Australia could offer us meaningful growth opportunities. What makes this particularly attractive is the close association we have with the U.S. national image — we don't think we will need to change the Mustang's character to succeed. Most other vehicles need to be extensively re-engineered just to meet local tastes. Of course, we will need to reengineer the car to pass/exceed all local regulatory and safety requirements and to meet driver usage expectations with local road/environmental conditions — a big effort.

We would love to hear from international Mustang enthusiasts as we try to put together programs to make Mustang available outside North America.

Q. At the MCA National show in Virginia Beach, Virginia, I had the pleasure of meeting some fellow enthusiasts from Ontario, Canada. This brought a question to mind — what are the differences between Canadian and U.S. Mustangs?

A. Major differences between Canadian and U.S. units are:

- Daylight running lamps
- Metric speedometers
- Labels with French and English
- Standard engine block heaters
- Some option restrictions exist to reduce ordering complexity due to the lower volumes and related distribution logistics.

Before we sign off this month, we want to share with you the tentative schedule for the Team Mustang Woodward Dream Cruise party.

On Friday, August 18, the schedule is:

12 noon to 1 p.m. — 20-mile cruise from Ford World Headquarters in Dearborn to Ferndale (the origination point for the Dream Cruise)

1 p.m. - 2 p.m. — Lunch (hosted by Team Mustang) in Ferndale

1:30 p.m. - 3 p.m. — Visits by Ford and Mustang leaders in Ferndale

2 p.m. - 5 p.m. — Variety of family activities in Ferndale

5 p.m. - 7 p.m. — Cruise and enjoy Woodward Avenue in Ferndale

7 p.m. - 8 p.m. — Dream Cruise kick-off in Ferndale (to be confirmed)

8 p.m. - 10 p.m. — City of Ferndale Dream Cruise Party (to be confirmed)

6:30 p.m. - 12 midnight — *Revin' with Ford* Charity Party in Birmingham, Michigan, (ticket required; price is \$150 per person) — about 30 1965-73 Mustangs can participate (must leave vehicle Friday evening and return for the day on Saturday).

On Saturday, August 19, the schedule is:

9 a.m. - 2 p.m. — Ferndale Classic Car Show (a variety of about 400 cars of all types from the 1950s through early 1970s); 40 Mustangs can participate on Mustang Alley

9 a.m. - 5 p.m. — Displays, Team Mustang technical sessions, family activities, and Dream Cruise viewing in the area around Mustang Alley in Ferndale. We are making arrangements with the City of Ferndale to enable vehicles to come and go during the event.

For those of you who have never attended the Dream Cruise, you are in for treat. It is the world's largest car show. It stretches over 20 miles on Woodward Avenue from Ferndale to Pontiac. It's free form, it's dynamic, and it's full of great American classics like Mustang.

We look forward to seeing as many of you as possible at the event. Contact Laura Vanderwill here at Team Mustang (lvanderw@ford.com; phone (313) 323-6837 or fax (313) 621-8447) for more information and to register. We have a limited number of parking spots; they could fill up fast. We need a count of the attendees (even if you are not bringing a car) in advance so we can get the right amount of food and optimize the arrangements. There is no admission charge except for the *Revin' with Ford* Charity Party on Friday.

We look forward to answering more of your queries in next month's column. Send your questions to

Team Mustang
c/o Mustang Times
3588 Highway 138, PMB 365
Stockbridge, GA 30281.

MT

I Can See Clearly Now

Replace Those Yellowed Headlight Housings For Better Looks

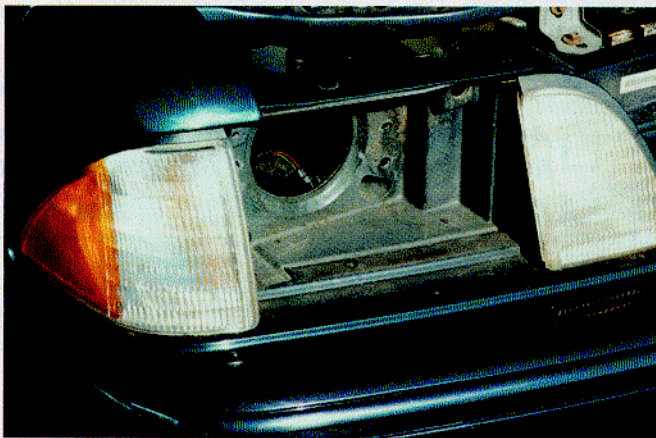
by Rod Short

When Ford introduced the SVO Mustang, some thought this would be the future of performance with its high-revvin', turbocharged four-cylinder and sports car-type handling. While that didn't prove to be the case, a number of ideas did make it over to future Mustangs — one of those being the flush-mounted aerodynamic headlamps. Although these didn't make it onto regular Mustangs until 1987, it's hard to envision today's 'Stang without them.

Despite their good looks, vision has become a problem on many of these older Fox-bodied Mustangs and will continue to be. The problem has to do with the clear plastic housings (or lenses) that provide a watertight seal for the small, but powerful halogen bulbs. Prolonged exposure to the sun over time causes these plastic lenses to gradually yellow. Although it does take years for this to show up, the effect is pronounced causing diminished brightness and an ugly dirty yellow tint that just gets worse.

While there are aftermarket suppliers that sell an abrasive polish that works much like a rubbing compound to clean these lens housings, you can easily go ahead and replace the units altogether. Even though some of the bolts holding the housings can be a little hard to get to, it's a simple matter to pull the units, switch out the outer weather seal and then

2) Mustangs built between 1987 and 1993 have headlight assemblies consisting of turn indicator, headlight, and side marker housings. Reproduction pieces cost around \$100 per side, but make the car look much better.



1) Although the author didn't think the headlamp lenses on his '92 LX had deteriorated very much, comparing a new replacement to what was already on the car showed an obvious difference.

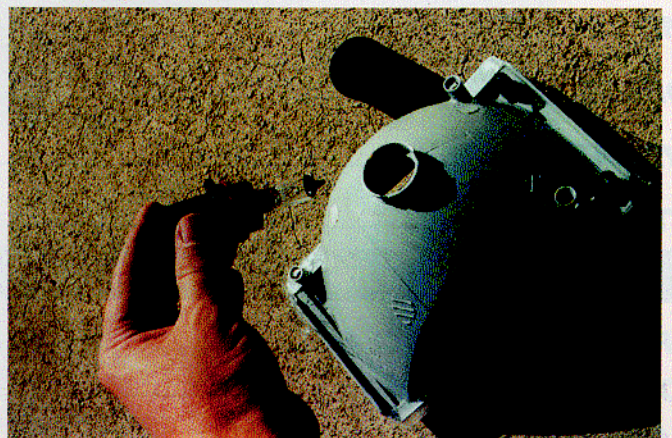


install new units to give your Mustang the look of a brand new car.

With less than two hours time, this is a perfect afternoon project that will give immediate benefits in visibility and looks.

MT

3) Replacement bulbs are held in place by locking collars. Be sure never to touch these high-power halogen bulbs as oil residues from your skin can actually lead to premature failure.



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Ford Auto Show & Shine Spectacular

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STOCK CLASSES

- 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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- | | |
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| Best Paint | Best Stereo |
| Best Interior | People's Choice |
| Best Engine | Best of Show |
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MODIFIED CLASSES

- 1964-1966 Mustang
- 1967-1968 Mustang
- 1969-1970 Mustang
- 1971-1978 Mustang
- 1979-1984 Mustang
- 1985-1993 Mustang
- 1994-1998 Mustang
- 1999-2000 Mustang
- Pre-1948 Ford and Street Rods
- All years Thunderbird
- 1962 & Up Falcon & Fairlane
- All years Ford Trucks
- 1993-2000 Lightning
- All years Compact Trucks

Auto Show Features

TV COVERAGE BY:



- 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

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 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

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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 |

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Third Generation News and Beyond

From Third and Fourth Generation Gold Card Judges Stewart Jones and Terry McCoy

The Little Known GTS

Not since the appearance of the 1984 GT Turbo, had a second GT series been available — that is, until the 1995 1/2 GTS was introduced.

The GTS was basically a lower-dollar GT aimed at the youth market or those individuals who were interested in the performance that a 5.0L had to offer and not so much in creature comforts. This innovative idea was available only from mid 1995 until February 1996.

The GTS was produced in coupe (42E) form only since a convertible version would have increased costs. Plus convertibles were automatically outfitted with many standard features, that were not offered on the GTS.

The only Preferred Equipment Package (PEP) offered on this light GT version was PEP 248 which included only manual air conditioning (527) and electronic radio AM/FM cassette (58M). (GT

coupes and convertibles received the PEP 249 grouping.)

Deleted items of the GTS are: fog lights (JBKAB), rear decklid spoiler (BPFAD), and standard base radio AM/FM cassette (IBAAL). The leather-wrapped steering wheel (GTAAE) was replaced with a four-spoke sport steering wheel (GTAAD), GT seats (A) were replaced with base Mustang cloth seats (B), front power windows (B2CAC) were replaced with front manual windows (B2CAB), power door locks (CBAAB) were replaced with manual door locks (CBAAC), and illuminated vanity mirrors (left-hand - BCAAE and right-hand - BCBAE) were replaced with non-illuminated visor mirrors (left-hand - BCAAD and right-hand - BCBAD).

Performance was the same as that of the GT — both versions shared the 5.0L in 1995 and the 4.6L in 1996. Both also come with

a standard five-speed transmission and limited slip rearend. The shocks, springs, and bushings were also identical as was the stainless steel exhaust pipes.

A few GTS coupes did receive a decklid spoiler; however this was a rarity. The presumption is that it was much simpler to use the standard GT/spoiler lid as to change to a decklid with no drilled holes (for spoiler mounting.)

The GTS filled a nice niche of the market with a little over 6,000 units ultimately produced. Unfortunately these cars were slow to sell prompting complaints from dealerships. Production was stopped relegating the GTS to the pages of the Mustang history book.

With its short life and low production numbers, this V8-powered “plain Jane” pony is destined to become a collectible.

MT

This 1996 GTS, owned by Ken Willard, is one of only a handful that received the GT-style decklid spoiler.



Spring Your Car Back to Life

New Rear Leaf Springs Can Make a Difference in Your Stang

by Rod Short

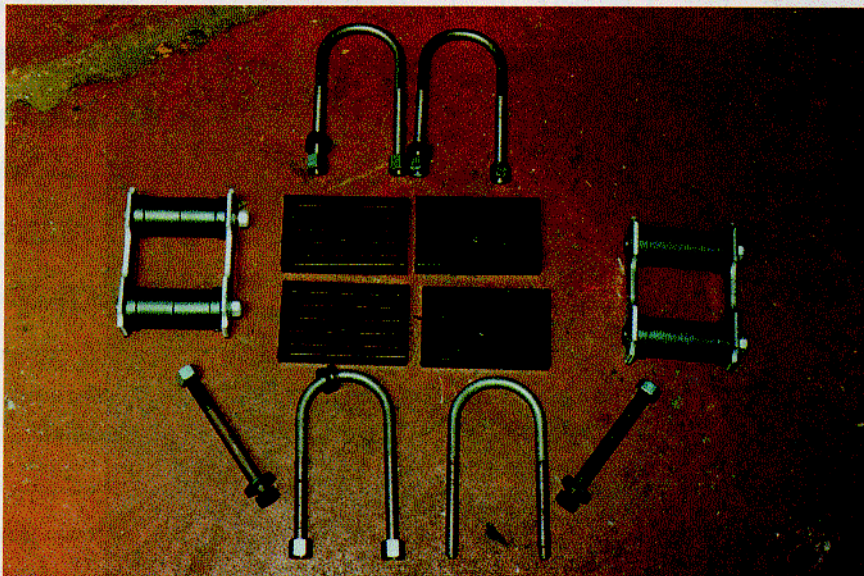
If you've ever seen a Mustang that really needs rear leaf springs, you know it can be a pretty pathetic sight. The ride height will be substantially reduced at the rear for a tail-draggin' car and you might even notice an uneven sag or lean when looking side to side. Riding in such a vehicle can be a memorable experience as well with a wallowing ride and suspension that often bottoms out.

While new rear shocks can help somewhat, they can't do the work that the leaf springs were designed to do. Springs are what actually absorb blows to a vehicle's suspension while the shocks control the velocity of this motion by offering resistance. Ultimately, if you're going to have a Mustang that looks right, rides well,



1) An on-the-floor comparison of the old (top) and new springs (bottom) showed that the replacements had substantially more arch than what came off the car.

2) Eaton's rear spring installation kit includes front eye bolts with nuts, four U-bolts with nuts and washers, urethane axle pads, and two shackles with eight rubber bushings. Urethane bushing kits are also available.



and retains its resale value, you're going to need a set of new rear leaf springs.

What you replace those worn out springs with, however, is an important consideration to get the OEM ride and feel that your Mustang originally had off the showroom floor. That's not due to quality issues, but more to which rear leaf springs are actually right for your vehicle.

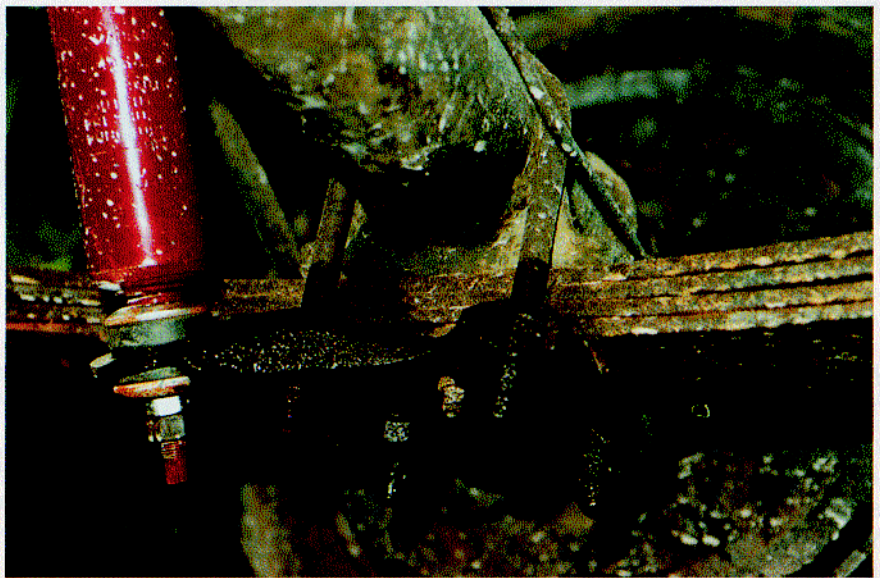
"A lot of parts suppliers out there do not carry all of the springs that fit the first generation Mustang," said Mike Eaton, president of Eaton Detroit Spring, Inc. "There were about 35 different rear springs that were used between 1964 1/2 and 1973, but most parts suppliers only offer anywhere from one to four different part numbers, then tell the end user that it's the same spring used on

everything. That's simply not the case. Engine size, body style, build date, even battery location comes into play when selecting the correct rear spring set. Assuming that one size fits all is probably the biggest mistake that people make."

Although re-arching springs is a cheaper alternative to replacing the entire set, some users have had less-than-satisfactory results, which is why we opted for an entire new set as shown in these photographs.

Eaton Detroit Spring was chosen as the supplier for this article as a result of the availability and expertise behind the product. Founded in 1937 as an aftermarket manufacturer, today this company does prototype work for the Big Three auto manufacturers and is also involved as an OE supplier of military applications. The important thing for Mustangers, however, is that Eaton owns over 20,000 OEM blueprints for springs dating back to the 1890s and have cataloged over 100,000 different applications by year, make, model, bodystyle, engine size, etc. As such, each Eaton spring will have the original style anti-squeak inserts, clips and front eye bushings since they're made right off the factory blueprints, which is an important consideration for restorers.

"Springs do have a finite life and eventually break," Mike indicated



3) Rear bolts can often be a pain and take time to remove, so it's strongly recommended that you soak these components with penetrating oil the evening before.

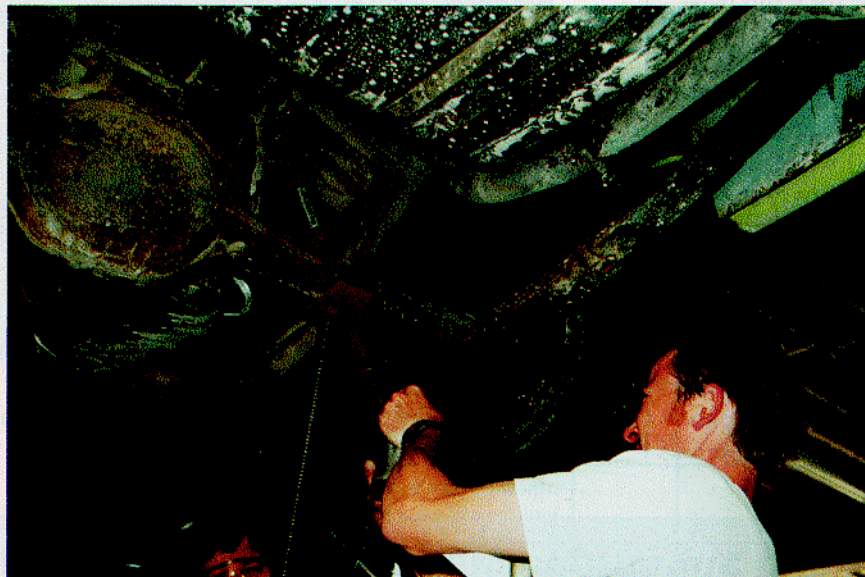
when asked about the expected life span of a set of rear springs. "Installed correctly, springs should last you 25 to 30 years. The biggest reason for rear spring failure is due to U-bolts being loose since the center bolt is the weakest part of the spring. Excessive movement in this area can sometimes result in catastrophic failure, which comes in the form of cracks and breaks where the spring literally comes apart into pieces. Abuse in the form of hitting too many potholes, jumping curbs, and exces-

sive spinning of the tires can also contribute to a shortened life span."

While the removal and installation of rear leaf springs is a project that can be done at home, this writer decided to have the work performed at a professional shop. With two people on the job, replacement was done easily in half a day for less than \$200 worth of labor.

With the rear springs installed, the ride height at the rear wheel well was increased by about 1 1/2 inches. The end result was a car that looked better, carried the correct stance, and felt a whole lot better in daily driving.

4) When removing rear leaf springs, always be sure to support the rear axle as the rear springs supports the rear axle housing. Failure to do so can result in significant injury.



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Each member is encouraged to submit photos and information for the book as a means of perpetuating the legacy of the Mustang Club of America. Imagine, having all this preserved in a unique hardbound publication — a book to enjoy today and pass on to your children and grandchildren tomorrow.

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If you do not wish to purchase a full page in the book, there will be an additional chapter, in which members can submit a short story (without photographs) about their car. The cost will be \$25 with a maximum of 50 words. There will be a 15¢ charge for each additional word over the 50 word limit in this chapter only.

We would like the MCA to be pictorially well represented in this new publication. For this reason, we are searching for anyone who has good photographs of the Mustang. Anything that relates to the Mustang Club of America or the Mustang would be appreciated. We will try and use as many of the submitted photographs as possible. Please do not send photocopies in place of photos, because they cannot be repro-

duced for use in the book. When sending photos, please write your name, address and a caption on the back explaining who and what is depicted and the date it was taken. All material will be returned at the end of the project. **Deadline for orders and submitting material is August 15, 2000.**

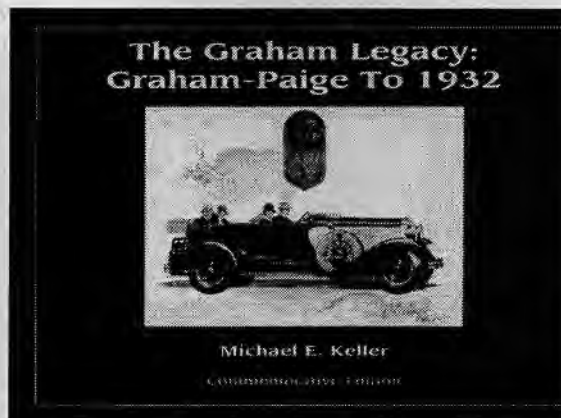
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Sample Story

CHARLES LAMBERT, In 1992, I purchased a 1968 Acapulco Blue, Fastback with the express purpose of using it as a daily driver. The way I figured it, I was old enough to indulge myself in whatever manner I chose and I chose this manner. In Marietta, Georgia, where I live, it seemed as though many people shared my passion for classic cars so it wasn't long before I started attending Saturday night "cruise-ins". These "cruise-ins" led to my joining both a regional Mustang club and the national club, MCA (Mustang Club of America). Then came the shows - whereas my fastback was a solid example of a "southern car", I soon found out that over the years a few minor changes had been made and as I became more involved in the show scene, I became more interested in the restoration and preservation of my fastback.

Over a period of 5 years the fastback went from daily driver to concourse driven. Although mine was definitely not the preferred way to restore a car, it did allow me to continue to drive and show the car for most of the restoration process.

Beginning at first with small projects such as detailing the trunk (for a while I had the best looking trunk in Georgia). After the trunk then came refurbishing the interior. Included in this part of the project I removed rear side panels into which a previous owner had installed large speakers. By now I had learned the abbreviation, guaranteed to add many additional dollars to your restoration NOS (new, old, stock) parts, and fortunately I found NOS side panels - these were black which made it a little challenging, but with sufficient coats of primer and paint the correct light blue was achieved. Unable to locate NOS or even acceptable center console, I went in search of and found a company who would chrome plate "pot-metal". However, they chromed the entire piece and I had to go back and very carefully paint a large portion of the inside with a flat back. Thankfully I was able to locate NOS instruments bezels through a Ford dealership. I located an AM radio through friends for \$1 and then purchased the knobs (still in their box) for \$100. The next winter I ventured into the engine compartment, pulling the C Code 289, which thankfully had been rebuilt, prior to my purchase, everything that could be removed was removed. The long block was totally striped using kerosene, and then repainted, with correct Ford blue, all other components attached to it were bead blasted, primed and painted to the MCA judging specifications. The firewalls were striped to bare metal and repainted, all suspension components were stripped, primed and repainted. This is an A/C car and required a lot of work on the A/C unit (obtaining the correct items was difficult). All A/C cars are required to have fan shrouds, mine was missing. Fortunately, I located

one in Florida, in rough shape I purchased it for \$50 and cleaned it to "like new" with the help of aircraft cleaner. Before I knew I could purchase a complete set of quality reproduction nuts and bolts for the engine compartment, I had all of mine sent off to either be either cadmium or phosphate plated. My wife figured that on a per piece basis more of the car was in Florida than in Georgia. The next winter came, and we undertook what certainly is the most expensive and stressful part - exterior painting. Back in the 80's some had pin-striped the fastback - I was probably more excited about getting rid of those than anything else. I stripped the car and delivered in pieces to the paint shop where PPG basecoat/clearcoat was used. Two coats of basecoat and three coats of clear were applied and then wet sanded and buffed (leaving just sufficient "orange peel" to keep the judges happy). During the reassembly I was amazed how many original chrome parts were available from Ford. I purchased door handles, rocker panel moldings, exterior chrome trim, and emblems. Sadly though, a few years later many of these NOS supplies have become obsolete. Of the entire process of reassembly the car, the one I found to be the most tedious was installed weatherstripping - and personally the family that weather-strips together stay's together - it's a bonding experience.....

The next winter I lifted the car up as high as I could on 4 jack stands, removing the rearend, exhaust, gas tank, and anything else that could be detached. From a horizontal position I then spent time for a month wire wheeling the entire underside. I completely detailed the rear end, drive shaft, replaced all brake lines, gas lines, in fact anything and everything under the car received some sort of attention. I installed an original dual exhaust system complete with correct hangers. The undercarriage was painted black epoxy primer, as this was what was found when I was stripping the car.

In 1994, I attended the 30th anniversary of the Mustang in Charlotte, North Carolina, I recall being parked in the infield with 14 other fastbacks, the restoration was still in progress (the pinstripes were still there and although I left without an award I enjoyed the experience. In 1999, I returned to Charlotte, for the 35th anniversary - this time parked in the concourse section - it was gratifying to receive a Gold Concourse award. In the years that I have owned the fastback it has been featured in numerous Mustang publications and appeared in a series made for cable television. Now in the year 2000, having received sufficient Gold Concourse awards per MCA rules the car will be retired.

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You Must Be Mistaken

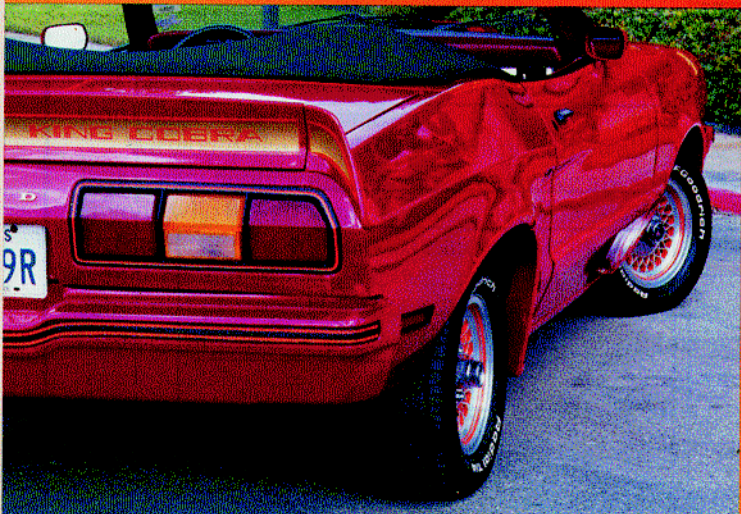
by Teresa T. Vickery
photos by Rod Short

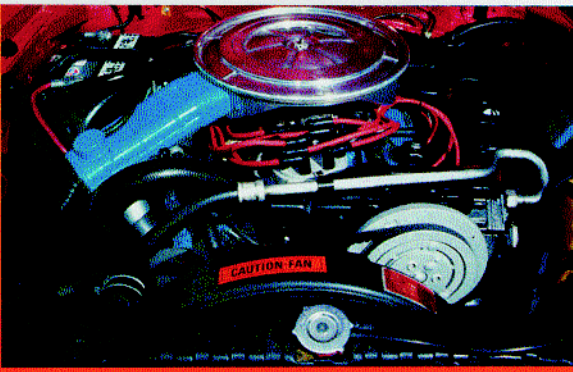
As quickly as we are told that "the rules" must be followed, we're told that rules are "made to be broken" or that there is "an exception to every rule." For many years we (the collective hobby) have followed the rule that the last of the Mustang convertibles were produced in 1973

until the re-introduction in 1983. Right? Well, technically that's correct, but what you see on these pages is that "exception to the rule."

Texan Mark Provenzano drove a 1978 Cobra II (which he still owns) during his high school years. His plans entailed locating another Mustang II and converting it to a convertible Cobra to accompany his first Cobra on the show circuit. Aware of these plans, a friend passed along information of a convertible Mustang II resting on a local car lot. "I explained to him nicely that he must have been mistaken because they never made such a car. His reply was that he didn't believe it either so he stopped to get a closer look," Mark told us. After hearing the friend's description, Mark decided to take a look for himself.

Sure enough, the car was indeed a convertible Mustang II that appeared to be a factory-style conversion. Unfortunately the two-year-old pony had been "rode hard and put up wet" more than once. One of the convertible top latches was missing, the elements had pretty much ruined the interior, the carpet was nearly non-existent, and, to add insult to injury, the seats had been spray





painted. Nonetheless, the uniqueness of the car had a strangle-hold on Mark's interest. He test-drove the ragtop only to find that despite a decently running low-mileage engine, the transmission slipped between second and third gear. Undaunted, Mark took the pitiful pony home.

A friend researched the car through the department of public safety and found that it had indeed been sold new as a convertible. Further research revealed that this Mustang II was sent directly by Ford to Emmess Coach Builders in Florida for conversion and was then sold from Charlie Thomas Ford in Houston.

Mark discovered the conversion company was out of business which prompted a visit to the selling dealership.

Needless to say when Mark arrived in the droptop Mustang II, everyone at the dealership wanted to

take a look. The sales manager proved to have the best memory of the car's history revealing that he believed there to be 44 of the Mustang II convertibles built which were sent to a select

few dealerships across the country. The sales manager tried in vain to get Mark to sell the car. His offer included an even swap for a brand new 1981 Mustang!

At the time Mark put his restoration plans into motion he was a college student working two part-time jobs. The entire process took much longer than he had hoped, but he never gave up his dream.

The Bright Red paint, applied by Corky's Rod Shop, is now 12 years old but still looks new. Mark indicates that he installed the ground effects which further enhance the unusual characteristics of this not-so-ordinary Mustang. A few years ago he completely restored the red interior and detailed the original 5.0L powerplant.

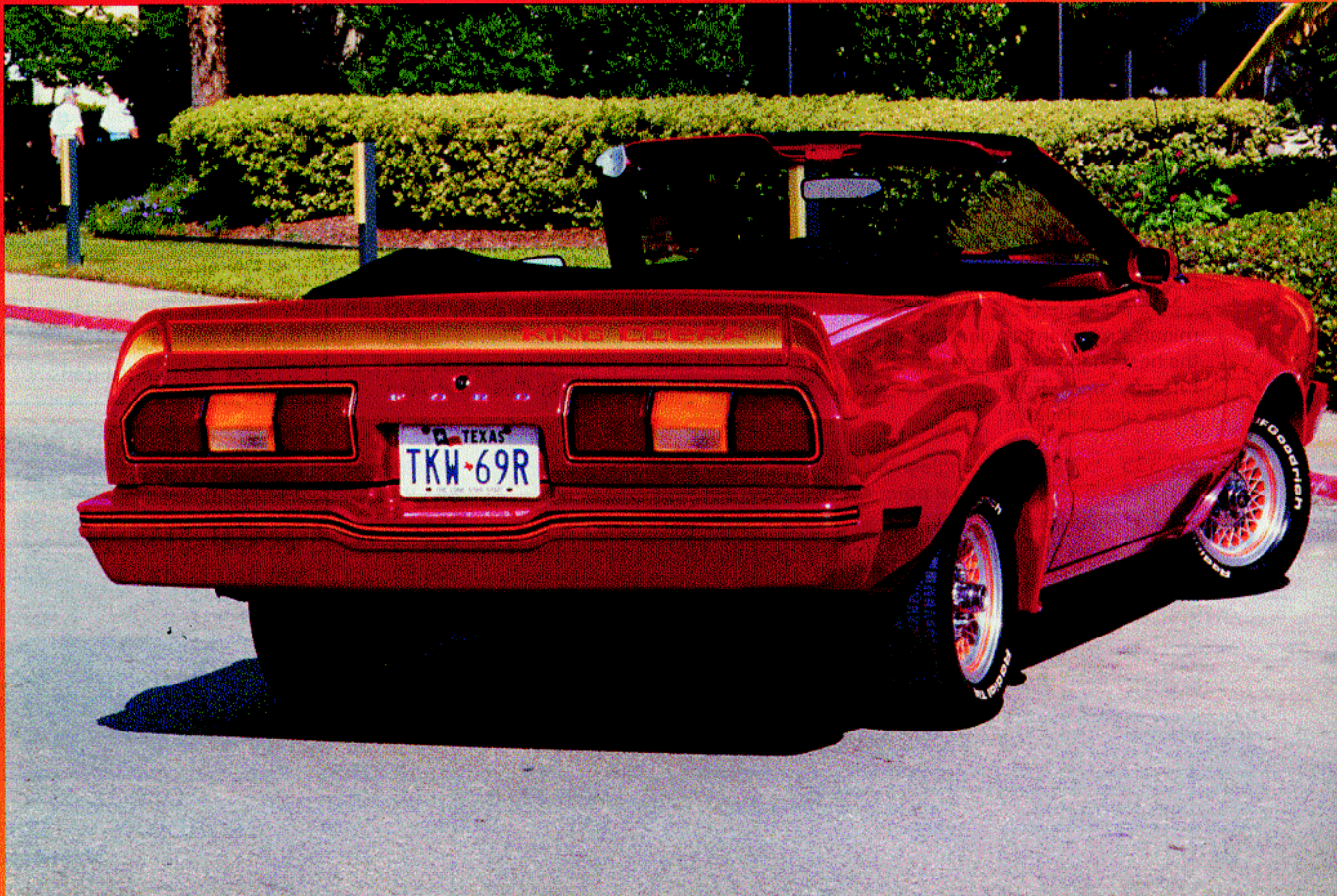
Awards have been plentiful on the show circuit as have been questions

and comments. Mark's favorite comment is "that's the only Mustang II I've ever seen that I like."

Along with his wife Dea and stepson Bryan, Mark owns 15 Mustangs; among them a few more Mustang IIs, numerous Saleens, and two Shelys. All of these cars are driven to events and even occasionally see duty at the drag strip or an autocross. "I have restored many cars of all makes and models but all of them I have kept through the years were Mustangs." With a collection like that, who can blame him?

So the next time someone states that there were no Mustang II convertibles built, politely state "you must be mistaken!"

MT



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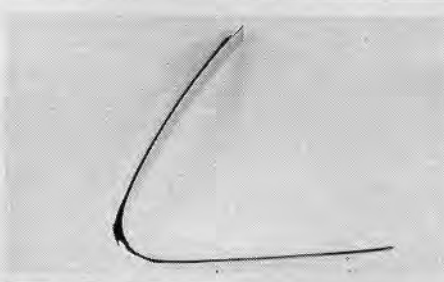
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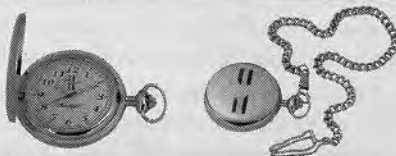
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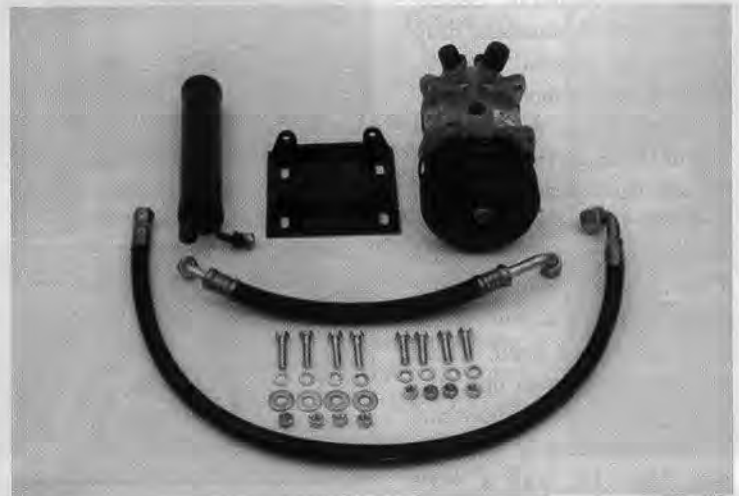


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Mustangs Into The Millennium

by Teresa T. Vickery
photos by VTC & Co.

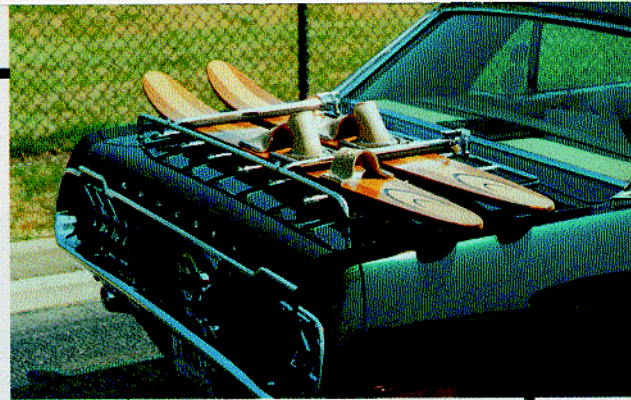
Through the years Mustang events have been held in as nearly as many locales as there are varieties of the car — shopping centers, malls, hotels, parks, dealerships, parts businesses, drag strips, oval tracks, airports, auditoriums, schools, museums, you name it. Perhaps one of the most inviting locations is that chosen for a second time by the Southeastern Virginia Mustang Club — the Virginia Beach Pavilion which happens to be a few blocks from the beach itself. This proved to be a great opportunity to mix fun with more fun

As anticipated, opening day, May 12, was a very busy one as approximately



220 cars went through tech inspection. At one point, the line of cars seemed to snake endlessly around the outer perimeter of the coliseum parking area. Prior reservations were required for a space inside the pavilion which filled up quickly. Careful arranging of the cars netted an indoor Mustang maze that yielded a glistening mix of classic and new ponies.





A special treat on Friday was an evening cruise to the beach. As the Mustangs made their approach to the beach, they circled one end of the boardwalk, drove a short distance, and were then photographed with the sand and waves in the background.



Atlantic Avenue was the place to be Friday evening. Even though cruising is not allowed, the line of cars up and down the avenue seemed to go on forever.

cruise to the beach. Hopes are that all work on the boardwalk will be completed soon which would make it possible for the Mustangs to actually drive down the boardwalk!).

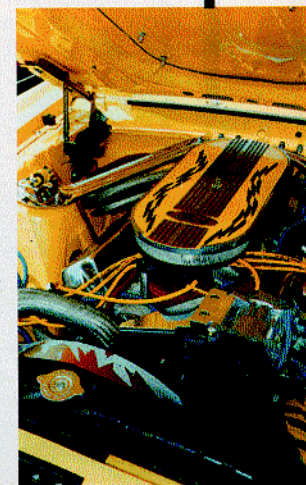
A social gathering was held at the DoubleTree Hotel after the cruise offering up time for participants to mix and mingle.

Virginia Beach is absolutely beautiful and is well maintained. Completion of the boardwalk will make it picture perfect. Atlantic Avenue, which runs parallel to the beach, is the place to be on the weekends. While no cruising is

The highlight of Friday was the evening cruise to the beach. Arrangements had been made for a

police escort of Mustangers to the boardwalk where the cars were driven onto the boardwalk, photographed by Photo Sports USA with sand and ocean in the background and then turned onto Atlantic Avenue for a short cruise down the "main drag." (The framed photos we spotted on Saturday were a great way to commemorate the occasion.)

Rumor has it that city officials would like to make this show an every-other-year event including the





This Ivy Green, one-owner 1965 hardtop will be raffled away at the 2000 Grand National in Raleigh, North Carolina. Equipment includes 289 4V, four-speed, disc brakes, and standard interior. See registration form this issue for ticket request information.



We noted that the area is well patrolled by police officers in cars, on motorcycles, on horseback, and on foot. And it appeared that the officers took a no-nonsense attitude with their duties.

In stark contrast, just on the other side of the closely spaced hotels, the beach is peaceful and quiet where the primary sounds are that of the rhythmic crashing of the ocean's waves.

Saturday dawned bright and very warm (after all this was a Mustang show; hot is a requirement). By the time registration closed, 277 cars were on hand. Some of the volunteer judges quickly learned that they had their hands full with some very large classes.

The assortment of ponies was astounding from meticulously restored early model versions, beautiful but well worn daily drivers, personalized road warriors, and examples of nearly everything in between.

SVT (one of several major sponsors which included Ford Motor Company, Freedom Ford, Roush, Tim Maguire Auto Brokers, Larry's Thunderbird & Mustang Parts, and Professional Diving Service, Inc.) was on hand with a tractor trailer rig full of goodies, a Cobra R, a Lightning pickup, and a Contour.



allowed, the line of cars up and down the avenue is never ending. Neon lights add to the atmosphere as do traditional beach area businesses, corner singers and bands, and a good look at humanity in general.

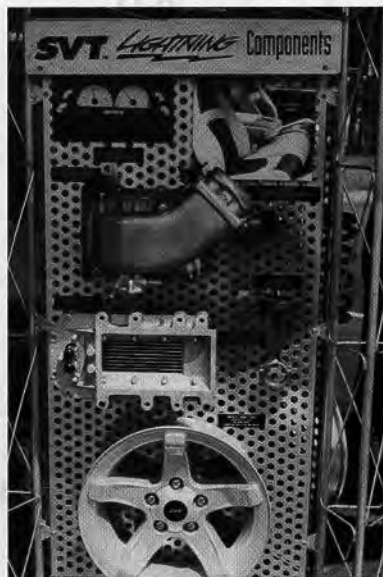


Whether alone or in groups, volunteer judges found themselves with numerous quality Mustangs to scrutinize.

We had the opportunity to meet with Joey Walls of Roush Performance who was eager to share the attributes of the Roush Mustang



The attention-grabbing handiwork of Jack Roush and Roush Performance was on display at the Mid Atlantic National as were goodies from Ford's SVT.



with spectators. Three of the beauties were on display and garnered plenty of attention. Watch for some interesting things to come from the ranks of Roush in the near future.

The Saleen Owners and Enthusiasts Club held a mini regional in conjunction with this MCA National with approximately 15 Saleen Mustangs and one Saleen

Explorer XP8 in attendance. Among those were a Saleen SR and Budget rent-a-racer.

The number of vendors on hand was smaller than usual particularly when compared to the number of participants and spectators that perused the area during the weekend. One of the most popular vending sites was that of the soft-serve ice cream machine. Kids of all ages seemed to enjoy the frosty treats as temperatures rose on Saturday.

Another favorite place to hang out was the show area inside the pavilion. A concession stand located inside kept plenty of cold drinks and snacks available for the constant stream of customers.

An informal buffet dinner was held Saturday evening which carried a '60s theme replete with appropriate music and memorabilia.

Most of the judging process was completed on Saturday which meant that on Sunday car owners could bring out their small displays, drop the tops on those gorgeous convert-



ibles, and finally kick back and relax.

Although door prizes had been given away throughout the weekend the items that generated the most interest were the "flaming pony" banners donated by Ford Motor Company for the event which were raffled off. Unfortunately a lot of disappointed folks left without one.



Here's a repeat customer — We first spotted this ex-highway patrol hard-top at the 1997 event clad in its white civilian garb.

Southeastern Virginia Mustang Club's first MCA National was held in 1997 with much success. After enjoying the fruits of their labor for this second event, we anxiously look forward to the third.



Notice anything unusual about the steering wheel of this 1984 Anniversary Mustang? The wheel center emblem is that of a Mercury Cougar. The owner states that the car came from the factory with this emblem.



Mustangs Into the Millennium Winners List

Division I

Concours Trailered

AT 1964 1/2 - 65 Closed
Gold

Don Lane
A. C. Harris
Charles Turner

BT 1964 1/2 - 65 Open
Gold

Kelly White
Brian McDonald
Chip Hill
Silver
Cindy Baker

CT 1966 Closed
Gold

Dave Zimmerman
Steve Prewitt
George Sutherland
Bronze
Greg Sullins

DT 1966 Open
Gold

Carl Hartmann
Richard Berry

ET 1967-68 Closed
Gold

Wendy & Harold Bradshaw

FT 1967-68 Open
Gold

Don Stewart
Pete Morgan
Bill Bray

GT 1969-70 Closed
Gold

Craig L. Cox
Silver
Tim Wines
Bronze
Leslie Joyner

IT 1971-73 Closed
Silver

Joe & Aida Tashjian
James Douglas Thomas

LT 1967-68 Shelby All
Gold

Tom Mynes

Mike Yoder
Jerry W. Trober
Karl Eisleben
Silver

Harry E. Cook
Dennis Pitzer

MT 1969-70 Shelby All
Gold

Ron Salazar
Richard Salazar
Silver
Gary Edmondson

NT 1969-71 Boss All
Gold

Sharon & Richard West
Carson Anglin
Dennis Francis
David Kauffman
Silver
Billy Boone
David Kauffman
Bronze
Mike Young

PT 1979-90 All
Gold

Danny Barnhill

Division II

Concours Driven

AS 1964 1/2 - 65 Closed
Gold

Gregg Patrick
Scott Turner
Garland Parker
Charles J. Wagoner

BS 1964 1/2 - 65 Open
Gold

Mack Bone
Dave & Libby Phillips
Johnnie & Rachel Garner
Robert Pellgrin
Silver
Joseph Richard Jones

CS 1966 Closed
Gold

Val & Sandy Wadsworth
David C. Farmer
Jean & Donald Kress
Wanda Whitsell
Brian & Wendy Sutherland

DS 1966 Open
Gold

Pam & Gene Turner
Mark Murphy
Leonard Paugutte
Dick McIninch
Jerry Goodman
Robert Pellerin

ES 1967-68 Closed
Gold

Dave & Judi Dickey
Silver
Deborah P. Shaver

FS 1967-68 Open
Gold

Johnnie & Rachel Garner
Virginia Van Den Meuien

GS 1969-70 Closed
Silver

Tim Ross

IS 1971-73 Closed
Silver

Ira Jaffe

JS 1971-73 Open
Bronze

Floyd W. Wallace

KS 1965-66 Shelby All
Gold

James & Nancy Williams

MS 1969-70 Shelby All
Silver

Rick Russell

NS 1969-71 Boss
Silver

Steven Smith

PS 1979-90 All
Gold

William Gill
Joe Horne
Chris Kirtley
Ralph Linares
Silver
Tim & Donna Gouldy

Division III

Unrestored

URA 1964 1/2 - 68 All
Silver

Christopher Kelly

URB 1969-73 All
Silver

Tom Dushatinski

URC 1974-90 All
Gold

Paul Houseman
Samuel Graybill, Jr.
David L. Dush

Division IV

Thoroughbred

THBA 1964 1/2 - 73 all
Bronze

Frank Deibert
Joseph G. Sikora

Division V

Street Driven

(Occasional Driver)

SDA 1964 12 - 66 Closed
First

Doug Mather
Second

David & Patty Boling
Kristen Oleksik
Shirley Reid

Keith & Vicki Owens
Third

Gene Smith
Robert Frantz
Frank Burnett

SDB 1964 1/2 - 66 Open
First

Mike & Helen Oleksik
Rod Ragone
Brad & Marty Matthews

Second

Sheryl A. Parsons
Ruthanne Garno
Wiley Kidd

Third

John A. Burke

SDD 1967-68 Open
First

George & Linda Cosick

SDE 1969-70 All First Malcolm Mallory J. Emory Harrigan Second Frank & Gail Lokas Third Steve Duncan John R. Pelletier	Second Bobby Jenkins	MD 1974-98 Street Driven Including Undercarriage First Roy Vexler Second Robbie Guthrie Linda Watson Fred Wimbrow Third Robert & Peggy Milligan	Second Brenda Rajski Dominic Di Domenico Michael W. Kelly Andy Viny Third Carl Hardy
SDF 1971-73 All First Mark & Diane Falin Second Thomas J. Victory	DDI 1988-93 All First Amy Summerlin Second James Patrick Third Ron Kinberger	Division VIII Retired All Elly & Wally Tupper Stanley C. Walz Owen Tomlinson Patricia R. Porter Carlton Weeks	FGB 1994-98 Open First Dwayne & Cathy Clifford Second William Hale Allen Ackelson Third Vincent D. Mallardi
SDG 1974-78 All First Dave Gruber	DDJ 1994-98 All First William R. Cox Beth F. Cooper William Thayer M. W. Coates Beryl & Bob Neitz Laura Watson Second James R. Keenan Galen & Linda Snowden Third James J. Clegg Anthony L. Hall Kevin F. Arnett	Division IX Third Generation (1991-93) TGA 1991-93 Closed First Grace & Jack Bosic Second Ryland Hall Third Joseph Lachut	Division XI Saleen (1984-98) SA 1984-89 All First Jeffrey Stephens Second Bob Glover Third June Bleakley
SDH 1979-90 All First Terry Williams John A. Herr Second Barbara & Michael R. Moseler Brian Sams Glenn Schmid Third Don Reed	Division VII Modified MA 1964 1/2 - 73 Street Driven Excluding Undercarriage First Charles Dowd Second Gino Gurley Third John Pestrichelli	TGB 1993-93 Open First Neal & Donna Davis Second Porter & Claudia Wallace Third Victor K. Nordberg	SC 1994-98 All First Stanley L. Baker Second Joseph Rementer Dwight Lockamy James G. Hoover, Jr. Third Rudy & Betsy Beyer
Division VI Daily Driven DDB 1964 1/2 - 66 Open First James F. Zimmerman	MB 1974-98 Street Driven Excluding Undercarriage First Ron Lindy Second Virgil Griffith David Link Third Jason Stout Ken Beadwell	TGC Conversion Cars - McLaren, Steeda, Roush, Etc. First Bobby Summerlin Second Pat Rivera Third Jason Lee Hall	SD 1984-98 Trailered All First Ben Moura
DDC 1967-68 Closed First Larry J. Stein Second Brenda Jones Third Helaina Semmler	MC 1964 1/2 - 73 Street Driven Including Undercarriage First Bobby Guthrie Second Lawrence R. Burton, Jr. Third Robert A. Duncan	Division X Fourth Generation (1994-97) FGA 1994-98 Closed First Arthur R. Day, Jr. Deborah Shaver Jane Jerron & Dick Ziegler Rich & Margie Riley Robert L. Macabobby	Division XII Current Year 1999-200 All (Popular Vote Only) First Stacey Gordon Second Burke Dawson Third Ashley Harris
DDE 1969-70 All First Richard A. Calabro Second Larry Overland			Special Interest - Ford Powered Only First Wayne Mertz Second Terrance G. Klemick Third Dan Matthews
DDF 1971-73 All First Rex Turner			
DDH 1979-87 All First Steve Tegtmeyer			

Regional Events



Mustang Club of Houston Spring Show

On Sunday, April 9, 2000, the Mustang Club of Houston hosted their annual spring open car show with Jack Roach Ford (the Club's sponsor) providing the use of their facilities.

Registration opened at 8 a.m., with cars already in line, and closed at noon. A total of 101 cars were on hand with 30 classes including Mustangs from 1965-2000 of which three were 1999 35th Anniversary Limited Editions.

The Space City Cruisers, Falcon Club, Street Rod Club, Corvette Club, and Southeast Texas Mustang Club were all in attendance as well as many other participants eager to display their beautiful cars to participants and spectators alike. Jack Roach Ford provided free hot dogs, hamburgers, and chips to participants which were greatly appreciated and quickly consumed.

Judging began at noon with awards and door prizes awarded at 3:30 p.m. Most everyone went home with something to show for a hard day's work of cleaning, polishing, and admiring. MCOH wishes to thank everyone for helping make this show a great success.

Proceeds will benefit the Texas Institute for Research and Rehabilitation.

If you should be in the Houston area this fall, our annual All Ford Show will be held October 15, 2000, at Jack Roach Ford, 6445 SW Freeway, Houston, Texas. For additional information contact Mel Cohnen at (713) 772-4430 or Rusty Spence at (281) 392-2024.

Submitted by Mel Cohnen for the Mustang Club of Houston.



Mustangs of Tampa Host Annual Show



The Classic Mustangs of Tampa hosted their 19th Annual Mustang, Shelby and Ford Roundup at the Regency Square Shopping Center in Brandon, Florida, on Saturday, March 3, 2000. The weather cooperated for most of the day. There was only a slight trace of rain for a very brief period and temperatures were near 80 degrees. Many favorite songs of the '50s and '60s filled the air throughout the day.

A total of 98 cars were registered for the show. Entries ranged from 1964 1/2 through 2000 models. There was a great mix of first generation cars with a nice selection of hardtops, fastbacks, and convertibles. All ranges of options were on these cars from base six-cylinders to loaded GT convertibles. Cars on display ranged from fully restored to heavily modified and all levels in between. Late model cars

included daily drivers through show quality SVT Cobras. Again, many were modified by their owners to allow for personal taste. There was also a nice choice of special interest Fords including Cobra replicas, Thunderbirds, a 1954 Ford pickup and a Talladega.

Nice selections of both new and used parts were available from a variety of vendors. Several cars were also for sale in the car corral area.

A portion of the show proceeds were given to the Southeastern Guide Dogs for the Blind in Palmetto, Florida. Representatives from Southeastern Guide Dogs had several dogs present at the show for participants and spectators to see and to fully appreciate the ability of these animals. This was the second year we had the guide dogs as our charity. It is truly amazing to see how well these dogs are trained.

A large number of door prizes were awarded to the participants. Special thanks go to our many sponsors for helping make this 19th annual show a real success.

*Submitted by
Kevin Riley for
Classic Mustangs of Tampa.
Photos by Harry
Barker.*



Event Calendar

2000 MCA National Events

July 13-16

Bellevue, WA

Roundup 2000 hosted by Mustangs Northwest to be held at Bellevue community College in Bellevue, Washington. Numerous activities are planned including a "ride & drive" at Seattle International Raceway, "Pony Trails", a dinner boat cruise, and a people's choice show on Sunday. Phone Bellevue Inn (host hotel) at (425) 455-5240 for reservations (be sure to mention Mustangs Northwest). Additional lodging at Bellevue Candlewood Suites at (425) 373-1212. *Please note — all entries must be postmarked no later than July 5, 2000.* For additional information contact Denise Slosar at (360) 668-7510 or www.mustangsnorthwest.org.

2000 Grand National

September 1-3

Raleigh, NC

The Carolina 2000 Grand National will be hosted by the Eastern North Carolina Mustang Club, Heart of Carolina Mustang Club, Southeastern North Carolina Mustang Club, and Tarheel Mustang Club. Show site is Sheraton Imperial Hotel (919) 941-5050 (room rate \$68). Special events include a banquet with Ford, 1966 Mustang raffle car, manufacturers' midway, etc. *Early registration deadline August 1, 2000.* For additional information contact Bill Weaver (252) 446-6639, Chip Hill (919) 483-0342, or Al Dulaney (919) 387-4584. See registration form this issue.

2000 Regional Shows at a Glance

June 30 - July 1

Ozarks Regional Mustang Club **Jasper, AR** (870) 741-2969

July 9
Mustang Car Club of New England **Berlin, CT** (508) 674-5462

July 15
Old Fort Mustangers **Ft. Wayne, IN** (219) 490-7700

July 15
Southern Illinois Mustang Club **Alton, IL** (618) 362-6210

July 22
Vintage Mustang Club of Kansas City **Overland, KS** (816) 455-2631

July 30
Tri-State Mustang Club **Cincinnati, OH** (513) 821-4928

July 30 **Mississauga, Ontario, Canada**
Golden Horseshoe Mustang Association (905) 270-8210

August 4-5
Texas Panhandle Mustang Club **Amarillo, TX** (806) 296-6331

August 5
Mustang Owners Club of Austin **Austin, TX** (512) 268-1955

August 6
Northern Mustang Corral **Bourbonnais, IL** (815) 932-5285

August 6
Lake Erie Mustang Owners Club **Erie, PA** (814) 838-8153

August 6
Mustang Car Club of New England **Northampton, MA** (508) 674-5462

August 12
Hoofbeats Mustang Club **Gillette, WY** (307) 682-7887

August 12-13
North Texas Mustang Club **Fort Worth, TX** (817) 595-6900

August 13
Central Illinois Mustangers **Decatur, IL** (217) 245-4848

August 13
Mustang Owners Club of **Livonia, MI**
Southeastern Michigan (313) 438-4174

August 13

Georgia Regional Mustang Club **Douglasville, GA** (770) 974-6984

August 19
Michiana Mustang Club **South Bend, IN** (219) 874-4488

August 19
Thunder Valley Mustang Club **Chattanooga, TN** (423) 344-5585

August 19
Badgerland Mustang Club **Arlington, WI** (608) 439-4648

August 19
Greater Ozarks Mustang Club **Springfield, MO** (417) 581-8988

August 20
Mahoning Valley Mustangs **Sharon, PA** (330) 448-0215

August 20
First Pennsylvania Mustang Club **Coopersburg, PA** (610) 923-6255

August 26
Sacramento Area Mustang Club **Rancho Cordova, CA** (877) 388-6962

August 26
Styling Stangs of Hampton Roads **Newport News, VA** (757) 874-8202

August 27
Classic Mustang Club of Ohio **Columbus, OH** (614) 895-7059

September 9
Oklahoma Mustang Club **Mustang, OK** (405) 375-4407

September 10
South Jersey Mustang Club **Mt. Laurel, NJ** (856) 768-8428

September 10
Mustang Car Club of New England **Manchester, CT** (508) 674-5462

September 16
Central Virginia Mustang Club **Richmond, VA** (804) 271-2139

September 16
Shenandoah Valley Mustang Club **Winchester, VA** (540) 662-0584

September 17
Garden State Region Mustang Club **Randolph, NJ** (201) 666-8022

September 17
Mustang Owners Club of California **Los Angeles, CA** (818) 407-1965

September 23	Cherokee, NC
Northeast Georgia Mustang Club	(770) 967-2809
September 23	Franklin, TN
Music City Mustang Club	(615) 227-5671
September 23	Salt Lake City, UT
Northern Utah Mustang Owner's Assoc.	(801) 629-5556
September 24	Oxford, AL
Model City Mustang Club	(256) 831-6251
September 30	Matthews, NC
Carolina Regional Mustang Club	(704) 541-5842
October 7	Memphis, TN
Mustangs of Memphis	(662) 895-8989
October 7-8	Oak Ridge, TN
Tennessee Valley Mustang Club	(865) 481-8108
October 14	Winchester, VA
Shenandoah Valley Mustang Club	(540) 662-0584
October 29	Las Vegas, NV
Mustang Club of America and Mustang Museum, Inc.	(770) 482-7044

MCA Events

June 30 - July 1 **Jasper, AR**
The Ozarks Regional Mustang Club invites you to attend their 6th Annual Mustang and Open Car Show in the Heart of the Ozarks. The show will be held in conjunction with the Jasper Elk Festival. There will be lots of arts and crafts vendors with unique offerings for sale, plenty of activities, food, fun, and fellowship for all. There will be a free hospitality dinner Friday night for all registered car show participants. Registration fee is \$15. Judging by modified MCA rules. For more information and show flyer call, Forrest Jackson (870) 741-2969 or Kathy Dees (870) 741-1589.

July 9 **Berlin, CT**
16th Annual Mustang/Ford Summer Roundup hosted by the Mustang Car Club of New England, at Morande Ford, 250 Webster Square Road just off CT Rt 9 at Exit 22. Three divisions with 20 classes for all years of Mustangs, Shelbys and all other Ford family and factory Ford-powered autos, stock, modified, or custom. Entry fee \$10, spectators free (no vendor spaces). Information line (508) 674-5462 any time including day of show, or Brad Matthews (860) 747-3234 (evenings).

July 15 **Ft. Wayne, IN**
The Old Fort Mustangers announce their 18th Annual Mustang and Ford Show at Ivy Tech State College, 3800 North Anthony Boulevard. The show will be from 8 a.m. - 4 p.m.; registration from 8 a.m. - noon; trophies awarded at 4 p.m. The show features 33 classes for all years of Mustangs and Ford vehicles. Proceeds to sponsor a scholarship at Ivy Tech for a student in automotive technology. Contact Eric Symonds at (219) 490-7700 or E-mail ejsymonds@fwi.com for more information.

July 15 **Alton, IL**
23rd Annual Mustang Round-Up. Open to all Mustangs and Fords. Hosted by Southern Illinois Mustang Club and Roberts Ford at Alby Street and Homer Adams Parkway, (Route 3 and Route 111). For information call Ron Reid (618) 362-6210 or Ollie Schwallenstecker (618) 585-3081.

July 22 **Overland, KS**
The Vintage Mustang Club of Kansas City will host their 16th Annual Mustang Show and Swap Meet at Super Target, 12200 Blue Valley Parkway, Overland Park, Kansas. Early registration starts Friday at 5 p.m. with a free food and drink hospitality at the show site. Saturday registration is from 8 a.m. - 11 a.m.; trophies awarded at 4 p.m. After the show all participants are invited to our monthly cruise night at Winstead's Restaurant at 103rd and Metcalf from 5 p.m. - 9 p.m. Early registration by July 14 is \$15. MCA judging rules apply. For further information call Lorne Willard (816) 455-2631 or Barb Taylor (913) 831-0828.

July 30 **Cincinnati, OH**
"Mustangs in the New Millennium" the Tri-State Mustang Club show for the year 2000. This 20th annual show will be held at Eastgate Mall, I-275 and State Route 32 (Exit 63B). Registration 9 a.m. - noon. Open to all Ford-powered cars and trucks. For additional information see our Web site at www.isoc.net/friedela/tsmc.htm or call Farrel Buis at (513) 821-4928 or Bob Masraum at (513) 831-2117.

July 30 **Mississauga, Ontario, Canada**
Golden Horseshoe Mustang Association hosts the 6th Annual Stampede 2000 Classic Mustang Show at Whiteoak Ford Lincoln, 250 Dundas Street West, Mississauga. Classes for all years and body styles from 1965-73. Registration from 9 a.m. - noon; awards 2:30 p.m. Registration fee \$10. For more information call Steve (905) 270-8210 or George (905) 337-8428, Web site www.ghma.on.ca or e-mail info@whiteoaklincoln.com.

August 4-5 **Amarillo, TX**
Ford Fun Day 2000 sponsored by the Texas Panhandle Mustang Club at John Chandler Ford, I-40 and Ross Street. (August 4th is cook-out only). Open to all cars including all years of Mustang. 22 classes including street rods. Contact Jerry James (806) 296-6331 or Bill Howell (806) 353-0164.

August 5 **Austin, TX**
The Mustang Owners Club of Austin presents the 20th Annual Mustang Roundup at Lakeline Mall at U.S. 183 and F.M. 620, from 9 a.m. - 4 p.m. Voting by show participants. For more information, please see our Web site at www.ccsi.com/~mustangs or call Brian Pulis at (512) 268-1955 or Ronny Redden at (512) 837-2618.

Event Calendar

August 6

Bourbonnais, IL

Northern Mustang Corral hosts its 10th Mustang & Ford Powered Car Show. 36 overall classes with 27 classes for Mustangs only. Dash plaques for first 150 cars. Well organized participant judging; modified MCA tech inspections per class; club discretion for classes. Music and games, food on site, restaurants within walking distance. Recommended hotels in walking distance of the shopping mall. Registration fee \$10 by July 21; \$15 day of the show. Show held at Court Street Ford, 558 Latham Drive, Bourbonnais, Illinois. Show held rain or shine. For more information call Terry Hebert (815) 932-5285, Jeff Henderson (815) 476-0108, John Garner (708) 687-1220.

August 6

Erie, PA

The Lake Erie Mustang Owners Club will hold the 12th Annual Mustang Round-Up at the Sears Auto Center in Millcreek Mall. There will be nine classes, three trophies per class, two best of show plus other special awards along with our famous attendee wooden show plaques. Preregistration is \$7, registration day of show is \$10. Registration from 9 a.m. - noon, trophies at 4 p.m. Proceeds benefit the Greater Erie Area Habitat for Humanity. For more information call (814) 838-8153, (814) 833-8238, or (814) 664-9460.

August 6

Northampton, MA

22nd Annual New England Regional All Ford Show and Swap Meet, Northampton Airport, off I-91, Exits 19N and 20S. Hosted by the Mustang Car Club of New England. Two divisions, one for all years Mustangs, Shelbys, and Cougars, and for Ford family cars and T-Birds. Super Wheels Showdown qualifying show. Entry fee \$10. Vendor registration begins at 8 a.m. - vendor space (20' x 20'), \$15. Information MCCNE club line (508) 674-5462 any time including day of show, or Peter Payne (413) 584-0394 (days), (413) 584-5721 (evenings). Rain date August 13, 2000.

August 12

Gillette, WY

Hoofbeats Mustang Show hosted by the Hoofbeats Mustang Club at Thunderbasin Ford, 1000 W. 2nd, Gillette, Wyoming. For more information contact Michele Scott at (307) 682-7887.

August 12-13

Fort Worth, TX

11th Annual Yellow Rose Classic All Ford Show hosted by the North Texas Mustang Club at the indoor air conditioned Amon G. Carter Jr. Exhibit Hall, Will Rogers Memorial Center. Space limited to about 200 cars plus vendors. Early registration deadline is July 15. For show information or registration contact (817) 595-6900 or Yellow Rose Classic, 4425 W. Airport Freeway, Suite 120, Irving, TX 75062. Visit our Web site at www.ntmc.org.

August 13

Decatur, IL

The Central Illinois Mustangers is hosting the 22nd Annual Regional Mustang & All Ford Show at Northtown Ford (455 E. Pershing Road). Entry fee prior to August 1 is \$15; after August 1 fee is \$18. 26 classes available with top three places awarded in each class. There will be a hospitality party on August 12 beginning at 7 p.m. at the Best Western Shellton Inn in Decatur (across the street from show site) and is free to all show entrants. For entry forms or information contact David Miller at (217) 245-4848 or Floyd Scranton at (217) 877-0604.

August 13

Livonia, MI

Mustang Owners Club of Southeastern Michigan presents the 25th Anniversary Mustang Memories All Mustang and Ford Car Show, Swap Meet & Car Corral. Dash plaques for the first 250 vehicles. The event is open to the public, 9 a.m. - 3 p.m., held at historic Wilson's Barn, 29350 West Chicago. MOCSEM hotline (313) 438-4174 or visit us at <http://www.mocsem.com>.

August 13

Douglasville, GA

Georgia Regional Mustang Club's 13th annual John Bleakley Ford Fall Mustang and Ford Show. Typical classes and awards for first, second, and third. Show located at John Bleakley Ford on Thornton Road, Douglasville, Georgia. Gates open 8 a.m.; registration from 8:30 a.m. - 12 noon; awards at 4 p.m. Registration \$15. Early registration \$12 if postmarked prior to July 28. For information, contact Jay Murray (770) 974-6984 (gfmurray@mindspring.com) or Joe Krumpelman (770) 578-1354 (her96stng@aol.com).

August 19

South Bend, IN

Michiana Mustang Club will host their 17th annual all-Mustang car show at Scottsdale Mall, 1300 East Ireland Road, South Bend, Indiana. Both participant vote and judged classes will be available. Dash plaques and goody bags will be given to all participants. The show grounds will open at 8 a.m. with awards at 4 p.m. Proceeds benefit Mothers Against Drunk Driving. Entry fee is \$15. Send preregistrations to Carl Kindig, 3719 Vistula Road, Mishawaka, IN 46544. For more information contact Bob Christena at (219) 874-4488, E-mail furnace@adsnet.com.

August 19

Chattanooga, TN

The Thunder Valley Mustang Club hosts their 5th annual regional show at Northgate Mall located on Hwy. 153. All Mustangs and Ford cars and trucks invited. Registration from 8 a.m. - noon. Awards to be presented at 4 p.m. For additional show information contact Jeff Cardwell at (423) 344-5585 or David Leff at (423) 899-2321.

August 19

Arlington, WI

The 6th Annual All-Ford Show hosted by the Badgerland

Mustang Club will be held at Bell Ford which is located off Interstate 90 on Highway 60. 19 judged classes and a number of specialty awards. For information contact Dennis Fields at (608) 439-4648 or dkfields@brodnet.com.

August 19 Springfield, MO

The Greater Ozarks Mustang Club will host its annual All Ford Car Show & Swap Meet at Chesterfield Village Shopping Center. This annual event hosts 20-plus classes for Ford products and includes three trophies per class, special trophy awards, and dash plaques to the first 125 entries. All proceeds from this show go to the Ozarks Chapter of Mothers Against Drunk Driving (M.A.D.D.) For an entry form or more information, call Robert Snook at (417) 581-8988 (evenings) or Randy Hildebrand at (417) 532-8380 (days), or visit www.gomc.org.

August 20 Sharon, PA

The Mahoning Valley Mustangs is hosting the 3rd Annual Regional All-Mustang Stampede, 8:30 a.m. - 4 p.m. at the Hot Rod Cafe off Route 62, downtown Sharon. A judged show with 17 classes and 49 awards presented at 3:30 p.m. All proceeds will benefit Tod Children's Hospital. Those preregistered by August 6 will receive an event t-shirt, dash plaque, and a compact bucket of wings courtesy of the Hot Rod Cafe. Registration is \$15 per car. Restaurants on-site, shopping within walking distance. For more information call John Hougelman at (330) 448-0215 or E-mail jhoug@infonline.net.

August 20 Coopersburg, PA

The First Pennsylvania Mustang Club presents the 24th Annual Coopersburg Collector Car Show and Flea Market at the Southern Lehigh Living Memorial Park, Rt 309, from 10 a.m. - 4 p.m. Registration 8 a.m. - noon; awards 4 p.m. Food, crafts, free swimming, DJ, playground for kids, auto and household flea market — a fun time for all. Not just limited to Mustang and Shelby. Contact Blair Rittenhouse (610) 923-6255 before 8 p.m. or visit www.1st-pa-mustang.org for additional information.

August 26 Rancho Cordova, CA

The Sacramento Area Mustang Club will host Mustangs and Fords in the Park IV in Hagan Park. Participant judging in 17 Mustang and Ford/Mercury classes with over 40 awards. Dash plaques and goody bags to registered entrants. There will be food, music, a 50/50 raffle, and raffle prizes. All proceeds in excess of costs to benefit the American Cancer Society and the American Liver Foundation. Show hours are 9 a.m. - 3 p.m. \$12 preregistration fee; \$15 fee day of show. For more information call toll free (877) 388-6962 or (916) 973-1854, E-mail sac_area_mustang@hotmail.com or visit the club's Web site at www.geocities.com/motorcity/downs/8549.

August 26 Newport News, VA

Styling Stangs of Hampton Roads All Ford Car and Truck Show and Swap Meet to be held at Newport News/Williamsburg Airport. For complete information, contact Omer Gowin at (757) 874-8202.

August 27 Columbus, OH

The Classic Mustang Club of Ohio invites Mustangs of all years to their All Mustang 2000 Show at Krieger Ford. Over 130 Mustangs attended in 1999. There will be 16-plus judged classes with awards for the first three places in each class. A DJ will entertain, and pop and hot dogs will be provided. Registration 10 a.m. - 12:30 p.m.; awards 4 p.m. Krieger Ford is located at 1800 Morse Road, 1 1/2 miles east of I-71. For more information call Mark at (614) 895-7059.

September 9 Mustang, OK

The Oklahoma Mustang Club hosts the Stampede 2000 Mustang and Open Car Show. All Mustang classes will be judged by modified MCA rules; Open Class cars will be judged by independent judges. This show is in conjunction with the Mustang Oklahoma Western Days celebration. Tech and registration 8 - 11 a.m.; trophies 4 p.m. Hospitality at show site on Friday at 6:30 p.m. for all participants. Show site is Mustang Road and Hwy. 152 at the Mustang Trade Center. For more information contact Bill Henson, (405) 376-4407, bhenson@icon.net, Bob Rollinger (405) 354-1475, brsvo@pipeline.com, or Bob Mollohan (405) 262-6650.

September 10 Mt. Laurel, NJ

The 20th Annual Mustang and Ford Fall Car Show hosted by the South Jersey Mustang Club at Holman Ford, Rt 73. Dash plaques, door prizes, and three awards per class. Ford-powered vehicles only. Preregistration \$8, day of show \$12 (rain date September 17). For information call Herb Sharp at (856) 768-8482, sharppony@hotmail.com or Frank Lokaj at (856) 468-3971, lokaj@delanet.com, or Joe Rementer at (856) 694-1471.

September 10 Manchester, CT

21st Annual Summer Show and Sale hosted by Mustang Car Club of New England at Mustangs Unlimited, 185 Adams Street approximately one mile south of I-84, Exit 62. Three divisions for all years of Mustangs, Shelys, Cougars, and special interest Fords, stock, modified, and custom. Super Wheels Showdown qualifying show. Entry fee \$10 (sorry no vendor spaces). Information MCCNE club line (508) 674-5462 any time including day of show, or Joe Dinella (203) 348-3144 (days), (203) 322-4916 (evenings). For CCC information, Eric Bernier (860) 742-3002. Rain date September 13, 2000.

September 16 Richmond, VA

The Central Virginia Mustang Club announces their 17th

Event Calendar

Annual Mustang and Ford Show at the Trigon Blue Cross/Blue Shield building on Staples Mill Road. Open to all makes of Mustangs and Ford-powered vehicles plus early Fords, Thunderbirds, Fairlanes, Ford trucks, and race vehicles. Show hours 10 a.m. - 4 p.m. Vehicles must be registered and on show field by noon. Car corral, parts vendors, and food vendors. For additional information contact George Cosier (804) 271-2139 (evenings), (804) 353-3919 (days); or Kenny Fischer (804) 743-2190 (evenings); or Mike Young (804) 798-7900.

September 16 Winchester, VA

The 16th Annual Fall Spectacular Car Show hosted by the Shenandoah Valley Mustang Club at Jim Barnett Park from 9 a.m. - 3 p.m. Dash plaques to first 100 cars. First, second, and third place trophies in each class. For further information call (540) 662-0784 or (540) 869-7483.

September 17 Randolph, NJ

The Garden State Region Mustang Club will be hosting the 11th Annual Fords at Trebour Show at Trebour Ford, 906 Rt. 10, 9 a.m. - 4 p.m. Rain date September 24. Space is limited; preregistration recommended. Dash plaques and goody bags for the first 150 entries. 12 Mustang and eight special interest (Ford-powered only) classes will be judged using modified MCA rules, plus an AACA/MCA senior class. Preregistered by September 11, \$10; day of show \$12. No vendors or cars for sale. For more information call Wendy (201) 666-8022, wendy.bradshaw@worldnet.att.net, or Eddie (973) 267-7146.

September 17 Los Angeles, CA

"Mustangs at the Petersen Museum" car show hosted by the Mustang Owners Club of California at the world-renowned Petersen Automotive Museum. The show is an MCA show for 1964 1/2 - 73 cars with classes for personalized cars 1964 1/2 - 2000. Mustang vendors, giant raffles, Ford for a Week, special museum tours, entertainment. 70 classes in all with people's choice voting on personalized cars and MCA judging on all concours entries. Registration for concours closes September 5, 2000. Day-of-show entries for personalized cars. For more information call Marlon Mitchell (818) 407-1965.

September 23 Cherokee, NC

The Northeast Georgia Mustang Club will host the 27th Annual Fall Regional Shelby/Mustang Meet in Cherokee, North Carolina at the Great Smokies Center. For reservations call Great Smokies Best Western Inn (828) 497-2020. Must mention Mustang group. Rooms will be held through September 1 only. Show registration Friday 4p.m. - 7 p.m. at motel and Saturday 8 a.m. - noon at show site. Popular vote car show and parts swap 8 a.m. - 4 p.m. All show cars must be registered by noon. Over 25 car show classes including Shelby, Boss, Cobra/Tiger/Pantera, early and late

model Mustangs and special interest (Ford-powered only). Saturday evening all-you-can-eat buffet dinner, awards presentation, and door prizes. For more information contact, John Garrett (770) 967-2809, Randy Church (706) 776-7379 or negmc.home.mindspring.com.

September 23 Franklin, TN

Music City Mustang Club will host its 20th annual Mustang show and swap meet at Cool Springs Mall, Franklin, Tennessee. Registration fee \$20 until August 8, 2000; \$25 day of show. Registration open 8 a.m. - noon. Vendor registration \$25. Vendor set-up 6 a.m. Awards presentation 4 p.m. For additional information contact Frank Davis (615) 227-5671, Rick Bosshart (615) 595-6226, Joe Spivey (615) 790-7817.

September 23 Salt Lake City, UT

Northern Utah Mustang Owner's Association 5th Annual Mustang & Fords Show from 9 a.m. - 4 p.m. Dinner and awards banquet in evening. Contact John (801) 629-5556, Mike (801) 269-1364, Brian (801) 254-9650.

September 24 Oxford, AL

The Model City Mustang Club will host its 18th Annual Mustang Round-up at Wal Mart Super Center, Exit 185 off I-20, two blocks south on Highway 21 South in Oxford, Alabama. Classes for all Mustangs, Shelys, Boss, early and late models. All Ford-powered stock or modified welcome. For information call Larry (256) 831-6251 or Mike (256) 831-8985.

September 30 Matthews, NC

The Carolina Regional Mustang Club will host its 20th anniversary All Ford and Mustang Show at Matthews Plaza in Matthews, North Carolina. Classes broken down by year and model; first, second, and third place trophies. There will be nine Carolina Ford dealers, 30 vendors, Buddy Baker Driving School, local police and fire department displays, Hornets, Panthers, Charlotte and Matthews mayors, local TV and radio stations, local newspapers, model car show, BBQ lunch, raffle prizes, and lots more. Have to see to believe! Call Woody at (704) 541-5842 or e-mail MaBarker@msn.com for more information.

October 7 Memphis, TN

19th Annual Mustangs of Memphis Car Show. The show includes classes for all years of Mustang and Ford-powered cars and trucks. Show will be held at Beltz Factory Outlet Mall, I-40 and Canada Road. Host hotel is Days Inn Lakeland (901) 388-7120. All participants will receive room discounts. All proceeds to be donated to a local charity. For more information contact Roy Wilmoth at (662) 895-8989 or Mike Cunningham at (901) 829-2175.

Event Calendar

October 7-8

Oak Ridge, TN

11th Annual Regional Mustang and All Ford-powered Show hosted by the Tennessee Valley Mustang Club at Oak Ridge Mall, 10 miles northwest of Knoxville. Classes for all Mustang, Shelby, Saleen, and Ford-powered cars and trucks (special interest classes). Judging by modified MCA rules; dash plaques and goody bags to first 100 registered vehicles; pony corral and vendors. Registration 8 a.m. - noon Saturday; awards 2 p.m. Sunday (no awards will be mailed). Host hotel Comfort Inn Oak Ridge (865) 481-8200 located on show site; mention Mustang show for special rates. Additional hotels within 0.5 miles of show site. Restaurants and clean restrooms at show site. Optional trip on the "Secret City" train will be available. For more information contact Rudy Weigel (865) 481-8108. Watch for additional show information and registration form or visit <http://clubs.hemmings.com/tvmc>.

October 14

Winchester, VA

The 22nd Annual Shenandoah Valley Mustang Club Classic Car Show, Old Town Winchester Mall, Winchester, Virginia, from 9 a.m. - 3 p.m. Dash plaques to first 100 cars. Open to all makes and models; no judging. Trophies given to all participants. For further information call (540) 662-0584 or (540) 662-1790.

October 29

Las Vegas, NV

Bright Light City Cruise 4 hosted by MCA and Mustang Museum, Inc. Details next issue.

Non MCA Events

July 8

San Angelo, TX

12th Annual Mustang Roundup hosted by the San Angelo Ford Mustang Club to be held at Jim Bass Ford at 2901 Sherwood Way in San Angelo, Texas. For information contact Bill or Kayleen Ruth at (915) 942-0042 evenings or Robert Trojcek at (915) 944-8235 days, or write to P.O. Box 60974, San Angelo, TX 76906.

August 13

Niles, IL

6th Annual All-Ford Car Show hosted by Landmark Ford and the Stallions Gate Mustang and Ford Club at Landmark Ford, 6200 W. Touhy Avenue, Niles, Illinois. For more information contact SGMC Show Info, 8810 Gross Point Rd., PMB 34, Skokie, IL 60077, www.stallionsgate.com. A portion of the proceeds will benefit Make-A-Wish Foundation.

August 18

Lexington, OH

6th Annual Ohio SAAC Region Open Track event at Mid-Ohio Sports Car Course. Open to all closed-wheel vehicles that are Shelby- or Ford-based (using Ford power). Limited spaces. For information contact Rod or Bev Harrold (330) 497-9683.

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

1965 GT fastback, 289 4V, three-speed, disc brakes, Rally Pac, wood steering wheel, Styled Steel wheels, original AM radio, Folddown rear seat, fog lights. Caspian Blue with white and blue Pony interior. Gold Concours Traveled. \$20,500. Call Walt at (864) 269-8079. MCA #00395.

1965 fastback. All original. Frame-off restoration completed in 1997. Best of Show (traveled concours) trophies in 1997-99 and a first place Gold at 1997 West Coast National. Caspian Blue, three-speed, Styled wheels, dual red lines, small block dress-up kit. Correct assem-

bly markings. \$22,500. Jim at (530) 677-7979 or tanoss@directcon.net. MCA #40828.

1965 coupe. Own a piece of the pony car past. Midnight Canyon Red, black interior, excellent condition. Six cylinder, three-speed plus extra six-cylinder engine. Go cruisin' for less. Great fun car. \$6,500 OBO. (440) 365-4689 or cdbrown@eriecoast.com. MCA #43557.

1965 coupe, 289, automatic, PS, PB, AC, Wimbledon White. 18,000 original miles, stored last 25 years in personal museum, fine condition, drives beautifully. \$12,500. (913) 696-1940 (Kansas City). MCA #43709.

1966 coupe. Moving sale. Springtime Yellow with black

interior. Six-cylinder 200, four-year complete restoration. Gold winner in Concours Driven class Augusta, Georgia, June 1999. No rust, mechanically excellent. All records since 1992. No disappointments. Delivery to Southern New England. Appraised \$11,500, asking \$10,500. Dave at (843) 207-0483 or all3labs@worldnet.att.net. MCA #40038.

1966 GT fastback, A-code, AT, factory AC, Pony interior, console, and SS wheels with new BFG radial T/A tires. Less than 6,000 miles on rebuilt transmission, rebuilt original distributor. Original GT car with all original parts. Have lots of paperwork including original owner's manual with owner/dealer

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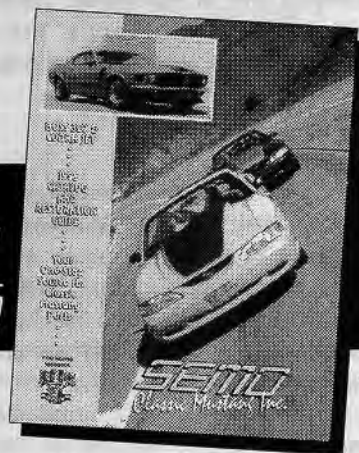
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info. Presently daily driver, has some rust, would make excellent project car (just not enough time). Asking \$7,800 but will negotiate. Also have parts available. (706) 884-5806 (Georgia) or matt_walker@milliken.com. MCA #24899.

1966 GT fastback, AT, AC, PS, Pony interior, Rally Pac, Rare Sauterne Gold with Parchment and Ivy Gold interior. Professional restoration underway. \$19,500. Also 1967 GTA convertible, AT, PS, PB, PT, 289 2V, Acapulco Blue with blue interior. Professionally restored 1994, retired 1994. 23K miles. \$22,500. Will consider interesting trades. (321) 773-6154. MCA #26392.

1967 convertible, 289, AT, new Ford long block, new air conditioner, new radiator and

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1949-72

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1969 Shelby GT 500 SCJ, trailered concours, highly detailed, rare yellow color, black side stripes and interior. Southern car. Can be seen in May issue Mustang Monthly. If you want some-

thing different, this is it! \$37,500. Possible 1967 or 1968 350 Shelby trades considered. Call (870) 799-2067 (Arkansas). MCA #46880.

1969 Mach 1 SCJ, four-speed, aluminum intake and valve covers, Holley 750, solid lifters, dual points distributor, oil cooler, Ram Air shaker, engine recently rebuilt. Magnum 500 wheels,

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1971 Mach 1, 429 CJ Ram Air, C-6 transmission, PS, PB, AC, AM/FM stereo, fold-down rear seat. Yellow with black stripes and black deluxe interior. Have build sheet, original Tennessee registration, warranty card, etc. Complete engine rebuild 1998. MCA National and Grand National trophies. Featured in March 1998 Mustangs and Ford. \$18,995. See at www.429cjmach1.homestead.com. Call Fred at (321) 633-5253 or mach429cj@yahoo.com. MCA #26474.

1971 convertible, balanced and blue-printed 351C 4V, no rust California car now in Maryland, well maintained, 49,342 miles. Georgia Glashauser at (800) 543-1550 ext. 1030 or (410) 857-3262. MCA #46790.

1985 GT, 5.0 4V, five-speed, Medium Canyon Red with gray cloth interior, PW, PDL, factory pop-up sunroof, factory AM/FM cassette radio. 9,286 original miles. Show car, won many first and second places in MCA events. Original owner, all paperwork, window sticker, all original parts. Garaged 100%. Driven seven mile in past four years. Trailered to all events. \$12,500 (serious inquiries only). Call Bruce at (770) 479-3228 (Georgia) or dholcombe59@hotmail.com. MCA #34940.

1986 Saleen, #152, black with gray interior and silver graphics. 23 two-owner miles. Five-speed, PB, PS, PDL, AC, Kenwood stereo, original tires. 1 of 199 built. Excellent condition. \$18,000 OBO. Also 1988 Saleen, #386, Medium Charcoal Metallic with gray interior, five-speed, car cover by Beverly Hills Motoring Accessories. 79,000 miles, very good condition. Second owner. \$10,000 OBO. (316) 442-7765. MCA #43086.

1987 McLaren Mustang (#112 of 479), silver, 5.0, AT, 68,000 miles. PS, PB, PW,

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PDL; AM/FM cassette, cold air, new top. \$8,500 (new price was \$38,500). Car located three miles south of Memphis, Tennessee. Call (662) 342-1829 or lawson747@aol.com. MCA #36876.

1993 Feature Car, Canary Yellow, white top, white leather interior. Cover car February 2000 issue Mustang Times. Close to perfect condition. Loaded and original. 11,600 actual miles. \$17,000 or will trade for concours driven 1965-66 well-optioned automatic Mustang convertible. Call Chuck at (309) 836-6606 (Illinois) or brenner@macomb.com. MCA #22868.

1994 Saleen S351, #94-0027. 25,000 miles. Non supercharged. Black with black cloth interior, one owner. \$27,500. Call Scott at (765) 674-4523. MCA #03411.

1998 Cobra Saleen, #082, Rio Red with black leather, 4.6L DOHC, 9,300 miles, wheel/tire upgrade, carbon hood, factory roll bar, Bassani cats, window sticker, Cobra certificate. Very rare, only 30 built in 1998. Like new. Original cost \$41,000, take it home for \$31,500. Jamie Pickler at (704) 821-4028 (days) or (704) 843-5946 (evenings). MCA #46842.

1999 35th Anniversary Limited Edition Fender (guitar) convertible. Garaged, 800 miles. Tonneau cover, Classic light bar, 17" chrome wheels, ground effects, Fender amps., fog lights, side exhaust. Silver with silver and charcoal leather. \$29,900 (way under cost). Bottom line! See at www.fenello.com/danny.

Danny at (770) 643-6858 (Georgia). MCA #46559.

Cars Wanted

Looking for Shelby 1967 GT 500 or GT 500KR. Prefer four-speed. Larry Weiss at (812) 948-5808. MCA #24954.

Wanted 1990 or 1991 LX 5.0 convertible. Must be Bright Red, black top, black interior. No modifications. Contact Fred Barkley (502) 695-3178. MCA #17346.

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Four original 1969 Shelby five-spoke wheels with original center caps. Driver quality. Some curb nerfs. All are metal stamped 7-LX15 3.5t. All rubber stamped with dates of July 22 and July 23, 1969. Paradise Wheels can restore to concours if desired. \$500 U.S. Ron Robertson, 11 Cameron Lane, Brantford, Ontario, Canada N3R 7T1, (519) 756-4945. MCA #44872.

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Mustang grills — 1971-72 Mach 1, \$495; 1971-72 standard, \$450; 1973 standard, \$235. 1985-86 SVO headlights, \$195 pair; 1984-86 SVO outer marker lights, \$265 pair; 1984-86 SVO inner park light, right-hand only, \$95. All new in original Ford boxes. Credit cards accepted. Daniel Carpenter at (800) 637-8264 (North Carolina). MCA #33923.

Set of four F60 x 15 Polyglas GT tires (repros from Coker). Less than 20 miles, nubs still on tread area. In perfect condition with no marks. \$525 plus actual shipping cost. Tires are in Atlanta, Georgia; ship-

ping should not exceed \$60. musclecarstuff@aol.com. MCA #46517.

Five Goodyear Polyglas tires, F60 x 15. \$800 OBO. (618) 346-8677. MCA #42034.

1965 Mustang dash, sheet-metal portion only. Not butchered, only holes that Ford put in. Nice shape. \$100. 1965 rear axle, 2.80 open b. o., pair of '65 V8 front spindles b.o., pair of '72 V8 spindles with drums b.o., standard bore 289 (5J22) standard crank and rods b.o. tbdelyon@bellatlantic.net. MCA #32222.

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Parts Wanted

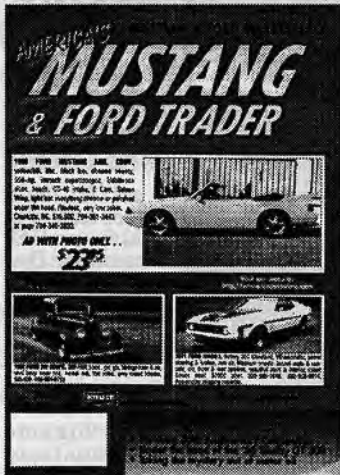
Need screw protectors for interior trim screws which protrude into the trunk area of 1965 fastbacks. Needed to complete my restoration. Respond to rlcstang@aol.com or call Bob at (610) 929-8482. MCA #34195.

Looking for Kelsey-Hayes 15 x 7 Magstar wheels for 1967 Shelby and 1969-70 Shelby five-spoke styled wheels. Bob Hill at (505) 769-1530. MCA #39374.

Looking for NOS 1967 coupe right rear quarter panel, decklid, taillamp panel, and lower valance (non

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GT) plus corresponding molding for exterior trim group for rear/right side of car. If you have or know someone who has above parts, please contact (954) 969-7897 or Red67Red68@hotmail.com. MCA #44873.

Looking for one 17" ten-spoke polished aluminum wheel with argent painted inserts for a 1997 GT. Also looking for a NOS flip-open gas cap for 1967 GT fastback. Please contact Mike Comar at (802) 447-1456 (evenings) or MTCOM@juno.com. MCA #31605.

Need center pad for steering wheel, 1969 convertible Mustang. E-mail Ivan Castro at Castroij@cs.com. MCA #45026.

Miscellaneous

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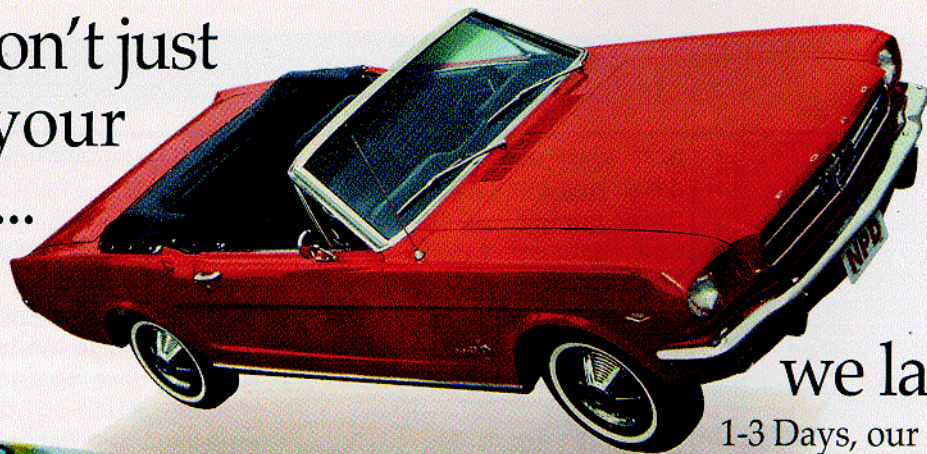


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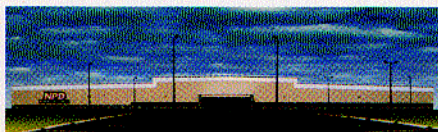
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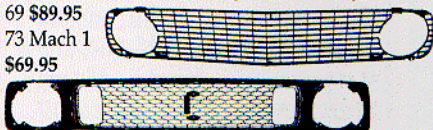


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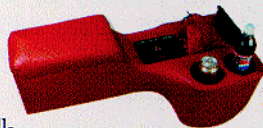
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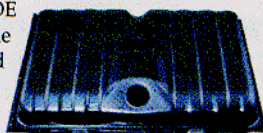
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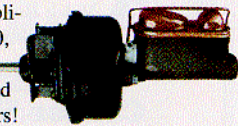
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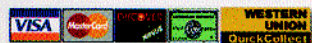
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SVT On-Track

by Tony Garcia

SVT enthusiasts love their vehicles. Whether it's the BMW-eating SVT Contour, the refined and sophisticated SVT Cobra, or the ground-pounding supercharged SVT Lightning, these vehicles were made to be driven and enjoyed. They are superbly engineered and designed with the true enthusiast in mind. Many buyers purchase SVT products for their superior performance and exclusivity.

Unfortunately, it is quite seldom that enthusiasts and owners get an opportunity to test their SVT vehicle to its peak potential. Special Vehicle Team was aware of this and is offering SVT owners the opportunity to enhance the ownership and driving experience that comes with owning an SVT product.



Tom Scarpello, Special Vehicle Marketing Manager, calls out a winning number at the SVT On-Track event held recently in Atlanta. SVT On-Track polo shirts, baseball caps, license plate frames, and other items were given away throughout the day.

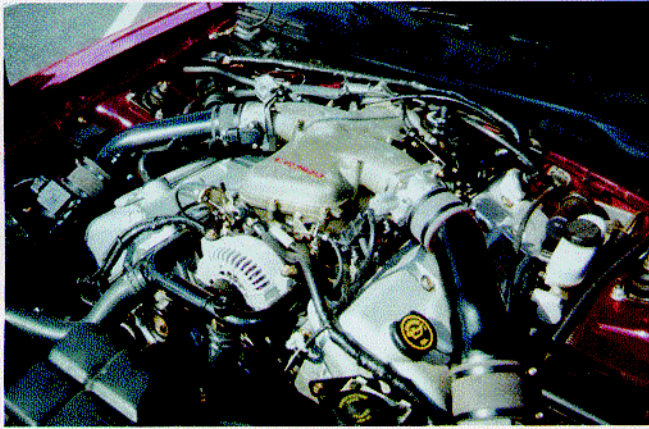
Mustang Times had occasion to attend the SVT On-Track event in Atlanta, Georgia, on April 29. Held at Atlanta Motor Speedway, the weather was perfect for SVT owners to enjoy their vehicles, learn more about performance capabilities of their cars and trucks, and refine their own personal driving skill level. This author drove a beautiful white supercharged SVT Lightning for the event. For anyone who has never had the pleasure of driving one, the new Lightnings are astounding trucks. Equipped with an Eaton Roots-type supercharged 5.4L Triton engine with 360 pavement punishing horsepower and 440 foot-pounds of axle twisting torque, the Lightning is a rocket ride not for the



Tom Scarpello addresses SVT owners in a pre-driving Q & A session. It was here that many learned for the first time that SVT would not be making a Cobra for 2000. (Mustang Times carried this announcement in the June Team Mustang column.) "The reason for the cancellation is simply that our top priority has been our 1999 Cobra owners. Our focus and resources – and those of our SVT dealers – have been directed to the 1999 Cobra owner notification. Rather than rushing to produce a limited number of 2000 models – and risking production/manufacturing issues by hurrying – we're choosing to focus our efforts on the timely production of the 2001 SVT Mustang Cobra."

SVT's developmental Competition Cobra was on display at the event. Sporting a custom red and white paint job, but curiously missing a rear spoiler, many enthusiasts examined this special Cobra up close. Tom Scarpello was seen behind the wheel of this super car on several occasions.





Under the hood of the Competition Cobra rests a 4.6L DOHC Cobra engine with a developmental dual-inlet, dual-runner FR500 magnesium intake. Along with a number of other developmental mods and components, rumor has it this Viper-eating normally aspirated Cobra will make 380-plus horsepower and has mid 4s 0-60 sprint times.



Here's a line of Cobra owners awaiting their turn for the autocross. This gave SVT owners the ability to see just how well their cars would handle the road under controlled conditions. SCCA officials were on hand during the event and gave the driver their elapsed time tickets after every autocross lap.

faint of heart. This is a truck that turns the quarter mile in 14.6 seconds at 97 miles per hour on its way up to the 140 mph top speed; blasts from 0-60 in 6.2 seconds; brakes from 60-0 mph in 137 feet, and takes the 80-foot slalom at 63.6 miles per hour.

The Ford Special Vehicle Team On-Track event is a multi-faceted complimentary driving program for SVT owners. The program has been designed exclusively for SVT owners to hone their driving skills, using their own vehicles, on-track, with the assistance of professional driving instructors. We were taken around the infield course at Atlanta Motor Speedway in a 14-passenger Ford E-350 van by a professional driver from the Bondurant School of High Performance Driving. It was a "get acquaint-

ed" lap. Little did the 12 adults sitting in the van know that the second lap would be taken at speed – in the van! And it was a speed that, quite frankly, many drivers would stretch to make in their superior cars. It showed us just how important it is to know how to drive your performance vehicle and to be able to understand the limitations and abilities of these cars and trucks.

On-Track activities include —

- SVT ground school
- Autocross course
- Handling course
- SVT displays
- SVT 2000 model year test drives/owners clinics

Two 1999 Cobra owners watch as the black '99 Cobra coupe launches on the handling course. The plethora of black tire marks seen in this shot was not there at the beginning of the day. Full throttle launches and high performance driving was the order of the day.



Exiting the hairpin turn and depressing the throttle into the straightaway, the Lightning was an absolute thrill to drive. Responsive steering and a firm but physically forgiving suspension makes this truck at home on the track or as a daily commuter.



The event is sponsored by local SVT dealers. The locations are —

- July 9 Chicago/Milwaukee
- July 15 Columbus
- July 23 Nashville/Memphis/St. Louis
- August 25-27 Dallas
- September 16 Minneapolis
- September 22 Denver
- October 7-8 San Jose/San Francisco

Please check the SVT web site at www.svt.ford.com for updates and further information. The sponsoring dealerships will generate the

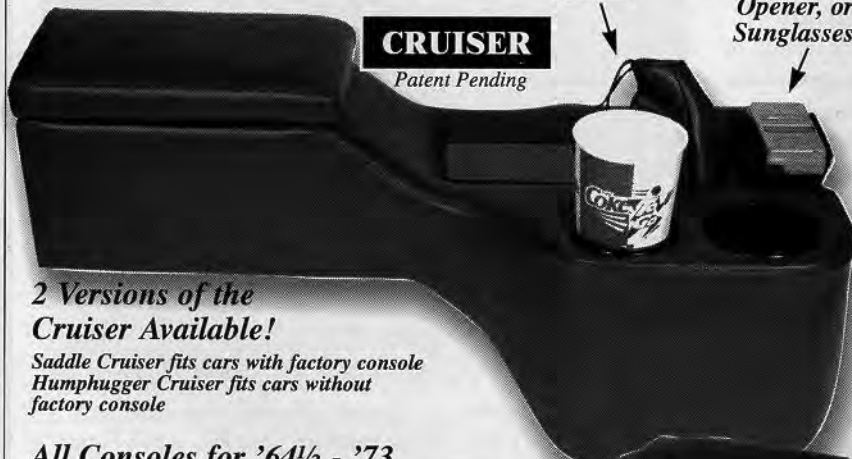
lists of owners that will be invited to the event. The event is held free of charge to participants. The SVT trailer is filled with the latest and greatest SVT apparel and accessories and can be enjoyed at the event.

Judging from the conversations this author held with participants and the smiling faces seen all day long, everyone had a great time participating in this fabulous event. Mustang Times would like to thank Ford Special Vehicle Team for giving us the opportunity to participate.



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