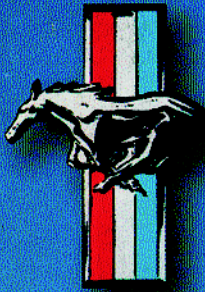


Vol. 25 No. 1



MUSTANG TIMES

The Official Publication of The Mustang Club of America

January 2001



Mustang Club of America

presents

Official MCA Accessories



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: _____
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 \$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: _____



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: _____



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

Shipping for Apparel Items:

For US orders --
 \$6.00 for totals less than \$25.00
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 International orders --
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Payment Method:

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 Card no. _____

Expires: _____

Signature: _____

Sales Tax (Ga. residents) _____

Shipping: _____

Total enclosed: _____

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

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Original style replacement units for 289 / 302 cid. Call for other applications.

- '65-66 3-row2593R **\$129.95**
- '67-70 3-rowfrom: **\$169.95**
- '71-73 2-rowIR382 **\$259.00**



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Universal seat belt fits all models. Recommended for early models manufactured w/o factory belts. Complete set includes belt with push button buckle and mounting bolts for one seat.

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- Dark Blue100BELTBLU **\$15.00**
- Maroon100BELTMAR **\$15.00**
- TAN100BELTTAN **\$15.00**



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- '68-73966C **\$89.95**



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Top of the line reproduction 16 to 22 gallon fuel tanks for your Mustang.

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- '71-73 20 gallon19002 **\$169.95**

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Most original colors. Specify year and color.

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- '67-68 **\$169.95**
- DASH COVERS**
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- '71-73 rear **\$159.95**



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'69 Call for colors **\$69.95**
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Best On the Market

OEM quality in original colors. MCA approved. Specify year, color & body style.
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'70-73 Mach 1 with two inserts **\$140.00**
'79-93 Cargo Area **\$69.95**



THE PERFECT GIFT!

Available in any amount. Call today to make sure you have yours for that special occasion **GIFT1**

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Lower seat frame comes complete with hardware. Does not include seat foam or upholstery.

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Available for 1964 1/2 - 1973. Please specify electrical, body, interior, chassis, weld/sealant, and/or engine. **\$14.95**

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- '65-68 Standard Set **\$159.95**
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-PSP101KIT
- '69-73 2 piece kit - floor only **\$34.95**
-PSP201KIT

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Mustang Times

January 2001

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Vol. 25, No. 1

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Renovate, Remodel, Restore

*by Teresa T. Vickery
photos by Rod Short*

Back in the Stone Age, when many of us were in grammar school, teachers emphasized the three “Rs” — reading, writing, and arithmetic. While that old adage is still very important today, the three “Rs” take on a totally different connotation for Charles Dowd of Chestertown, Maryland. In his case those three are renovate, remodel, and restore. You see, this professional artisan renovates and remodels residential buildings and counts restoring Mustangs amongst his hobbies.

All three “Rs” are closely intertwined yet have distinct personalities. Renovate is to make fresh or sound again, as though new;

remodel is to make over or rebuild; and restore is to bring back to a former or normal condition.

Charles has taken his knowledge of all three techniques and transferred them to the beautiful 1965 convertible shown here.

Viewing the classy good looks of the early Mustang as an artist’s canvas awaiting just the

right combination of shape, form, and color, he took the basics and made them even better.

The pearl white exterior lends an elegant, soft glow, while the



white convertible top further enhances the classy appearance. A delightful, yet unexpected surprise, is the addition of American Racing Smoothies wheels (also known as Baby Moons) shod with Pirelli rubber. A ponyless grill and just-visible dual exhaust give one cause to pause. Is this pony beauty or beast?

The interior reflects the same understated outward elegance with plush carpeting, a woodgrain steering wheel, aftermarket radio, replacement seats, and unique floor mats. Again a surprise awaits by way of a very modern five-speed shifter and transmission hump-mounted tachometer, both in black.

Nestled under the hood is a dressed-up 302 V8 bored to 307, which features a 351 roller cam, rocker roller arms, and under-drive pulleys. Coupled with a Borg Warner five-speed transmission, power ultimately makes its

way to a 9-inch 1959 Ford rearend that houses 3.50 gears.

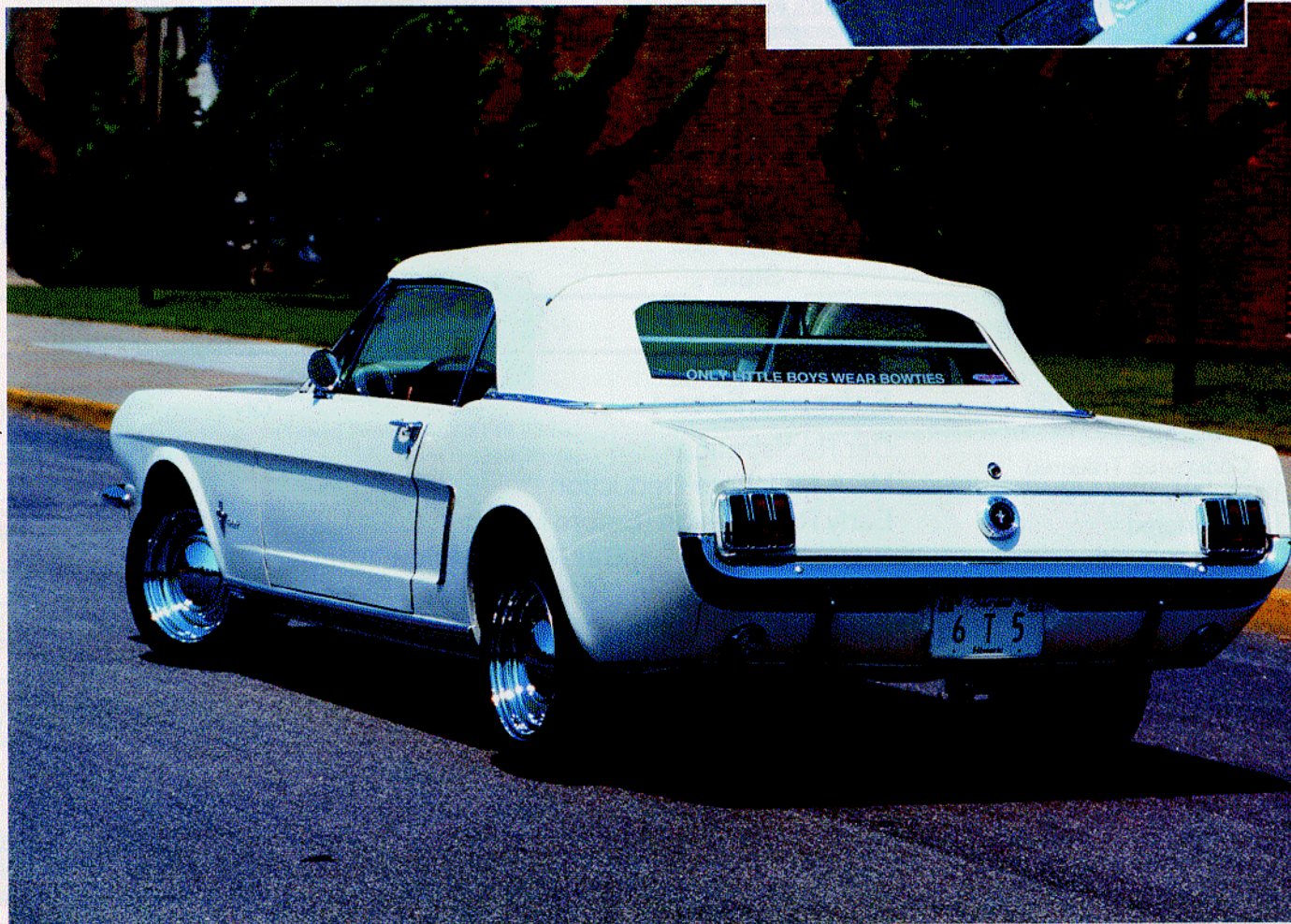
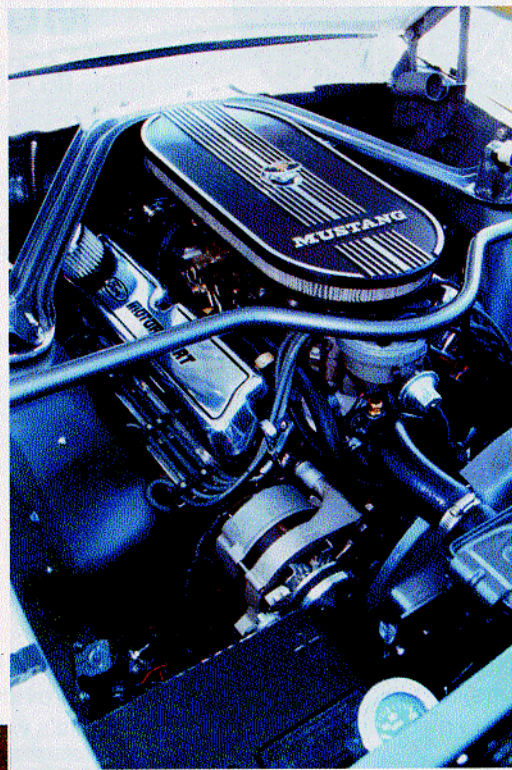
Perhaps "sleeper" should be added to this car's description.

Purchased in 1992, the ragtop finally moved under its own power on January 1, 1994, and Charles has enjoyed every second behind the wheel as well as the numerous compliments. This is the type vehicle that makes you think "nice car" as you're walking by only to realize that something is very different requiring a second look. (We had that reaction when we spotted it at last year's MCA National event in Virginia Beach, Virginia.)

Whether you consider this work of art renovated, remodeled, restored, refurbished, redone,

rebuilt, or really right, Charles has taken Ford's original concept of the "car designed to be designed by you" and made it his own.

M/T





22ND ANNUAL GULF COAST NATIONAL MUSTANG SHOW

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



Friday - March 23rd

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

Saturday - March 24th

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

Sunday - March 25th

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

On-Site

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

Hotel Information

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

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

For Additional Information

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

Mail Registrations and Checks to:

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

On-Line Registration and Show Info:

www.gcrmc.com

--- Cut Here ---

--- Cut Here ---

REGISTRATION FORM

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

Judging Classes:

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

Entrance Fees :

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

Grand Total

Cash/Check#

All registrations include applicable Florida Sales Tax.

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

Signature: _____ Date: _____ E-Mail: _____

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..... reg. \$129.95 Sale \$124.95
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- EG-336 65-67 6 Cyl. w/ Smog Pump regularly \$64.95
- EG-336 68-74 6 Cyl. SALE \$59.95



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100% brand new unit. No exchange.
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Includes installation kit and horn kit.
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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.
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Fits in the ashtray slot in the console and holds two cans or cups. Available in 9 colors.
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Styled after original early belts using metal buckles (not original). Call for available colors.
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VOLUME**

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65-68 Front **129.95** kit 65-68 Rear **199.95** kit

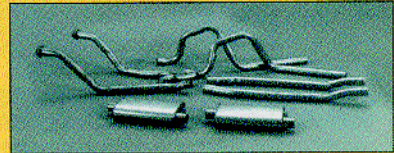
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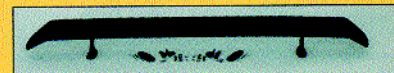
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65-68 Dual Exhaust Kit
Kit includes H-pipe, intermediate pipes, turbo mufflers, tailpipes, clamps and hangers. This kit is steel, non-aluminized. **224.95** kit



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Solid state breakerless electronic ignition system (replaces points) using stock distributor. Replaces points and condenser only.
64-73 **59.95** kit



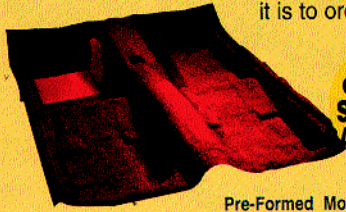
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This spoiler has a steel rod in the middle, covered with black flexible plastic. Attaching hardware is included.
69-73 **149.95** ea.
79-93 Exc. hatchback **279.95** ea.



Reproduction Scissors Jack
Correct swaged rivets and correct 1/4" wrench size.
99.95 ea.



Repro Fuel Tanks
64-68 FD9 w/o drain, 16 gal. **99.95**
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Available in a variety of colors. Call for details.

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65-66 Pony 2 buckets	146.95
65-66 Pony full set	214.95
69 Mach I 2 buckets	199.95
69 Mach I full set	289.95
70 Mach I 2 buckets	199.95
70 Mach I full set	279.95
70-73 Std. 2 buckets	149.95
70-73 Std. full set	199.95



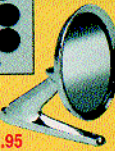
Floor Pan Kit

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



Reproduction Mirrors
Starting at **22.95**



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



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

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79-93	ea. 109.95



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National Headquarters

Mustang Club of America 1999-2000 National Officers

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Charles Hampton (1230)	President
Ricky Simmons (17874)	Vice President
Jean Penn (21237)	Secretary
Randy Church (17916)	Treasurer
Margaret Davis (7053)	Sergeant at Arms
Walter Scott (395)	Sergeant at Arms
Ricky Simmons (17874)	National Head Judge
Delphia Cox (335)	Parliamentarian
Tony Garcia (28769)	Publisher

Mustang Club of America National Board of Directors *Serving through January 2001*

Gloria Bazan (21320)	Shelbyville, Ky.
Michael Bazan (21320)	Shelbyville, Ky.
Jim Chism (28864)	Dickson, Tenn.
Randy Church (17916)	Mt. Airy, Ga.
Bob Davis (7053)	Kingsport, Tenn.
Jim Johnson (7547)	Chattanooga, Tenn.
Nathaniel Key (385)	Lithonia, Ga.
Larry Kilgore (26004)	Charlotte, N.C.
Kay Kleschka (22338)	Otto, N.C.
Bob McNeal (596)	Pensacola, Fla.

Rochelle McNeal (596)	Pensacola, Fla.
Sue Osborn (376)	Talking Rock, Ga.
Jean Penn (21237)	Duncan, Okla.
Ricky Simmons (17874)	Demorest, Ga.
Jeffery Sneathen (41719)	Gordonville, Mo.
Randy Stone (5806)	Greensboro, N.C.
Joe Thornsberry (29498)	Frankfort, Ky.
Bob Vickery (3411)	Lithonia, Ga.
Jim Watson (7506)	Canton, Ga.

Serving through January 2002

Bill Bray (27613)	Charlotte, N.C.
Donny Brown (21006)	Snellville, Ga.
Don Cox (335)	Kingsport, Tenn.
Austin Craig (39356)	Detroit, Mich.
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Joe Ingarrá (29963)	Montgomery, Ala.
Bill Johnson (17305)	Bellevue, Wash.
Tom Kleschka (22338)	Otto, N.C.
Kenny Newcombe (23438)	Jonesboro, Ga.
Jack Penn (21237)	Duncan, Okla.
Amanda Perry (13019)	Jasper, Ga.
Don Perry (13019)	Jasper, Ga.
Steve Prewitt (33803)	Martinez, Ga.
James Ray (32670)	Charlotte, N.C.
Bruce Weiss (19423)	Melbourne, Fla.
Arley Whitsell (27470)	Springfield, Va.

Mustang Club of America Hall of Fame

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John Coletti

Joe Oros

Larry Shinoda

Will Boddie

Hal Sperlich

Carroll Shelby

Steve Saleen

Don Frye

Lee Iacocca

Bunkie Knudsen

Jim Osborn

Janine Bay

William Clay Ford, Jr.

Robert Rewey

Mustang Club of America

National Board of Directors Meeting Minutes

by Jean Penn, National Secretary

President Charles Hampton called the October National Board meeting to order at 7:12 p.m. October 10, 2000. The roll was called with 29 directors and officers present. Guests were Lark and Beverly Bragg, Gulf Coast Regional Mustang Club; Beverly Thornsberry and B. Hart, Falls City Mustang Club; Lynn Brown, Tara Mustang Club; Billy Rogers, Central Savannah River Area Mustang Club; Ken Garrett, Heart of Dixie Mustang Club; Jim and Sharon McFarland, Tennessee Valley Mustang Club; Charles E. McLeod, Model City Mustang Club; Robert Grabowski, Georgia Regional Mustang Club; Johna and J.W. Lancaster, Foothills Mustang Club; Bob Nix, Flag City Mustang Club; Linda and Bill Price, Cherokee Regional Mustang Club; and Jeff and Sandra Sneathen, Gordonville, Missouri.

Minutes of the June meeting were approved without corrections. Correspondence was read. The treasurer's report was approved. A card for Louise Scott was passed around to sign.

2000 Committee Reports 25th MCA Anniversary

Show

Steve Prewitt, show chairman, announced the contract for Atlanta Dragway is signed. The show layout is marked out. During the SEMA show, major sponsorships will be courted. General gate admission will be \$10 for a one-day pass. A three-day gate pass will sell at \$20. The show jacket design and style was selected. Two show shirts were selected — a black long-sleeved

twill shirt and a natural short-sleeve. Golf shirts were selected. Additional accessories were selected. The average hotel price will be approximately \$65. The Web address for the 25th Anniversary is www.MCA25thAnniversary.org. The show date is September 27-30, 2001. A jumper cable and bag with the 25th logo was given to the person guessing the stitch count in the 25th logo.

Accessory Committee

Gloria Bazan, chairperson, thanks everyone who helped sell remaining 35th Anniversary merchandise with special thanks to Bob and Margaret Davis. Gloria said that during the Grand National \$7,385 in merchandise was sold. Additional shows and amounts are Milan, Tennessee, \$265; Nashville, Tennessee, \$410; and Oak Ridge, Tennessee, \$340.

Administrative Committee

Donny Brown, Administrative Committee member, recommended a \$200 per month raise for Marilyn Newcombe, office manager, and that it be retroactive to September 1st. The motion was seconded and approved.

Internet Committee

Robert Grabowski, webmaster, said monthly hits are growing toward one million. There were 117,000 distinct users. Total Control has signed on as a sponsor. There is an online letter from Kevin Marti, president, Mustang Museum, Inc.

MCA Driving Events Committee

Larry Kilgore, chairman, said the Carolina Regional group will sponsor the first driving event. Blanket insurance is in the works. A secured \$2,500 loan for the event was approved.

MCA Marketing and Promotion Committee

Bob Vickery, chairman, stated that the 2001 Petersen advertising ad will be a swap out. Nothing yet is worked out with Argus McMullan. Advertising may be placed with Hemmings.

Membership Committee

Mike Bazan, chairman, said that at the Grand National show 19 new members and 14 renewals were received; two new and one renewal from Milan, Tennessee, show; five new members signed up during the show in Nashville, Tennessee; five new members and two renewals were received at Oak Ridge, Tennessee.

Museum Committee

Business meetings continue to be held. A site announcement is scheduled for January 15, 2001. The museum has had ups and downs with things being on the upside now.

National Show Committee

Ricky Simmons, chairman, said the Late Model Judges meeting is October 14, 2001, in Pensacola, Florida. 2000 National show statistics show 1,156 cars entered. The Judges Award Program has awarded 47 total awards. The Grill Medallion Award shows three cars earning

the award in 2000. Five awards are scheduled for the first 2001 National show in Pensacola, Florida.

Nominating Committee

Don Cox, chairman, stated the Board of Directors ballot and bios are included with the October Mustang Times. 27 people are on the ballot. 18 will be elected.

Publishing Committee

Tony Garcia, publisher, said an average of 7,880 are printed. Tony is discussing with the mailing company the issue of time delays. The average monthly cost for publishing and mailing is \$10,000. Tony said Ford did not renew as a major advertiser. Tony asked for a Board member to serve as advertising manager with 10% commission from ads sold.

Regional Group Committee

Rochelle McNeal said the Carolina Stampede club has returned their charter. Rochelle requested that charters be approved for Mustangs of NW Carolina and Fort Lauderdale

Mustang Club. The motion was seconded and approved.

Regional Liaison Committee

Bill Johnson, chairman, urged Board members to use the next two months to contact their assigned regional groups.

Unfinished Business

MCA has fulfilled all contractual agreements with MT Publishing Company for the history of MCA book. There is poor response and poor communication from the publisher.

Steve Whithead, SVT, requested information for the 25th Anniversary.

The Mexico City Mustang Club requested Mike and Gloria Bazan and Ricky Simmons visit their 35th Anniversary Show, October 28-29. 400 cars are expected. Goals are to promote MCA and regional group affiliation. MCA will provide five awards.

New Business

Don Cox, Nominating Committee chairman, discussed the procedure to protect the

integrity of MCA officers ballots and voting. The officers ballots and bios will be mailed with a self-addressed stamped envelope for return. Ballots must be received by November 30. Don opened the floor for officer nominations. Nominations are:

President — Bob Vickery,
Bill Johnson

Vice president —

Randy Church, Jim Chism

Secretary — Megan O'Neal

Treasurer — Sassy Hayes,
Arley Whitsell

Publisher — Tony Garcia

Open Discussion

November 5, Northeast Georgia Mustang Club will hold a charity cruise-in at Mall of Georgia. Entry fee is \$10 or a \$10 Toys for Tots toy donation.

With no further business, the meeting was adjourned.

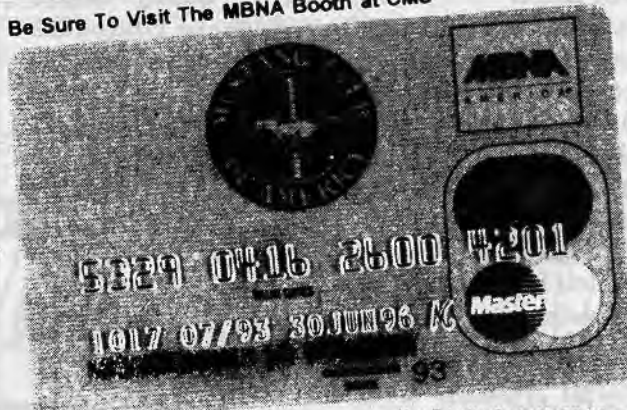
All National Board and Executive Board meetings are held at Gwinnett Civic and Cultural Center, 6400 Sugarloaf Parkway, Duluth, GA 30135, I-85, Exit 42.

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New Members

William Pommering	Santee, CA	Tony Cursio	Akron, OH
Robert Gonzalez	Ft. Lewis, WA	Todd Schockley	Columbus, OH
John Bott	DeSoto, TX	George Hairston	Columbus, OH
John & Barbara Ferguson	Houston, TX	Spencer Case	Hudson, OH
Ronald Trunzo	Alabaster, AL	William Williams	Johnstown, OH
Scott Hudson	Mesa, AZ	Thomas Rice	Aloha, OR
David Hermosillo	Santa Rosa, CA	Power Brake Booster Exchange	Portland, OR
Milton Davis II	Deltona, FL	Joe LeClaire	W. Linn, OR
Raymond Wild	Port St. Lucie, FL	Henry & Valerie d'Andrea	New Kensington, PA
David Enke	Bettendorf, IA	Bill Mashburn	Knoxville, TN
Charles Kuhn	Glenview, IL	Pat Douglass	Ft. Worth, TX
Annette Nixon	Watseka, IL	Terrence Wipff	Santa Fe, TX
Ronald Newcomer	Granger, IN	David Hoeg	Norfolk, VA
Amanda Harl	New Albany, IN	Nancy Geddes	Williamsburg, VA
Terry Jacks	Grand Rapids, MS	Jesse & Stephanie Yates	Oak Harbor, WA
Tony Parnell	Greensboro, NC	Tom & Linda Rowley	Renton, WA
Victoria Armstrong	Liverpool, NY	Larry Schultz	Mosinee, WI
Kevin Doran	N. Olmsted, OH	Phil Obert	Lawndale, CA
Greg Morgan	Swanton, OH	Joanie & Jack Smith	Deltona, FL
John Gravle	E. Stroudsburg, PA	John & Charlene Houchins III	Tampa, FL
Howard Jackson	Summerville, SC	Tony & Frances Brown	Turin, GA
William Blake	Atoka, TN	Henry Rivas	Des Moines, IA
James DeShaney	Appleton, WI	Heidi Dispirito	S. Weymouth, MA
David Witthoef	E. Dundee, IL	Juan Johnson	Ypsilanti, MI
Brian Schutte	Columbus, IN	Ron Durta	Purdy, MO
Michael & Pamela Herron	Jeffersonville, IN	Paul & Vicki Loetz	Biloxi, MS
Leonard Kirkum	Avoca, NY	Thomas Menig	Mt. Pleasant, NC
Kevin Austen	Ken, England	Paul Zanardi	Bernardsville, NJ
Michael Barnes	Alburn, AL	John Zidiak	Fair Lawn, NJ
Stephen Taylor	Birmingham, AL	Robert Rinder	Morganville, NJ
Charles & Donna Burch	Eufaula, AL	Mike Barrett	Roswell, NM
Gary & Diane McKay	Ft. Smith, AR	Robert Fees	Honeoye Falls, NY
Tony Pena	Carson, CA	William Bower	Parma, OH
Cary Yerves	Santa Rosa, CA	William Perry	Purcell, OK
Kent Ketell	Sunnyvale, CA	Kent Barnes, Jr.	Scappoose, OR
Matt Cagley	Westlake Village, CA	Barry Klunk	Orrtanna, PA
Steve & Glenda Miller	Jacksonville, FL	David Penny	Greer, SC
Bernard Rosenson	Orlando, FL	Paul Simmons	Hendersonville, TN
Randy Campbell	Pensacola, FL	David Weinberger	Arlington, TX
Allan Windt	Tampa, FL	Kevin Borg	El Paso, TX
Dan & Linda Holder	Acworth, GA	Friedrich Weber	Houston, TX
Ronald Pepper	Atlanta, GA	Jimmy & Terry Vance	Houston, TX
Cecilia Ball	McDonough, GA	Bruce & Mary Morris	Killeen, TX
Randall Harris	Camby, IN	Vernon Stewart, Jr.	Chesapeake, VA
David Hunt	Granger, IN	Nick Kefgen	Anacortes, WA
Greg Bowers	Indianapolis, IN	Jerry & Genevieve Davison	Oak Harbor, WA
Dan & Tammy Fitzgerald	Prospect, KY	Richard Huntley	Olympia, WA
Dan Dutton	Shelbyville, KY	Kelly Ryan	Spokane, WA
Thomas Barboza	N. Dartmouth, MA	Floyd & Erna Davis	Sparta, WI
Dale Pitts	Maple Grove, MN	Andrew Lervaag	Ankorage, AL
Joseph Browning	Asheville, NC	Hal Grattan	Simi Valley, CA
Brian Woolston	Roebling, NJ	Mark George	Sonoma, CA
Matthew & Kathleen Baird	Clayton, NY	Delores Laing	Van Nuys, CA
Jon Kadela	Pleasantville, NY	Donald Burge	Colorado Springs, CO
Jose Lebron	Queens, NY	Larry Olson	N. Ft. Myers, FL

New Members

Bryan Goerl Pt. Charlotte, FL
 James Romano Sanford, FL
 Preston Smith Rome, GA
 Barry Wright Sharpsburg, GA
 Virgil & Jacqueline Radford, Jr. . . . St. Marys, GA
 Scott Kimzey Peoria, IL
 Greg Gaylor Roscommon, MI
 Kenneth Reed Union, MI
 Mike Evans Tecumseh, MO
 Jody Horner Greensboro, NC
 James & Tracy Brady Kannapolis, NC
 David McKnight Mooresville, NC
 James Hancock Portland, OR
 Kathy Milliken W. Alexander, PA
 Wallace Reyes Barnwell, SC
 William Peagler Cross, SC
 Gary Keller Florence, SC
 J. W. Garner Oak Ridge, TN
 Terry Henkel Winnipeg, Manitoba, Canada
 Keith Suzuki Concord, CA
 Kevin Romano Monterey, CA
 Wayne Eberius Dunedin, FL
 Xena Riggs Orlando, FL
 Wes Crawford Atlanta, GA
 Kevin Dudley Cumming, GA
 Chad Farthing Harrisburg, IL
 Anthony Utley Indianapolis, IN

Larry & Deborah Glasco Columbia, MD
 Denny & Shirley Orem Delmar, MD
 Chad Doherty Garner, NC
 John Doherty Raleigh, NC
 Dennis Thome Omaha, NE
 Jake & Mary Chavez Tijeras, NM
 Frank Ruggiero Garden City, NY
 Claudia Moerman Rome, NY
 Richard Kellar Watertown, NY
 Jerry Mursinna Norwood, OH
 Claney De Armond Berwyn, PA
 MJK Enterprises, Inc. Chalfont, PA
 H. W. Hampton Havertown, PA
 Robert Sentner Pittsburgh, PA
 Brenda Hawkins Aiken, SC
 Pauli Thomas Summerville, SC
 Troy Landry Lakeland, TN
 Elaine Starkey Pigeon Forge, TN
 Jorge Savinon San Antonio, TX
 Lepoldo Kiel San Antonio, TX
 Carlos Henkel San Antonio, TX
 Benjamin Gonzalez Jinenez San Antonio, TX
 Jonathan Davis Arlington, VA
 Keith & Niki Hooper Toano, VA
 Paula Kmiecicka Seattle, WA
 Joseph Kolnik Kenosha, WI

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Ask for **Mid America Mustangers** rate when making reservations at any of these hotels:
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 Alternates (all are 10 minutes from Show Site):
 Holiday Inn - I-435 & Parvin Rd - 816-455-1060 - \$85/nite
 Best Western - I-435 & Parvin Rd - 816-453-3355 - \$71.95/nite
 Red Roof Inn - I-435 & Hwy 210 - 816-452-8585 - \$70/nite
 Super 8 - 4321 N. Corrington - 816-454-8788 - \$70/nite

Registration (Please Print)

Name _____ MCA# _____ Exp. Date _____
 Address _____ City _____
 State _____ Zip _____ Phone _____ E-mail _____
 Year _____ Body Style: Coupe Conv. Fastback Hatchback Color _____
 VIN# _____ Lic. Tag# _____

Will you help judge? Yes No

Early Registration Deadline, March 23, 2001

Entry Fees	Quantity	Cost	Total
Car Registration	_____	\$45.00	_____
MCA Member Deduction	_____	-\$10.00	_____
Deduct for Early Registration	_____	-\$5.00	_____
Vendor Spaces	_____	\$50.00	_____
Pony Corral	_____	\$25.00	_____
Banquet Tickets	_____	\$25.00	_____
Total Enclosed	_____		_____

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Signature _____ Date _____

Mustang Club of America Celebrates 25 Years

by Teresa T. Vickery

"Mustang Club 1965-73's. Join today. 762-8290 (Box 490201 Atl. 30349)." These few words placed in the Atlanta Journal-Constitution in March 1976 helped shape a vital ever-changing piece of Mustang history.

This was a time when Boss cars could still be found on the drag strip, '73 convertibles were little more than used cars, and folks were coming to terms with gas shortages, higher insurance premiums, reduced horsepower ratings, and the realization that government was playing a bigger role in what vehicles we drove.

Response was immediate.

A letter dated April 5, 1976 read, "Dear Mustang friend, Please be advised that a meeting will be held Sunday, April 11, 1976 at three (3) p.m. at the Antique Car Museum, Stone Mountain, Georgia. This meeting is to form a National Mustang Club for the United States; years 1965 thru 1973 Mustangs. If you live out of the Atlanta area and wish to start a local regional group in your area, please attend this important meeting. Come and bring your pony. We will be taking some pictures, too. Be sure to mention this to your friends who own a Mustang. Be a chartered member, join today!" The letter was signed by Stan Jones, founder of MCA as well as member #1.

Thirty people and their Mustangs were on hand for that very first meeting proving that there certainly was enough interest to make this thing fly.

In fact by May of that same

year a multi-page "letter" was sent out which invited interested parties to participate in a tour to Callaway Gardens, as well as numerous classified ads. This letter also states "Due to our club's rapid growth, we do not have enough room to welcome each new member, but we welcome all of you. Our new members come from Georgia, Alabama, Florida, South Carolina, Ohio, Pennsylvania, Arizona, California, Maryland, Minnesota, and Canada." This after only two short months of existence! Plus plans for the very first Grand National were under way.

Ads were placed in the June and July 1976 editions of Hemmings Motor News which further bolstered club membership. Of course, by now the official name "Mustang Club of America" was used in all advertising.

A very interesting letter that is tucked away in MCA's first scrapbook comes from the Classic Mustang Association International based in Kansas City, Missouri, dated June 10, 1976. The letter begins, "We have been advised of your organization and would like to take this opportunity to congratulate you on your efforts in formulating a new Mustang group. Frankly, we were surprised to learn of the creation of a new club, since the Classic Mustang Association International has been in existence for over two years." The letter then goes on to ask numerous questions including, "under whose authority and dispensation do you

operate?" Interpretation is the key word here, but this writer got the distinct impression that those folks were being a bit snobbish. (The only comment written in the scrapbook is "The other club".)

A newspaper article from the June 4, 1976, Atlanta Constitution warns of Mustang thefts in the Atlanta area. According to the article, 18 Mustangs were stolen in the Atlanta area during May. They were primarily early cars and it was strongly suspected that professionals were committing the crimes. Even the crooks new a good thing was developing!

By the time the first Grand National event rolled around on August 21-22, 1976, MCA boasted an amazing 250 members. Over 100 ponies participated in this event as well as approximately 1,200 people.

Although this writer (who has been a member of MCA since 1979) has heard several different "tales" through the years, we are unclear as to events that created changes within the organization. One handwritten note in a banquet program from the first Grand National indicates that founder Stan Jones resigned from the office of president due to health problems.

And this was only the beginning of many changes that would take place during MCA's fledgling year.

Stay tuned for more information in next month's issue as we celebrate MCA's Silver Anniversary.

Ford Rouge Center Continues to Make History

For most of a century, they came to wonder at the Rouge. Heads of state, note-taking industrialists, and hundreds of thousands of third graders on school trips, all came to the only place on earth where they could see the entire auto making process in one day, in one place.

"There was no other place else on earth where you could see the entire process in a single industrial complex," said Jim Padilla, group vice president, Global Manufacturing for Ford Motor Company. "You could watch the giant freighters unloading; the ore and coal going into ovens to make coke, steel, and in another plant, glass; then see the material formed into parts, panel stampings, and engines; and finally see it all come together on the assembly line and watch the car start and drive away."

The Ford Motor Company River Rouge complex was the largest manufacturing center owned by a single company. Located a few miles south of Detroit, on the Rouge River, a tributary of the Detroit River, the Rouge complex was a mile and half wide and more than a mile long. The multiplex of buildings totaled 15,767,708 square feet of floor area and 120 miles of conveyors. There were ore docks, steel furnaces, coke ovens, rolling mills, glass furnaces, and plate-glass rollers, a tire-making plant, stamping plant, engine casting plant, frame and assembly plant, transmission plant, radiator plant, tool and die plant, a power plant producing enough electricity to light a city the size of nearby Detroit, a soy bean conversion plant making plastic auto parts, and, at one time, even a paper mill.

The Rouge had its own railroad with 100 miles of track and 16 locomotives, a scheduled bus network, and 15 miles of paved roads, to keep everything and everyone on the move.

A city without residents, at its peak, more than 100,000 people

worked at the Rouge. To accommodate them required a multi-station fire department, a modern police force, a fully staffed hospital, and a maintenance crew 5,000 strong.

More than 6,000 tons of iron were smelted a day, 500 tons of glass made daily, one new car was produced every 49 seconds, and 3,500 mops replaced each month to keep the complex astonishingly clean.

Yet even superlatives failed to encompass the true meaning of the Rouge. For the complex was only the hub of a wheel that enveloped half the globe.

The concept at the core was called "vertical integration," total self-sufficiency by owning, operating, and coordinating all resources needed to produce complete automobiles.

Ford Motor Company owned 700,000 acres of forestland, iron mines and limestone quarries in far northern Michigan, Minnesota, Wisconsin, and tens of thousands of acres of coal-rich land in Kentucky, West Virginia, and Pennsylvania. Ford even purchased and operated a rubber plantation in Brazil.

To bring all these materials to the Rouge, Ford operated a fleet of ore freighters, and an entire regional railroad company — all feeding into the Rouge. Continuous flow, "from earth to assembly" as it was called, was the objective of Ford's quest for vertical integration. In Henry Ford's words, the idea was to achieve "a continuous, nonstop process from raw material to finished product with no pause even for warehousing or storage."

Vertical integration was never entirely achieved. At no time, for example, did Ford have fewer than 6,000 suppliers serving the Rouge. Yet it came closer than anything had before or since.

"Fordismus" was the word coined by the German engineers who came to America in the teens and early 1920s to study Ford's approach.

Designing for flow and efficiency would become the standard of global industry, and the precursor of modern just-in-time manufacturing.

The story of the Rouge, however, was not one of a master vision with a single grand execution. The Rouge was perceived and pieced together by Henry Ford, a shirt-sleeves tinkerer who typically said, "Let's try that and see how it goes."

The Rouge represented a long succession of "let's-try-it" decisions.

The first came with Henry Ford's purchase of the land a few miles from his childhood home in Dearborn — the same marshlands where he hiked and watched birds as a boy.

Ford began buying the land that was to become the Rouge in 1914. In total, he acquired a 2,000-acre stretch of bottomland along the Rouge River. By the time he purchased this tract of land, Henry Ford already had achieved much with his astute sense of innovation.

By 1915, Henry Ford had literally "put the world on wheels," with more than half of all the cars on the planet nearly identical Ford Model Ts.

His goal of producing a car that working men and women could afford had evolved through several false starts. After two failed attempts at starting an auto company, he established Ford Motor Company in 1903. For the next five years, he went through an alphabet soup of models before developing the Model T.

To drive down the price of his Model T, Henry Ford refined the well-established concept of a moving assembly line, first in the Piquette Street plant in Detroit, then in 1910 at the Highland Park Plant. Thousands of improvements were made to the sequential line concept already well established. He made so many refinements over so long a period, in fact, that no one could point to the precise time when Ford's moving assembly line was born. The Rouge River property was not earmarked for

any particular use. Ford had even considered turning the land into a large bird sanctuary. Yet during World War I, Undersecretary of the Navy Franklin D. Roosevelt contracted with Henry Ford to use his construction genius to build Eagle Boats (also known as submarine chasers), torpedo boats, and later PT Boats.

A three-story structure, Building B, was erected in 1917 on the Rouge site to build the boats. Building B was the first substantial Rouge building and serves as part of the Dearborn Assembly Plant.

While the war ended before the Ford Eagle Boats ever went into action, the effort did allow widening of the Rouge River, presenting the possibility of bringing ore boats up the river. The war also served to demonstrate just how vulnerable Ford Motor Company was to supply shortages. The Highland Park plant had suffered a number of work stoppages because of supplier failures, and Henry Ford decided he would make his company self-sufficient. Yet there was another motivation. Henry Ford needed to continuously reduce costs in order to drive down prices. As he said, "If those who sell to us will not manufacture at prices which, upon investigation, we believe to be right, then we will make the articles ourselves." The Rouge shipyard soon became the destination of the massive lake freighters filled with ore, coal, rubber, and lumber to supply the Highland Park Plant and later the Rouge.

Next came coke ovens and blast furnaces in 1919. The foundry provided iron, steel, brass, and bronze castings. The foundry alone covered 30 acres and was, at its inception, the largest foundry on earth.

While the Rouge would eventually add production of virtually every Model T component including the engine block, Model T assembly remained at Highland Park.

The first vehicles to actually be assembled in the Rouge were not cars but farm tractors.

No sooner had Henry Ford

achieved low-cost transportation with the Model T than he set his sites on doing the same for the world's farmers. The Fordson, the first mass produced tractor, was in full production at the Rouge beginning in 1920.

Ford added an immense powerhouse in 1920, which from its first day provided power to both the Rouge and Highland Park. There was so much electricity to spare that Ford provided the City of Detroit a million kilowatts of excess power every day.

A glass plant was built in 1923. Ford was the first to use laminated safety glass in auto windshields beginning with the Model A, and he needed a facility equal to producing it. The new plant rolled out 13.4 miles of glass each day.

The Rouge achieved its distinction of automotive "ore to assembly" in 1927 with the long awaited introduction of the Model A. Building B would be the home of assembly operations.

Most of these buildings, and several hundred more in the Ford empire, were designed by Albert Kahn, the most renowned architect of his day. While the buildings were designed pragmatically for their manufacturing function, Kahn managed to add a sense of light and air. When the Rouge glass plant was opened, for example, the heavily glass upper walls and ceiling were celebrated as "the single factory that carries industrial architecture forward more than any other." By 1928, the complex was complete, yet never settled. As soon as a more efficient machine or process was found, the old equipment was ripped out and replaced. Those who toured the Rouge were especially struck by the entire complex's cleanliness. Every floor was scrubbed clean, every wall recently painted, every window sparkled, every locomotive glistened as if on display. Henry Ford demanded absolute cleanliness, and in anticipation of an announced visit, plant managers would close down their entire operations for a day to have everyone cleaning and painting.

One of the great evils of the world, in Henry Ford's estimation, was waste.

Ford recycled or found new uses for virtually all waste products. Waste gas from his coke ovens was used to make tar, benzol, gas for lighting, and other chemical byproducts. Thirty tons of ore dust produced every day was reprocessed and used, and furnace slag was used as an ingredient in concrete for Ford's building project.

Henry Ford is credited for inventing the charcoal used in backyard barbecues, entirely because he wanted to find a use for growing piles of wood scraps.

The Rouge continued to operate through the Great Depression, yet Ford's obsession for ever-increasing cost reductions through methodical efficient studies made life difficult for workers.

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News & Notes

On May 26, 1937, when a group of union organizers led by Walter Reuther attempted to enter the Rouge, the Ford security gang beat them severely. It would be known as the Battle of the Overpass, and became a pivotal event for United Auto Workers and other unions. The Rouge had settled down with UAW representation before World War II broke out. During the war, the giant complex produced the jeep, tanks, trucks, staff cars, and tractors. Another key product was the engine for the B-24 Liberator bombers Ford built at the Willow Run Plant.

In 1947, at the pinnacle of the Rouge's success, Henry Ford died.

Ford Motor Company began a new evolution that went against industrial concentration on the scale of the Rouge. It had grown into a highly decentralized world company. Within 15 years of its founding, Ford had manufacturing plants in Canada, Europe, Australia, South America, China, and Japan. Henry Ford insisted his company "build them

where you sell them" and both local content and in-country assembly became Ford's global norm. By the beginning of World War II, Ford had production facilities in 35 states and in nearly 23 countries on five continents.

Henry Ford II and his new team of "whiz kid" managers continued to fully employ the Rouge through the late 1960s, yet they operated in a distinctly different world than had Henry Ford. For one, there was a growing awareness of the environment. In the early days of American industrialization, smoke rising from a stack was a positive sign of full employment. As industry matured, government and manufacturers alike became aware that black smoke had other implications.

Air and water quality standards were developed by government agencies. The more facilities located within a community and accumulatively added to emissions, the more stringent the controls. This, in part, led to the closure of some older facilities. The Rouge, the largest, single industrial complex in the world, probably would be the last of its kind.

Ford began concentrating on what it knew best — its core business of car and truck production. The company grew to rely more and more on an ever-increasing cadre of suppliers, and to methodically extract itself from other fields such as mining, lumbering, and glass making.

In 1981, steel making operations at the Rouge became part of a new and independent company. When these operations were sold to Rouge Steel in 1989, Ford gave up ownership of all Rouge River frontage and boat docks, as well as about 45% of the original 1,100 acres.

The number of operations and jobs at the Rouge dropped. Economic pressures mounted to retire old manufacturing facilities and to replace them with state-of-the-art greenfield plants.

Yet the Rouge had evolved into more than a concentration of metal and mortar. It had become a community with a strong sense of its own

identity. Generation after generation had worked in the Rouge, and few in the hourly or salaried ranks were willing to walk away from their heritage.

That fact became clear in 1992 when the only car still built at the Rouge, the Ford Mustang, was about to be eliminated and assembly operations in Dearborn Assembly terminated.

The UAW Local 600, in cooperation with Alex Trotman, the president of Ford's North American Operations, set out to keep the Mustang in production, and to keep production in the Rouge. Save the Mustang became synonymous with Save the Rouge. Working together, the company and the UAW established a modern operating agreement and fostered numerous innovations to increase efficiency and quality. The company, for its part, would redesign and reintroduce the Mustang, and invest in modern equipment. Trotman, now retired Ford chairman and CEO, recalled, "Mustang was a team effort with engineers, manufacturers, salaried and hourly people, UAW and suppliers — tremendous cooperation to bring the entire project together. It's one tremendous example of people changing opposition into opportunity."

The Rouge was making a comeback in 1997. UAW Local 600 membership and the Company approved the Rouge Viability Agreement, and the Ford Board of Directors agreed to modernize the company's oldest and largest manufacturing complex. The first efforts focused on extensive renovations to the Dearborn Engine and Fuel Tank Plant and other plants at the Rouge, and an environmentally-advanced paint operation in the Dearborn Assembly Plant. Also plans called for CMS Energy to develop an entirely new power plant by 2000.

Ground was already being cleared for a new high-efficiency power plant when tragedy struck. Number Six boiler at the Rouge Power Plant exploded. Six workers were killed, and a dozen more were seriously injured.

Within two hours of the explosion,

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Ford Chairman Bill Ford was at the scene, offering whatever support he could. "Our employees are like extended members of our family," Ford said. "My heart sank. It's about the worst feeling you could ever have."

The outpouring of concern and support across the Rouge was remarkable. Employees throughout the complex took time to give blood, and to offer help from comfort foods to prayers. Tragedy had shown that the Rouge was truly a community.

The Rouge has been humbled by disaster and downsizing, yet is still an industrial giant. More than 7,000 Ford employees work at the Rouge in assembly, stamping, frame, tool and die, and engine plants. Rouge Steel Company employs another 3,000 people.

Now called the Ford Rouge Center, the 600-acre site remains Ford Motor Company's largest single industrial complex. "A bright future for the Ford Rouge Center is extremely important to us," said Jim Padilla, group vice president, Ford Global Manufacturing. "Our plans call for the largest-ever revitalization of an industrial center in the United States to bring it proudly into the 21st century."

That commitment became reality on November 14, 2000, when one of the steel piles for a new assembly plant at the Ford Rouge Center was driven in by a fourth-generation retired Ford employee. The gesture not only signaled the start of a new assembly plant, but also launched the redevelopment of the entire Ford Rouge Center.

"Today we are laying the groundwork to transform a 20th century industrial icon into a model of 21st

century sustainable manufacturing," Ford Chairman Bill Ford said.

The new plant, called the Dearborn Truck Plant, initially will manufacture the Ford Ranger. It will dramatically reduce the space normally needed for both component and finished vehicle storage. Finished vehicle storage space will be reduced by 50% inside and outside the plant. This means 90% of the vehicles produced will be shipped the same day. Its assembly lines will be capable of handling three vehicle platforms and nine different models.

"We think the new assembly plant will provide a terrific opportunity to begin transforming one of the enduring symbols of the industrial age," said Ford CEO and President Jac Nasser. "This will be a facility designed to expand our manufacturing vision, test advanced environmental concepts, and over time become a new model for future Ford facilities."

Ford Motor Company's plans for the Ford Rouge Center encompass testing numerous advanced environmental concepts. The Dearborn Truck Plant will have the world's largest ecologically inspired living roof — about 454,000 square feet — that will reduce storm water runoff by holding a few inches of rainfall.

The plant will have people-friendly features such as overhead safety walkways, day lighting, team rooms, cooler air in the summer months, and relaxing places to congregate. Bill McDonough, an internationally renowned architect and environmental thought leader, has worked with Ford to bring concepts of sustainability to the project.

Among the proposals being considered is reopening selected areas of the site to the public. The company is

working with the Automobile National Heritage Area Partnership, which featured the Ford Rouge Center in its proposed tour. The company also is working with the community-based Rouge Gateway Partnership, whose goal is environmentally responsible redevelopment in the area.

Additionally, the 83-year-old Ford Rouge Center is the site for testing phytoremediation that uses natural plants to rid soil of contaminants; porous paving that filters water through retention beds with 2-3 feet of compacted stones, thereby helping manage storm water runoff; swales, or shallow green ditches seeded with indigenous plants that will improve storm water management; trellises for flowering vines and other plants to shade and help cool the Rouge Office building and the new assembly plant; renewable energy sources such as solar cells and fuel cells; planting more than 1,500 trees and thousands of other plantings to attract songbirds and create habitats.

A new paint shop, currently supporting the Dearborn Assembly Plant, will be used with the new facility. It has world-class water-based primer and base coat paint systems and a high-solids clear coat system. Together with advanced abatement equipment, the new shop has significantly reduced emissions while maintaining high quality standards.

The M-TEC training center, a partnership among government agencies, organized labor, business, and education, is planned for a nearby five-acre site, formerly the locale of the Ford Rotunda.

About \$2 billion is being invested at the Ford Rouge Center.

New Ford Web Site

Redesigned www.Fordvehicles.com brings consumers the total brand experience with a new and exciting approach. In-depth vehicle information to help shoppers conduct research before purchasing a vehicle is offered as well as a comparison module which allows consumers to accurately compare Ford vehicles to vehicles from other

manufacturers. Ford is the first major automotive manufacturer to offer this feature.

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Dear Fred,

I have a 1967 Mustang with several wiring problems like headlights blinking off and on, signal lights not working properly, and only one brake light that wants to work. Will changing the inside harness fix some of these problems?

Scott

Dear Scott,

Headlights blinking on and off is caused by the circuit breaker in the switch overloading. Either the switch is bad, or there is a short circuit overloading it. High-power halogen headlights will also overload the switch.

Brake light/turn signal problems together usually indicate a bad turn signal switch or damage in the switch wiring.

Fred

Dear Fred,

I have a 1968 fastback in need of a passenger shock tower. The old tower is torn side to side. I wish to buy a used tower and find some information on how to replace it.

Thanks for any help.

Guy

Dear Guy,

Experienced restorers view shock tower replacement as a routine repair. To install, the suspension should be removed and the old tower removed by drilling out the welds. Any other problems, such as rust, should be repaired at this time. The replacement tower should be attached in the same place as the old, using the shock and control arm attaching holes as the measuring points.

Fred

Guy replies —

Thanks for the information. I almost have the engine out and wish to remove the old strut tower before ordering the new. I've also noticed a lot of rust in the torque boxes. Do you have any hints on installation? I have access to a mig welder.

Guy

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

Then —

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

Dear Guy,

It is not necessary to remove the engine, just the exhaust manifold. Torque boxes are available for \$50-plus each. Do one torque box at a time and support the car at the axles, frame extension, and rocker panel while performing the replacement.

Fred

Dear Fred,

We purchased a 1967 Mustang that has been restored and it is beautiful. During the restoration, it appears that they paid more attention to the looks of the car and not the actual mechanics of the car. It leaks oil like crazy in the rear end and front end. The radiator boils over and rust is pouring out on the garage floor. The rear end is howling as it's driven down the road.

It obviously needs a new radiator, but what do you think the oil leaks are caused from and the howling in the rear end?

It doesn't start up right away when you turn the key, although a new starter was installed before we bought it. My husband cleaned the distributor and the points and pulled out all the spark plugs to check their condition. All spark plus are making a connection and he is sure that the timing is okay. What do you think?

Julie

Dear Julie,

Oil leaks can be localized by thoroughly cleaning the engine, and then examining after operation. Places to look at are the front and rear of the intake manifold, front main seal, rear main seal, and oil pan. The rear axle will usually leak at the front (pinion) seal. This would explain the howling sound. If the axle were run with little or no gear oil, destruction of the bearings and gear would result. A good used differential is the most economic fix for that.

The rusty appearance of the lost coolant means the water has not been changed in many years, or had insufficient glycol (antifreeze) or both. The first step is to repeatedly flush the cooling system until the coolant remains clear. Then have the radiator checked for clogging, and the cap for proper pressure. If the radiator cannot be repaired for under \$100, replace it.

I'm not sure what you mean by "it doesn't start". Does it turn over but not start, or does it not turn over? Is this problem only when cold, or hot, or both?

Fred

Julie replies —

The car will start. It just takes turning the key for a while and stepping on the gas pedal a few times to get it to finally turn over. It does this cold and when it has been warmed up from driving. We thought our previous methods would cure the sluggish start up, but it didn't. Any suggestions?

Julie

Dear Julie,

If you need to pump the pedal for a cold start, it sounds as though the choke is not operating. The choke should move free and loose through its range, and both air tubes to the exhaust manifold should be intact and clear of obstructions. Adjustment should be as per the service manual.

Fred

MT

Team Mustang

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

2001: A Space Odyssey. If Arthur C. Clarke had written it today, it might just be more about the quest for different types of sport utility vehicles than about space travel to a monolith orbiting Jupiter. What's this got to do with Mustang? Quite a lot really, because another way to look at the quest is "will Mustang be pushed far outside the mainstream by these sport utilities and go the way of Camaro and Firebird?" If this were to happen, not only might engineers at Team Mustang be out of a job, but the future of the Mustang Club of America would be bleak, too.

From a population trend standpoint the situation looks favorable for Mustang. The U.S. population between 20 and 30 years old is increasing dramatically as a new generation enters first-time new car buyer age. Concurrently, the population of people entering the lifestage where they no longer need family hauler vehicles like mini vans and large sport utilities is also increasing. These two demographic slices typically account for about 70% of all Mustang sales. Also, there are signs that customers are starting to lose interest in truck and sport utilities and are turning back to cars. On the surface then, the future looks promising for Mustang — in some ways it looks like the next 10 years could be very good for Mustang. However, favorable demographics and past strength do not directly lead to future success.

So what will likely lead to a future success? First, let's define the battleground. There will be large breadth of choice for buyers — even more than what we have seen the last few years. There are all sizes, shapes, and flavors of sport utes and trucks plus all manner of car/truck hybrids to choose from. The reason for this large choice is that globally the auto and truck business collectively have too much plant capacity even in these days of historically high industry sales volume in the U.S. The ability of Mustang to cut through the crowded market and build a *compelling aspirational image* for a critical mass of these buyers is the challenge. Let's fact it, nobody "needs" to have a Mustang. If people were really rational about their vehicle choice, low-price practical vehicles like Focus would dominate. That customers buy expressive vehicles like trucks, sport utes, sports cars, and luxury vehicles indicates that having a product that provides owners with more emotional satisfaction and prestige compared to other choices for their money is the key to success.

We do a lot of thinking about this challenge. The Mustang brand that we love needs to be the foundation for future success — that much we know. First, though, we had to recognize that the brand has

never been nor can it remain static. So the question for us at Ford is "how should we evolve the product?" A similar question about evolution also exists for the Mustang Club of America, the Mustang Museum, and for local Mustang clubs. I think these evolutionary trend directions need to be aligned for best effectiveness of our collective efforts.

So what are the factors that should drive the evolution of the Mustang community? Let's start by deciding who will determine success over the next 10 years. As I mentioned before, Mustang has two customer groups: people below 30 years old (singles and couples) and people who no longer need family haulers. Looking at Mustang's evolution since April 1965, it is clear that the younger group has set the tone. Looking to the future, we expect a similar pattern because the Mustang brand is about "youth", "excitement" and "affordability". Young people, fashions, ways of having fun, and economic constraints, define all of these dimensions. Also, it is clear from research that older people (like me) will buy a younger person's car because they aspire to remain "young and vital" as long as possible. Young people however, will not buy a car that is not directly relevant to them. What all this means is that our future lies with people who are now in high schools and colleges. By and large, they have not purchased vehicles yet. Other than a small percentage of this group who happen to be the kids of Mustang enthusiasts, they have not had direct exposure to the Mustang community. So what do we know about them? What do they know and think about us? How do we reach them? How can we touch their heartstrings so they aspire to be associated with our product and with our lifestyle? These are critical things we need to know before we decide where to go with our evolution.

We will pick up from here next month. Let's move to your questions —

Q. I recently purchased an '87 LX coupe that is to be my daughter's first car. The little pony has been ridden hard and requires some TLC before the keys are turned over to her. One concern is that the air conditioning doesn't work. I'd rather use monetary resources (about \$500 +) on other areas of the car rather than having the AC repaired.

My first thought is to completely remove the air conditioning system from the car but in considering the situation carefully, I began to question as to whether or not I may be creating a number of other problems in

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

doing so. If I remove the entire system, including the condenser, accumulator-drier, and evaporator located in the heater case, will I cause any potential problems with the electrical or vacuum systems?

Assuming that the entire system can be removed, will I be able to modify the remaining heating system to gain summer ventilation through the cowl, as a non AC-equipped Mustang would have? What parts beyond a new heater core would you recommend be replaced when removing the AC system?

A. It is not clear to us from your question what objective you are trying to achieve. For example, if you are really trying to save money, the easiest thing is to remove the AC compressor belt and be done with it. We do not think the lack of a functioning AC system will directly hurt the vehicle reliability or usability.

Frankly, trying to rebuild the vehicle to a non AC configuration using new parts will be complex (due to the implications to the electrical, vacuum, and air handling systems) and will probably end up costing a large portion of what it would cost to fix the AC system — and it won't work nearly as well. The Fox Mustang (originally launched in 1979) was designed primarily as an AC car; the non AC cowl induction was compromised as a result. AC has so taken over the market that we don't even offer Mustangs without it anymore. Selling a used non AC car can be a difficult proposition in some parts of the country. Lastly, paraphrasing from a recent television commercial— fixing your AC system = \$500; cool daughter on a hot summer day = priceless.

Q. It was interesting to read the article in the October 2000 issue of Mustang Times about the Woodward Dream Cruise. We were able to join Team Mustang at Ford World Headquarters on Friday, travel to Ferndale, and be a part of the group. We joined them again Saturday at Mustang Alley. We had a photo taken of our 1965 Tropical Turquoise fastback leaving World Headquarters and have been trying to find out how to get a copy. The contact person who set us up with Team Mustang for the Cruise gave us a name, but we have had no response to calls. Also were photos taken at Mustang Alley for possible use in a calendar? Do you know who we could contact about either of these photos?

A. The photos taken at World Headquarters should have been sent to you via e-mail. Do you remember filling out a form before the photo was taken? That was our way to get back to those whose pictures we took. We do have several photos for which we have no contact, so we know there were some problems. What we have done, though, is to post all the photos on the Internet on the homepage of one of our engineers. The Web address is www-personal.engin.umich.edu/~clemoyne/mustang. Please let me know by phone (313- 390-8410) or by e-mail (ahyde@ford.com) if you have trouble accessing the site or find your picture is not there.

The calendar is another question. We ran out of time so it has not gotten done. The photos taken on Mustang Alley for the calendar were not lost, however; we can send them to you. Please contact clemoyne@ford.com and describe the photos you want. He will e-mail them to you.

Thanks for joining us for the World Headquarters and Mustang Alley events. We hope you had a good time. We learned a lot about what to do better next time. We appreciate your feedback as it does help make sure we get that much better next year.

Q. The new GT wheel looks great. Was this wheel created in-house or was it subbed out? I've noticed that most GT wheels stay in the lineup for several years at a time. Are there any set rules as to how often new wheels are introduced?

A. Our exterior design manager, Sean Tant, designed the new GT optional 17" wheels. We refer to it as the Bullitt wheel internally because it was designed for the Bullitt show car. As most of you have noticed by now, the inspiration was the Torque Thrust wheel of the 1960s, but the rim design, spoke shape, textures, and colors have all been updated. We decided on this design concept because many of us feel the Torque Thrust wheels capture the muscular, purposeful, and classic personality we want to reinforce in the Mustang GT.

We don't have specific policies that determine how often we can develop new wheels. A business case that consists of added vehicles sales or increased revenues must be developed to justify the expense of engineering and tooling a new wheel (or any other part, for that matter). In this case, it was our judgement that demand would be slowing down two years after the 1999 vehicle was introduced. To keep the vehicle interesting, we investigated many

Team Mustang

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

appearance changes such as the roof appliques, side scoops, spoiler, hood, grill, lamps, and wheels. In the end, the wheels, spoiler, and headlamps had the highest impact so that is what we changed for 2001.

Q. I've noticed that there is an abundance of aftermarket wheels available. If an owner wanted to change the size of wheels for a Mustang, how do you determine if a wheel is too large or too small?

A. You should be deciding tire and wheel sizes together. First, we obviously think you should consider the same sizes as were shipped from the factory for the model Mustang you have. If you want to go to a larger size for appearance or handling reasons, here are the considerations we recommend you check —

1) Lug stud spacing; length and lug nut countersinking profile need to be identical to the original equipment. Make sure the wheel can bolt up.

2) Confirm the wheels or tires do not rub on suspension parts or sheet metal through full turning (front) and suspension travel (front and rear). Make sure you don't cause unexpected damage or blow-outs.

3) The midpoint between the wheel inner and outer flanges should have the same relationship to the surface that fits up against the hub face as the original equipment wheels. Make sure you don't make your vehicle overly sensitive to road surfaces or induce pull and drift conditions.

4) The overall outer diameter of the tires should be the same as the original equipment tires. Make sure your speedometer, traction control, and ABS work properly as well as avoid tire rubbing on the suspension or sheet metal particularly when the car is loaded and/or when you hit a bump.

A rule of thumb you may want to use is to increase wheel size by 1" diameter and 1/2" for width, and reduce tire width by 10 mm and aspect ratio 10 pts to keep overall diameter in the ball park. We design for very severe vehicle loading, bump, and steer combinations as well as full build variability so you should be able to follow the +1 inch wheel/-10 pt tire aspect ratio formula at least once without causing significant negative side effects.

One last thing I personally suggest you avoid is going to a wheel that is structurally weaker than what we use in production. Weak wheels get

damaged by road potholes and have deteriorated steering precision. You can get an idea of the wheel structure by looking at the amount of wheel opening — the more opening, the weaker the wheel. Forged wheels are stiffer than comparably styled cast wheels.

Q. When did Mustang change over to the R-134A freon replacement? Does the new system use the same components as the old?

A. Mustang adopted the environmentally friendly R-134A refrigerant to replace R-12 freon in the fall of 1993 effective with the introduction of the SN95.

Q. How long does it take for one Mustang to complete the assembly line trek (start to finish)? How many Mustangs are on the line at one time? If one of the assembly line workers discovers a problem, can they stop the line to wait for a solution?

A. It takes about one day between when the floor pan construction starts to when the same body completes through the paint operation and is stored in our complete body buffer stock. A car can be stored anywhere from 1/2 a day to a week in this buffer as its combination of color and body style waits to be called. From the time the painted body is placed on the line to when it rolls out the door a complete vehicle is about one day.

Our production operators can stop the line to prevent quality problems moving downstream. Rather than using andons (pull cords) as done by the Japanese, the operator needs to notify the area leader who assists the operator to resolve the quality issue. If they cannot resolve the problem, the line is stopped and corrections are made. We do it this way primarily because of the facility age (Dearborn Assembly Plant opened in 1918). In practice, frankly it is not much different in operation from the Japanese — it is just a different way to achieve the same goal.

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

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

Roush Performance Unveils 2001 Stage 3 Mustang



On October 31, 2000, during the SEMA convention in Las Vegas, Nevada, Roush Performance announced that it has taken one of the all-time great cars and reengineered it to create the new Roush Stage 3 Mustang, a supercharged/intercooled 4.6L SOHC V8-powered muscle car that will be both exciting and affordable.

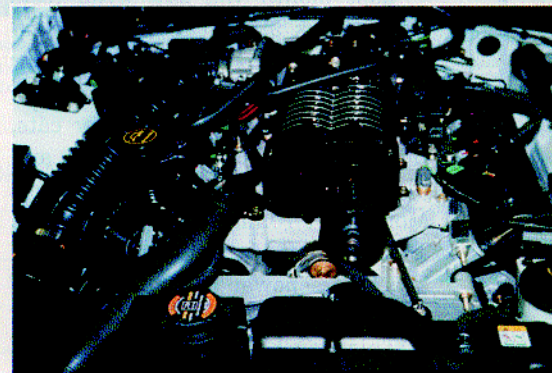
Features include power upgrades, Roush signature side-exit exhaust, a race-inspired

exhaust note, and side skirting that gives the car a sporty look. The front fascia has been redesigned using an exercise that focuses on form following function, producing better aerodynamics, increased airflow for cooling, and superb styling. Out back, Roush engineers have placed a bold, aggressive rear wing.

"I challenged my team to find the balance between a race car and road car," says Jack Roush, founder of Roush Industries, Inc. "I started out over 30 years ago racing Mustangs. To me, it's always been about Mustang and I am pleased to be here today unveiling this exciting muscle car."

Attendees of the unveiling were treated to up-close viewing of a black hard-top and white convertible Stage 3 Mustang. Questions and pictures were a must along with assurances that this is one Mustang that really knows how to rock.

Though the Mustang is the first Stage III vehicle developed from start to finish by the Roush Performance team, horsepower upgrades for the Focus, F-150, and Expedition are

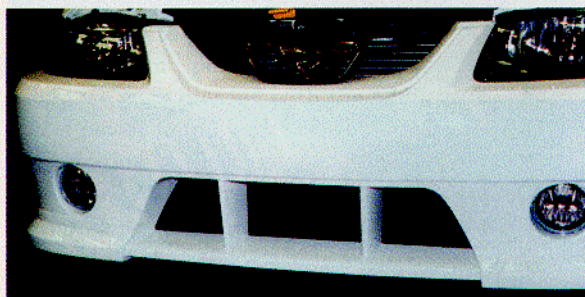


planned for later in the model year.

Headquartered in Livonia, Michigan, Roush Performance has a dealer base of 250 Ford dealers across the United States and four dedicated assembly facilities supporting a total of 13 regional markets.

All facets of Roush are accessible through the Internet at www.RoushRacing.com, www.RoushInd.com, and www.RoushPerf.com.

MT



ROUSH
Racing

ROUSH
Performance
www.roushperf.com

ROUSH
Industries
www.roushind.com

Between a Race Car and
a Road Car is a Roush Car

10 Attempts

24 Hours of Daytona Winner - GTD 1985	24 Hours of Daytona Winner - GTD 1986	24 Hours of Daytona Winner - GTD 1987
24 Hours of Daytona Winner - GTD 1990	24 Hours of Daytona Winner - GTD 1991	24 Hours of Daytona Winner - GTD 1992

10 Victories

24 Hours of Daytona Winner - GTD 1988	24 Hours of Daytona Winner - GTD 1989
24 Hours of Daytona Winner - GTD 1993	24 Hours of Daytona Winner - GTD 1995

Going for 300 HP

4.6L 2V Dyno Tests and Horsepower Buildup (Part II)

story & photos by Tony Garcia

Last month you saw dyno tests from a stock '99 GT convertible developing 225.9 horsepower at the rear wheels. With the additions of a Sean Hyland H-pipe with high-flow cats, Borla PowerSet cat-back exhaust and high-flow air filter, and a Ford Motorsport 70mm throttle body from Team Ford of Marietta, we developed 245.1 horsepower and 286.7 lbs/ft of torque at the rear wheels.

This month, we add a performance chip and a set of Saleen underdrive pulleys from the performance parts department at Team Ford of Marietta. In last month's article, we saw how important it is to have a performance chip custom burned for your vehicle application. Each on-board computer (there are several different ones from Ford in the Mustang) and each performance modification can have significant impacts on the effectiveness of a performance chip. The performance specialists at Team Ford of Marietta are able to custom burn performance chips specifically for your Mustang's equipment. It is this writer's opinion that custom burning is the best way to ensure you are get-

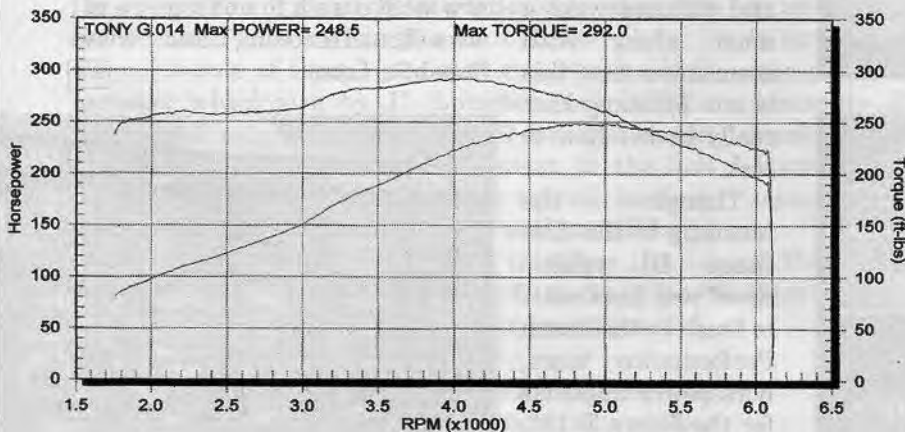
Sean Hyland takes the Mustang through the final dyno test. The car achieved an 11% overall horsepower and torque increase, pushing net horsepower to 288.7.



The red anodized Saleen underdrive pulleys look great on the engine and netted another 3.4 horses at the pavement.



TEAM FORD RACING



ting maximum output for your particular car.

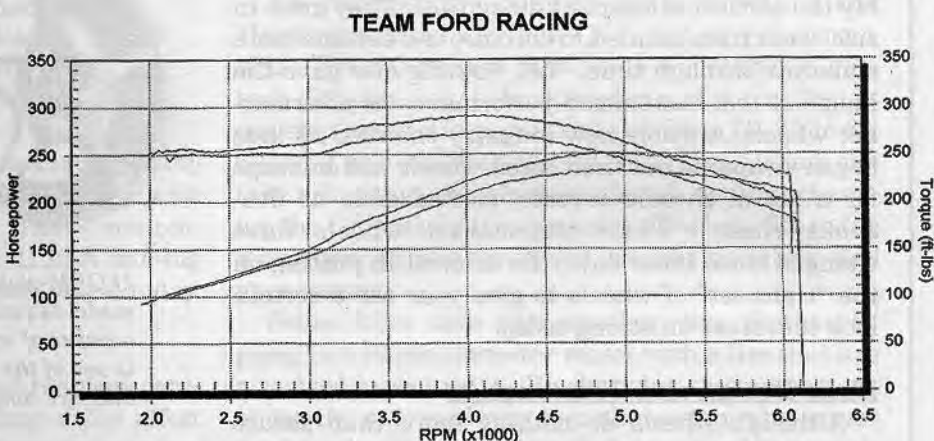
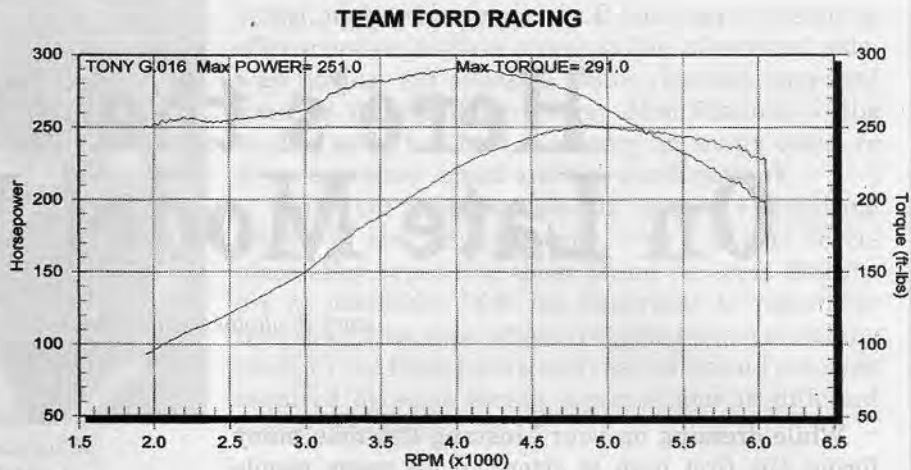
Scott Levine of Team Ford of Marietta's performance shop added the gorgeous, red anodized Saleen underdrive pulleys. These pulleys added not only great looks to the engine compartment, but also another 3.4 rear wheel horsepower and a whopping 5.3 lbs/ft of torque. We found this to be another significant bang-for-the-buck horsepower addition. We should note that if Saleen underdrive pulleys were added earlier in the bolt-on process, it would not be uncommon to see even greater numbers at the rear wheels.

It is important to understand this phenomenon. You see, each performance bolt-on is relative to what is already installed in the car. For example, if the underdrives were added first in this test, we may have seen 6 or 8 additional rear wheel horsepower, but would likely have noticed a little less for, say, the exhaust set when it was bolted on. Nevertheless, the sum of all the additions as a whole should net approximately the same amount on a similar car.

Our final addition was the custom performance chip. Sean Hyland was at the dealership during this point of the process and was able to gain an additional 2.5 horses at the rear wheels, bringing the GT up to 251.0 rear wheel horsepower and 291.0 lbs/ft of torque. Sean commented that Ford has just about maximized the factory settings but there was always room to pull maximum power from custom performance chips. Again we were pleased with the additional power found with this economical addition to the Mustang.

With our 15% drivetrain loss correction factor added back, we were at a final tally of 288.7 net horsepower and 334.7 net torque. We found 28.7 net horsepower and 32.3 net torque (a huge 11% total increase in both categories!) from these popular bolt-on performance items available from our friends at Team Ford of Marietta.

If you drive a Mustang GT with an



This final graph compares stock horsepower and torque with the end result of an 11% across the board increase.

automatic transmission, you may benefit even more from the addition of the custom performance chip than what will be revealed on the dyno. Shift points are modified with a chip on cars equipped with automatics, giving the

feel of firmer, more positive shifts at a more performance oriented rpm.

Stay tuned for drag strip numbers before any performance additions and after, plus the addition of a 3.73 gear.

Now if I only had a supercharger....

	Horsepower	Torque
Baseline	225.9 @ 5000	263.2 @ 4250
Add Borla high-flow air filter and remove air silencer	227.5	266.8
Add Sean Hyland H-pipe with high-flow cats and Borla PowerSet exhaust	241.9	282.1
Add 70mm throttle body	245.1	286.7
Add Saleen underdrive pulleys	248.5	292.0
Add custom performance chip	251.0	291.0

Our Sources

Team Ford of Marietta
 869 Cobb Pkwy., SE
 Marietta, GA 30060
 (770) 422-1100
 (770) 422-4003 fax
 www.fordatlanta.com
 www.saleenmustang.net

Borla Performance Industries
 5901 Edison Drive
 Oxnard, CA 93033
 (805) 986-8600
 (805) 986-8999 fax
 www.borla.com

Sean Hyland Motorsport
 691 Jack Ross Ave.
 Woodstock, Ontario
 NV4 1B7 Canada
 (519) 421-2291
 (519) 421-0991 fax
 www.seanhylandmotorsport.com

Here's the Deal On Late Model Wheels

story & photos by Rod Short

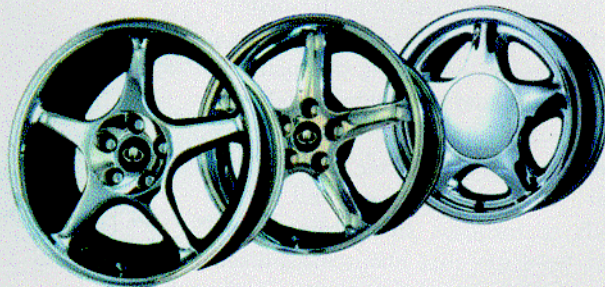
While dressing up your Mustang can take many forms, the first item of attention for many people centers on their car's wheels. Hubcaps were probably the earliest attempt at doing this. They grew in size, went from painted to chrome, and became more elaborate through time. Yet, nothing else gave the image of real customized performance as aftermarket wheels. A whole new industry emerged as kids began swapping out their stock wheels and hubcaps for a set of chrome reverse, slotted disk, or five-spoke rims. While aftermarket wheels have changed since those days, the interest in putting on the "right set" of wheels to give your car a certain look continues on strong today.

Basic Design and Construction

Although wheels do nothing more than secure tires to the hub, considerable thought and engineering has to go into a successful design. A wheel must not only center a tire both radially and laterally, but also endure some rather severe loads, stress and shocks caused by the vehicle weight, roads, accelerating, braking, and cornering. That's one reason why many stock steel wheels on high mileage, older cars can actually wear out. Not only can they become out-of-round, but wear can also be seen by elongated holes where the lug nuts are torqued against the hub's wheel studs. Both situations can contribute to a significant deterioration in ride quality or loss of control in extreme driving.

While some of the first automobile wheels were made from wood, most are made today from steel or aluminum. It's expected that composite wheels made with heavy-duty plastics will be a certainty in the future. The term "mag wheels", which originally referred to special race-only rims made from a light magnesium alloy, has been used pretty loosely for a long time and generally refers to almost any type of aftermarket piece.

Wheels today are commonly made with two basic parts — a center section called a spider (or disc) and an outer rim which are welded together. When viewing the wheel from the side, it's easy to see what's called a drop center design, which helps with tire mounting and removal. Another design aspect of



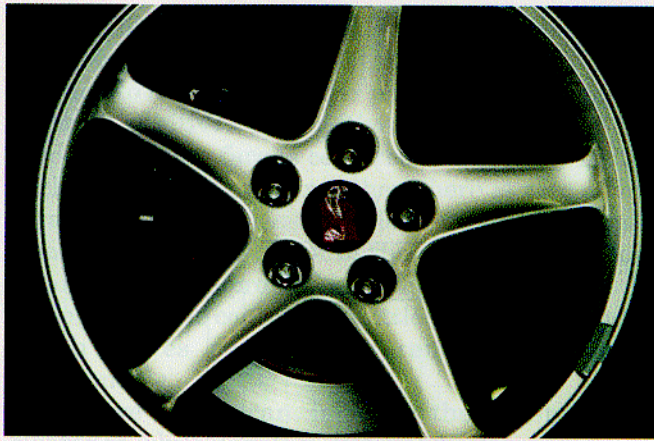
1) OEM-style replacement wheels for late model Mustangs are widely available from a number of sources. Performance Wheel Outlet is one of the quality suppliers offering wheel and tire combos over the Internet.

common passenger car wheels is the use of bead flanges or ridges that help keep the tire on the wheel in case of a sudden rupture or blowout. This design is called a safety rim and is a DOT requirement of any car using a tubeless tire.

The size and number of lug bolts are determined by the vehicle load and expected driving conditions,

2) Things don't always go as planned even with careful measuring. After installing a +1 size 15-inch wheel / tire combo, the author's 1983 Capri suffered rubbing on the front and needed wheel spacers to clear the rear disc brakes despite assurances from the manufacturer that everything would fit properly.





3) For Fox Mustangs with the optional M-2300-K brake kit, two different Cobra R rims are required for proper clearance. Use the M-1007-R58 rims with the 5.98-inch backspacing on the front (pictured here) and M-1007-M179 with 6.42-inch backspacing on the rear.

which caused a bit of unhappiness among many 1979-93 5.0L owners as their cars came only with four-lug bolt wheels up until 1994. That's one reason why Ford Racing offers the M-1126-A five-lug axles and M-1007-K replacement spare wheel today.

What Changing Wheels Can Do

Choosing the right wheel for a car requires careful measurements and understanding of the effect each change can have upon a car. Many drag racers, for instance, will make the switch to very narrow diameter wheels up front and wider rims on the back in order to put as much rubber onto the track as possible. The problem, however, is that while this change works great during straight-line acceleration, it degrades the handling characteristics.

While narrow stock rims produce a softer ride,

4) Beginning in 1985, these cast aluminum wheels came standard on Mustang GTs and some late production LX cars as well. Known as "ten-holes", these 15 x 7-inch wheels have an offset of 4.875 inches.



switching to wider rims on all four corners tends to offer more responsive steering due to reduced sidewall flexing, but causes a stiffer ride and increased wear on the tread shoulders. Modifications to the fender wells are also necessary in many cases to cover oversized wheel and tire combinations.

Switching to lighter wheels to reduce unsprung weight is also advantageous, which is why three-piece alloy types like those found on some Saleens are so desirable. Yet, it's important to remember that some race-type wheels require longer attaching studs in the front rotors and rear axles and are even required by some racing organizations in different racing categories.

Oversized Wheel/Tire Combinations

An increasingly popular concept with many Mustang enthusiasts is the + 1, + 2, or + 3 conversion. The + 1 concept is to use a wheel that is one-inch (2.54cm) larger in diameter and a tire that is one step greater in aspect ratio — 80 to 70, 70 to 60, 60 to 50, or even 50 to 40. By doing this, owners can take advantage of a shorter sidewall without changing the OE outside tire diameter. The benefits to the consumer include improved vehicle handling and appearance.

Some folks take this another step further by going to a larger diameter wheel with a tire that has a revised aspect ratio. By changing this many variables, the only real way to make certain that a particular wheel/tire combo will fit on your Mustang is to put it on the car — especially if you've lowered the car's ride height and modified the brakes. This author made this discovery on his 5.0 liter 1983 Capri RS after buying a wheel and tire combination that was said to be a perfect fit by the retailer.

Few people, however, have the time, patience or product access needed to do a trial fit before buying,

5) Although they looked good, TRX forged aluminum wheels (made between 1979-84) aren't seen much anymore probably due to their metric size which require Michelin tires that usually need to be special ordered.





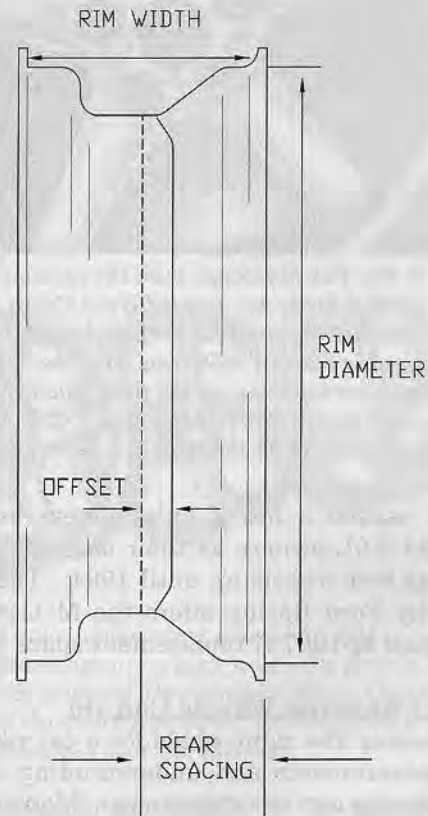
6) This aftermarket replica of the 1993 Special Edition Mustang wheel looks pretty good on this early model Mustang. While these wheels were originally made in four-lug versions only with a 5.72-inch backspace, companies such as Performance Wheel Outlet offer these 16 x 7 rims with different offsets and for a variety of applications.

which is why you'll want to measure your wheel beforehand. Start first by measuring the basic dimensions of one of the rims already on the car (not the spare) without the tire. Wheel diameter is determined by measuring lengthwise the bead seat at the end of each wheel. Don't take into account the height of the outer flange. Why bother with this? Well, increases in wheel diameter usually affect a tire's aspect ratio, which can affect your gear ratio. More importantly, remember that on vehicles equipped with ABS, wheel speed sensors are employed to monitor tire rpm to determine if wheel lock up is occurring during braking. If a different sized replacement tire is used, the electronic con-

7) While most 1979-93 Mustangs came with four-lug wheels, SVO four-cylinder cars had these 16 x 7 cast aluminum rims with a five-lug pattern, which were bigger and better than any of the 5.0L GT cars from the same time period.



WHEEL DIMENSIONS



8) Knowing how and where to measure an aftermarket wheel is key for optimum clearance. Remember to take into account what size tire you'll be mounting as well as any suspension or brake modifications done to your car.

troller will see the different wheel speed sensor signal, determine there is a problem, shut off the ABS, set a problem code, and turn on the brake warning light.

Whenever wider replacement tires are desired, a change in wheel width is often necessary. Stock wheels can usually handle a tire one or two sizes larger than standard width, but a greater change will probably exceed the correct tire-to-rim width range. Since later model 1979-93 Mustangs came with rims measuring anywhere from 5.5- to eight-inches wide, it's possible to use an OEM wheel that was available as optional equipment when wider wheels are needed. Check the width by checking the distance between the front and rear bead seats. Just remember that whenever the tire width is increased, adequate side clearance for normal suspension and steering motions of the tire must be ensured.

As you increase rim width, the offset dimension

can change also. Offset, which can be simply defined as the position of the rim's mounting face in relation to its vertical center plane, can be expressed as zero, positive, or negative dimensions. If the wheel mounting face is centered and directly in line with the wheel centerline, then there is zero offset. Changing this dimension allows rims to be positioned further into or out of the wheel well so more clearance can be provided for the tire. Even so, for some people the concept is a little difficult to handle, which makes proper measurements sometimes questionable.

Positive offset can improve the tire-to-fender clearance while negative offset or backspacing positions the mounting face further inboard and the tire further outboard for a deep dish kind of look. Excessive offset, whether positive or negative, can potentially overload wheel and/or axle bearings. Later model Mustangs made between 1979-93 came with stock wheels that had offset dimensions ranging anywhere from 0.88 to 1.61 inches of positive offset. As such, you may see why you'll want to compare the dimensions from new wheels to what came on your Mustang.

In The End

With all that said, it's interesting to note that

some manufacturers and retailers simply use the backspacing dimension instead of offset in their catalogs and literature. While offset takes into account the centerline of a wheel, backspacing is nothing more than the distance from the mounting to the edge of the wheel. If you already know the backspacing of a wheel, you can figure offset by subtracting one half of the rim's width from the backspace dimension.

All told, switching out your rolling stock for a new look is rewarding, but it carries some pitfalls. We'll talk about this subject as it relates to early model Mustangs in a future issue and also tackle the subject of tires as well.

Our Source

Performance Wheel Outlet, Inc.
195 E. Redlands Blvd.
San Bernardino, CA 92408
www.performancewheeloutlet.com
(909) 825-5242
(909) 825-5582 fax

MT

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Viva Las Vegas 2000

by Teresa T. Vickery
photos by VTC & Co.

Bright Light City Cruise 4

When plans for the Mustang Museum first got underway, the idea came about to host an event in a unique setting that would provide all the glitz and glamour deserved by our beloved Mustang. Las Vegas was the place.

In an effort to keep this new tradition going, Mustang Club of America stepped up to the plate in 1999 to sponsor the event. On October 29, 2000, MCA was once again on the scene.

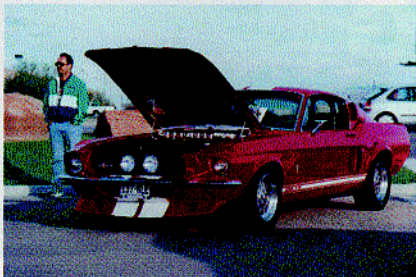
Unlike traditional MCA events, Bright Light City Cruise gives officials a chance to do something different for members west of the Mississippi. It isn't unusual to see ponies wearing plates from California, New Mexico, and Arizona.

The main idea behind the event? Fun and more fun.



This sculpture at Vacation Village (cruise headquarters) seemed very appropriate.

One thing that has become the norm for this gathering — expect the unexpected.



The Mustang Club of Las Vegas (whose assistance before and during the event was invaluable) kicked things off with an independent mini car show at Vacation Village, cruise headquarters, for early arrivals or those who would be unable to participate on Sunday.

This seemed to get the old Mustang blood pumping and ready for a cruise down Las Vegas Boulevard the next morning.

If you weren't at Vacation Village on Sunday morning, you missed witnessing an incredible piece of MCA history take place.



Attendees were treated to the unveiling of the Mach Audio System Mustang, or Mach 1000, which carries enough boom power to challenge any of those rice burners in your neighborhood. While the Baby Boomer crowd was attentive to this new idea, this Mustang innovation is aimed at the youngsters who can't get enough of their favorite tunes in a big way.

The surprise news for this bunch was the first-time-ever viewing of the freshly revamped Bullitt Mustang. This is not the same show car that has previously made the circuit, but is an enhanced version that carries



Bullitt — a very special edition.



The Mach Audio System Mustang — a boom box on wheels.

an upgraded suspension and an increase in horsepower!

After the day's events, the audio car and Bullitt were reloaded in the trailer and shipped back to Detroit. Folks, these cars were brought out expressly for the Bright Light City Cruise event which speaks volumes about Ford's interest in the opinions of MCA members.



Visitors from Ford, Roush, and Classic Design Concepts were introduced and cruisers were given maps and directions to Las Vegas Motor Speedway for an afternoon show and track event. Bullitt lead the way as approximately 100 Mustangs made their way down the boulevard.



Piloting Bullitt down Las Vegas Boulevard is Scott Hoag, customization manager for Mustang, who is accompanied by Mary Ellen Heyda, director of lifestyle vehicles and Cruise grand marshal. That's J. Walter Thompson's Austin Craig peaking out over the seat.

The Speedway was a hub of activity which included a Good Guys event as well as action on the drag strip. MCA was positioned at the outside road course track where experienced and curious alike could try their luck on the course. Although participation on the track was low, everyone got in plenty of seat time.

Unfortunately, dark clouds and plenty of very cool wind put a damper on the afternoon events causing numerous attendees to depart the area early. Eventually rain made its presence known essentially ending the gathering.

SEMA Convention

Serving a dual purpose, MCA representatives were assigned the task of garnering attention for the 25th Mustang Club of America Anniversary Celebration as well as securing sponsorships from well-known names present at the annual SEMA show. Divided into teams, the gang hit the floor running when the doors opened Tuesday, October 31.

Housed at the Las Vegas Convention Center, this event attracts the who's who of the

(Continued page 40)

Bullitt A very special edition

Attendees of Bright Light City Cruise 4 were treated to a first-ever viewing of the reworked Bullitt Mustang. Enhanced from its original show car state, this version features an honest-to-goodness horsepower increase, upgraded suspension, and throaty exhaust. Additional eye-catching items include Torque Thrust-style wheels, red Mustang calipers, special instrumentation, 1967-inspired upholstery, billet-style gas cap, and special shifter.



Originally conceived as a show car based on the 1967 Mustang used in Steve McQueen's movie Bullitt, a handful of Team Mustang members have taken the car to the next level. It's the type vehicle that makes you take a second look because you're sure something's different but you can't quite put your finger on it. Devoid of flashy graphics or ground effects, this pony has



"sleeper" written all over it. Imagine the thrill of not only leaving the other guy in the dust, but making him scratch his head in wonderment.

If you think Bullitt would look good sitting in your driveway or garage, let your favorite Ford dealer know. If the response is there, Ford just might put the car into production.





(Continued from page 33)

aftermarket world as well as names that will be household items in the near future. If it can be imagined, it can probably be found here — tried and true items, newest innovations, and outrageous-beyond-belief is on

display. Not open to the general public, this show gives specialty equipment manufacturers a chance to show off their wares and hopefully attract buyers who will resell to the public. This is also where you can see the future of the automotive world being formed.

As the featured marque for 2000, Ford had a big presence. The latest version of the F-150 Lightning was unveiled and plenty of attention was given to the FR200 Focus (think FR500 Mustang).



Ponies from Kenny Brown Performance, Steeda, Razzi Ground Effects, Classic Design Concepts, and Edelbrock were on display.

The most unusual Mustang we spotted was one from Gladney Brothers Motorsports. This company starts with a used chassis from the 1987-93 era and completely fabricates a car that has a retro Mustang look.

The silver beauty from Classic Design Concepts was definitely an attention getter at both the Cruise and SEMA show. The subtle changes incorporated into the 2001 Mustang design by George Huisman and associates is very appealing. The real kicker to this car is the honest-to-goodness '70s-style shaker protruding through the hood. Dubbed the "Shaker" Mustang, the ragtop features include side-exiting exhaust, quad driving lights, Torque Thrust wheels, directional side mirrors (that's the fancy arrow-pointing light stuff), sequential taillights, and upholstery that screams 1969-70 Mach 1! The combined package won Classic Design the prestigious Best of Show Mustang from Ford.

The new four-door Harley-Davidson F-150 was on display along with a plethora of Rangers, Expeditions, Sport Tracs, Escapes, and Excursions.

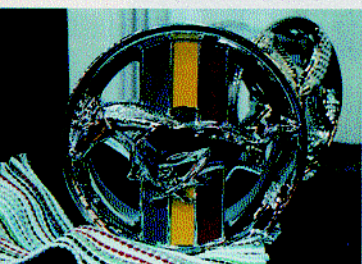
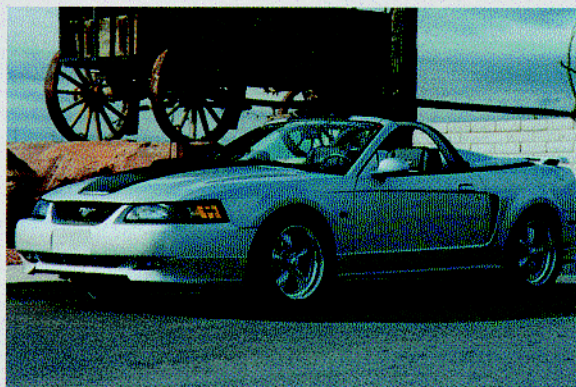
Familiar names like Vortech, K & N, Flowmaster, Edelbrock, Paxton, Meguiars, and Bilstein,

among others, were prominently displayed. We learned that Wahoo! Composites provided body panels for both the FR500 Mustang and FR200 Focus. We also learned that Kenny Brown Performance has a new "kick-a__" Web site along with a cool new logo.

We found Saleen's new S7 at the Pirelli booth with the distinctively-painted race version (S7R) at the American Le Mans Series booth.

There's so much to see here that it's impossible to see it all. But one thing that did not escape our gaze was a most unusual Camaro in the GM section. The Chevrolet "302" Camaro, "built in the spirit of the 1967-69 Z28" had one of the most unusual features we have ever seen — visible through the windshield was a "Flaming Pony" card covering the VIN! And who says Mustang fanatics don't have a sense of humor. We can't help but wonder if anyone with GM ever noticed the card.

Based on what we saw at this extravaganza, the sky's the limit when it comes to aftermarket goodies. Keep your eyes and ears open — it can only get better from here.



Carolina Regional Mustang Club & Sandlapper Chapter BMW CCA present:
"Spring Drivers School"
March 31st & April 1st, 2001
Carolina Motorsports Park, Kershaw, South Carolina

-BMW CCA-

Chairman: Romn Hale

Phone #: 803.980.1638 (6p-10p)

Email: E21323i@usa.net

Contact Information

-CRMC/MCA-

Chairman: Larry Kilgore

Phone#: 704.843.5990 (9a-5p)

Email: SNAKE67500@aol.com

The MCA/BMW CCA Driver School Program is a safety and high performance driving program that will help you improve your driving skills and enjoy driving your car in the safety of a controlled environment. Your car, with an instructor, on a real enclosed road course! **THIS IS NOT A RACE OR A RACING SCHOOL. "Racing" will NOT be tolerated.**

There will be a limit of 100 students. We will start accepting applications on **January 15, 2001**. Please register early to assure your spot. **All applications must be received by March 17, 2001.** Your check for the full amount made payable to "Sandlapper Chapter Motorsport" **must** accompany the driver school application. **Mail completed form with payment to:**

CRMC Motorsport
c/o Deronda Hale
1404 Banner Lane
York, SC 29745
PHONE # 803.980.1638

On the advice of our physician, we do not accept applications from participants who are or may be pregnant. Persons with a physical impairment, which may interfere with their participation, should contact Romn Hale before submitting an application.

Requests for cancellation MUST be made in writing (or by email) to the Driving Events Committee at the above mentioned address AND RECEIVED BY March 17, 2001. There is a **\$30 per driver cancellation fee. Thank you for your support and cooperation!!**

Other Notes:

- First priority is given to BMW CCA/CRMC/MCA members on a first received basis.
- **Licensed drivers only.** Sorry, no drivers under age 18.
- All cars are **required** to be tech inspected by a **reputable service facility** prior to the event. It is NOT our responsibility to ensure that your car is safe. Pre-event tech forms are provided in your confirmation packet.
- One driver per car is recommended, however, you may share your car with someone in another run group.
- **Helmet - Snell M90/SA90 or later is required.** Snell-rated for race and/or special applications (SA) is recommended! **Please bring your own helmet.** The track **does not** supply helmets. We **cannot guarantee** availability of loaner helmets.
- **Equal restraint for driver and passenger is required.** If you have a 5-point harness, provide one for your instructor - he/she will thank you!
- **Long sleeve pants and long sleeve shirts are required.**
- Convertibles **minimum requirements:** 4-point roll bar, 4-point safety harness, with street tires.
Any car modifications (tires, engine, suspension, etc.) will require the use of a full roll cage and harnesses. All open top cars are subject to inspection no later than two weeks prior to the event. Please contact Romn Hale or Larry Kilgore, at the above listed phone numbers, or Bob Shields [(803) 329-3991] days if you have any questions.

Fees:	• BMW CCA/CRMC/MCA Members	\$265 until Feb 28, 2001, \$25 late fee postmarked thereafter
	• Non-members	\$300 until Feb 28, 2001, \$25 late fee postmarked thereafter
	• Lapping Day/Instructor Clinic (Friday, March 30 th)	\$100 additional, for instructors and "A" Group or Advanced students from any chapter/club

**Sandlapper Chapter BMW CCA & Carolina Regional Mustang Club
Driver School
March 31th & April 1st, 2001
--Application--**

P L E A S E P R I N T C L E A R L Y

DRIVER REGISTRATION Instructor _____ Student _____

Name _____
 Address _____

 Age _____
 Work Phone/Fax # _____ /Fax: _____
 Home Phone _____
 E-Mail Address _____
 Do you have MS Word? _____ Mac or PC? _____
 Club/Chapter _____
 Member # _____
 Would you like to camp at the track? _____

T-SHIRT SIZE: (circle) **M L XL XXL**

CAR INFORMATION

Make/Model _____
 Year _____
 Color _____

Modifications:

DRIVER EXPERIENCE (Complete the following so we may assign you to a run group.)

_____ Number of autocrosses you have run
 _____ Number of drivers schools you have attended at CMP
 _____ Number of drivers schools you have attended at other tracks
 _____ Total years participating in drivers schools
 _____ Have you served as a driving school instructor before?

Tracks instructed: _____

Rate your performance driving skill: 1st Event-D () Beginner-C () Intermediate-B () Advanced-A ()

BMW CCA/CRMC/MCA Member.....() \$265 Students Only
Non-Member.....() \$300 Students Only
Late fee.....() \$25 Postmarked March 1st or later
*Friday Lapping Day/Instructor Clinic – ALL.....() \$100 "A" Group Students and Instructors/
 Instructor candidates only*

Instructors need only to pay for the Lapping Day/Instructor Clinic, not for the school.
Run group assignments will be finalized by the Drivers School Committee.
The Sandlapper Chapter BMW CCA & CRMC reserve the right to refuse any application.



POPPIN' K-CODE

*by Teresa T. Vickery
photos by VTC & Co.*

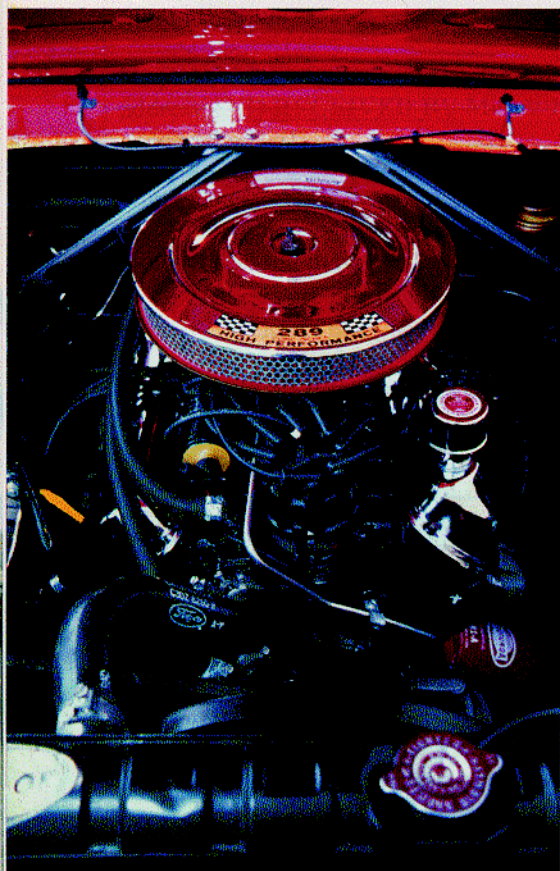
The story of Mustang's introduction nearly 36 years ago has been recounted numerous times in recent history and will no doubt be told for generations to come. After all, it isn't every day that sheet metal, rubber, plastic, glass, vinyl, and iron receive such a standing ovation!

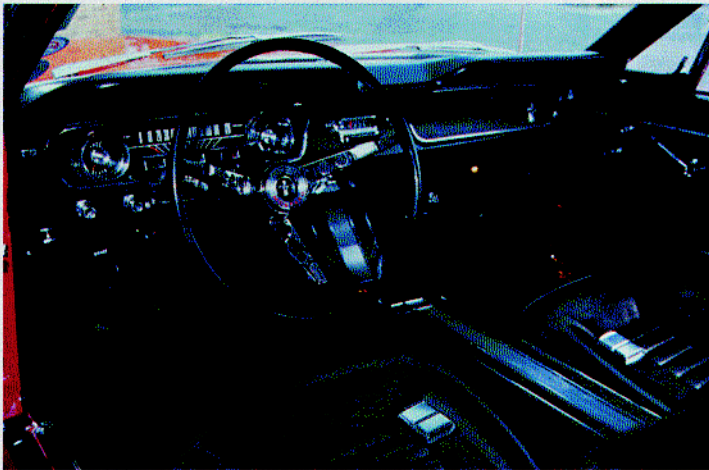
While there are numerous differences between the 1964 1/2, 1965, and 1966 ponies, the basic styling is the same. The public's interest in this innovative style is still evident today as can be seen at most any large Mustang show. Any number of red convertibles are bound to show up, many of them outfitted with Pony Interior, a 289 powerplant, and/or the GT option. Close inspection, however, usually reveals that there are

few 1964 1/2 models amongst the crowd.

One of those early cars that stands out wherever it may be is this convertible owned by Kent & Cindy Baker of Memphis, Indiana. Clad in what is officially known as Poppy Red, this can't-make-up-its-mind-whether-it's-red-or-orange color causes many onlookers to scratch their head and inevitably evokes the what-color-do-you-call-that question.

Meticulously restored by Memphis Mustang (which the Bakers just happen to own), this 100,000-plus mile ragtop wears pretty standard fare by way of black standard interior (which includes those flashy standard bucket seats), AM radio, and spin-





ner hubcaps. For those in the know, however, a quick look at the front fender emblem leaves little doubt that this Mustang falls into the rarely-seen category. The deceptively innocent 289 High Performance badging reveals that the bad-boy 271 horsepower K-code 289 is housed beneath the long gleaming hood.

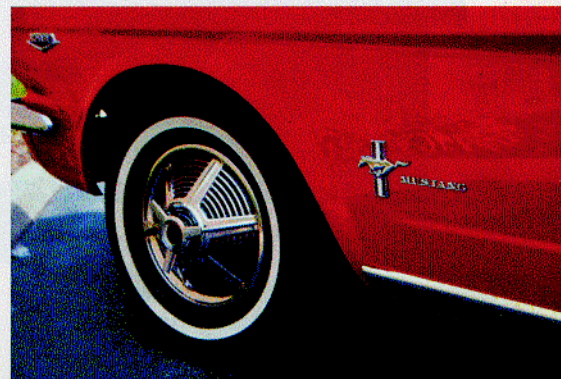
First offered in June of 1964, the K-code 289 4V was the next step up from the popular 225-horsepower 289. Available with only the four-speed transmission

and either 3.89:1 or 4.11:1 rear gears, this 289 was essentially the same as that used in Carroll Shelby's Cobra. Additional highlights of the potent engine include solid lifters, dual-point distributor, 480 cfm Autolite carburetor, a larger harmonic balancer, 10.5:1 compression, and low-restriction dual exhaust. Checking off this option on the order form added \$435.80 to the bill.

Kent & Cindy acquired the convertible in 1995 and set about bringing the tired pony back to

life. The engine was rebuilt in 1996 with hardened seats added for unleaded fuel. Their hours of hard work have been rewarded with gold awards in Trailered Concours at MCA National shows.

The Bakers are not shy about answering questions posed by the curious. The question-evoking exterior hue is just the right ice breaker for a conversation that eventually leads to the horsepower nestled in the engine compartment. They understand that what they possess isn't seen every day making "show and tell" with this poppin' K-code something they truly enjoy. MT



2FAST4U2C



Stratford, Ontario, Canada, resident Pat Kelly purchased this 1972 Mach 1 in 1998. An extensive restoration, which was completed in 1999, proved to be very successful as evidenced by numerous wins at various shows. Equipment for the Light Pewter Metallic SportsRoof include a 351C engine, FMX transmission and black interior.



Edward Lankist, Sr., of Guilford, Maine, enjoys time behind the wheel of this 1967 convertible. Equipment includes an automatic transmission, and 289 power-plant with Cobra heads.

Jerry Lee of Walhalla, South Carolina, uses this 1965 GT fastback as a daily driver. Purchased approximately three years ago with a mere 56,000 miles on the odometer, few items have needed attention. Equipment includes an A-code 289, four-speed transmission, and factory air conditioning. Upgrades to the suspension have improved handling and safety.



If you'd like to see your pony in our Snapshots section, simply send us a clear, well-focused photo (color or black and white) of your favorite ride, and include a brief bit of information on the car. Please note that we do not accept Polaroids, photos via disk or e-mail, nor do we accept photos that have been scanned and printed. Please refer to page 48 of this issue for complete submission details.

2001

A NASHVILLE ODYSSEY

MUSIC CITY NATIONAL
COOL SPRINGS GALLERIA - FRANKLIN, TN

MEMORIAL DAY WEEKEND

MAY 25-27, 2001

HOSTED BY: MUSIC CITY MUSTANG CLUB

SCHEDULE OF EVENTS		HOST HOTEL			
FRIDAY, MAY 25 REGISTRATION 8AM-5PM TECH INSPECTION 8AM-5PM VENDOR SET-UP 8AM-5PM HOSPITALITY NIGHT 7PM-9PM		AmeriSuites 615-771-8900 \$70.00/Night, 3/4 mile from show site shuttle service available			
SATURDAY, MAY 26 REGISTRATION 8AM-NOON TECH INSPECTION 8AM-NOON VENDOR SET-UP 8AM-NOON JUDGING NOON - 5PM SATURDAY NIGHT FISH FRY 7PM - ???		Additional Hotels			
		Baymont Inn & Suites	615-791-7700	\$56.00/Night	3 miles away from show
		Country Inn & Suites	615-778-0321	\$70.00/Night	1/8 mile from show
		Hampton Inn & Suites	615-771-7225	\$75.00/Night	1/8 mile from show
		Holiday Inn Express	888-351-5823	\$69.00/Night	3 miles away from show
		Marriott at Cool Springs	615-261-6100	\$79.00/Night	2 miles away from show
		Sleep Inn	615-376-2122	\$64.00/Night	1 mile away from show
SUNDAY, MAY 27 JUDGING 8AM-NOON BANQUET NOON - 2PM AWARDS CEREMONY 2PM-3PM					

Name: _____ Registration MCA# _____ Exp. Date _____ Phone(____) _____

Address: _____ City: _____ St.: _____ Zip: _____ Fax(____) _____

E-Mail _____ Year _____ Color _____ Lic. Tag# _____ Mileage _____

Body Style (coupe,conv., fastback or hatchback) _____

<i>Early Registration Deadline May 15, 2001</i>		
Entry Fees	Qty	Total
Car Registration	x\$45.00=	_____
MCA Member Deduction	x\$10.00=(_____)	_____
Deduct for Early Registration	x\$ 5.00=(_____)	_____
Vendor Spaces (10'x20')	x\$50.00=	_____
Pony Corral	x\$20.00=	_____
Banquet Tickets	x\$20.00=	_____
Attending Saturday Night Fish Fry (limit 2 per reg. car)	_____	Free
TOTAL		_____

- JUDGED CLASSES**
- ___ Concours Trailered
 - ___ Concours Driven
 - ___ Unrestored
 - ___ Thoroughbred
 - ___ Street Driven
 - ___ Daily Driven
 - ___ Modified
 - ___ Retired
 - ___ Second Generation
 - ___ Third Generation
 - ___ Fourth Generation
 - ___ Saleen
 - ___ Current Year

MAIL TO: Music City Mustang Club National Show Registration P. O. Box 51523 Bowling Green, KY 42102	Registration Information	Becky Golliver	1-270-781-1888
	Judging Information	Mike Golliver	1-270-781-1888
	Hotel Information	Rick Bosshart	1-615-595-6226
	General Information	Jim Chism	1-615-446-0520

No alcohol, aerosol cans, bicycles, skateboards or umbrellas will be allowed on the show site. I agree to abide by all show rules and understand that I am solely responsible for my vehicle and merchandise. I further agree to release the Mustang Club of America, the Music City Mustang Club, Cool Springs Galleria, Sears of Cool Springs and all sponsors from liability for personal injury or loss or damage to property at this event.

Signature _____ Date _____

J.C. Taylor Antique Auto Insurance Information Sheet

Underwritten by Maryland Casualty Company (A member of the worldwide Zurich Insurance Group)
with offices and claim facilities in principal U.S. cities.

1 (800) 345-8290 (610) 853-1300

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:

J.C. TAYLOR ANTIQUE AUTO INSURANCE AGENCY, INC.

320 South 69th Street • Upper Darby, Pennsylvania 19082

web site: www.jctaylor.com



1965-66 Ford Power Steering Canister

Classic Auto Air is proud to announce availability of their high-quality, exact reproduction power steering canister. This hard-to-find part fits all 1965-66 Ford, Lincoln, and Mercury cars with or without factory air conditioning.

Replace that dented, stretched leaking canister today and keep your car engine compartment, undercarriage, and parking area oil free!

For decades, Classic Auto Air has been the leader in factory or aftermarket parts and complete systems for all 1955-75 Ford, GM and Chrysler cars and trucks. Call now for a copy of their all new, second edition, parts and systems catalog for 1964 1/2 through 1973 Mustangs and Cougars. Classic Auto Air Mfg. Co., 2020 W. Kennedy Blvd., Tampa, FL 33606, (813) 251-2356 or (813) 251-4994.



Southwest Ford Serving Your Internet Parts Sales Needs

Southwest Ford would like to invite you to visit their Web site at www.oemfordparts.com for all of your Ford Racing and performance parts needs.

Great, low prices, and friendly folks will make the trip to the World Wide Web worth

your time.

Southwest Ford is located at 3001 Ft. Worth Highway, Weatherford, TX 76087.

Phone (800) 256-7933 (ask for Teresa Valley), (817) 613-2553 fax, or e-mail info@oemfordparts.com.

SHOW YOUR FORD AT THESE NATIONAL EVENTS.



Ford Auto Show & Shine Spectacular

38 CLASSES OF STOCK & MODIFIED CAR SHOW ACTION

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



NMRA GOLD CHOICE SPECIALTY AWARDS

- | | |
|---------------|-----------------|
| Best Paint | Best Stereo |
| Best Interior | People's Choice |
| Best Engine | Best of Show |
| Long Haul | Editor's Choice |

Awards on both Saturday and Sunday!

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

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

TV COVERAGE BY:



NMRA Auto Show Event Schedule

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

Show Schedule

Saturday & Sunday

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

NMRA Auto Show Pre-Registration Form

NAME _____

ADDRESS _____

CITY/STATE/ZIP _____

DAYTIME PHONE _____

YOUR VEHICLE INFORMATION

YEAR _____ SHOW CLASS _____

MODEL _____

COLOR _____

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

- Auto Show Spectacular - \$30 each. Includes 1 Weekend Admission Pass
- Additional Weekend Spectator Tickets - \$25 each.

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

\$ TOTAL AMOUNT ENCLOSED

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

NATIONAL MUSTANG RACERS ASSOCIATION
11623 Slater Ave, Suite K, Fountain Valley, CA 92708

For credit card payments please call (714) 444-2426.
We accept VISA, MASTERCARD, DISCOVER, & AMERICAN EXPRESS

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

A Hundred Year Display of the Automobile



The City of Rockville, Maryland, antique and classic car show is always a special treat for car owners and enthusiasts every fall. Held one week after the Hershey Pennsylvania AACA meet, the event usually draws over 400 of the finest cars from DC, Maryland, and Virginia, to the beautiful grounds of the Rockville Civic Center. This year featured a special display of one car for every year from 1898 through 2000. The variety of cars and makes was a sight to behold with 50 makes of automobiles featured in the millennium display.

For a lot of shows this would have been quite a turnout, but there were another 500 cars on display to be admired by the thousands of spectators. The feature car for 1965 was none other than a gold 1965 Mustang convertible owned by David Yinger. In addition, there were another two dozen Mustangs ranging from 1965 to 1973 including two red '68s of the Shelby variety among the hundreds of cars filling in every available spot of the mansion grounds.



The National Capital Region Mustang Club was one of several local car clubs that was well represented. The NCRMC members and others who participated in this annual show all enjoyed a relaxing day taking in the once-in-a-thousand-year experience. In keeping with tradition, there were only a few awards presented, a swing band entertained the crowd, and memorabilia vendors were on hand to sell their wares before winter set in. The variety of food vendors gave everyone a chance to have a picnic lunch with a view of the picturesque autumn scenery.

If you are in the Washington area next fall, this is one show that should not be missed. Next year's event should feature the return of the jousting and ignition cranking contests that are always interesting for participants and spectators alike. Who knows — where else could you see an American muscle car race a British sports car for owner bragging rights and may be a trophy.

Submitted by Rex Turner for the National Capital Region Mustang Club.



2001 MCA National Events

March 23 - 25 **Pensacola, FL**
22nd Annual Gulf Coast National Mustang Show hosted by the Gulf Coast Regional Mustang Club at University Mall. Host hotel - Holiday Inn (850) 474-0100, \$65.00. Additional accommodations at Hampton Inn (850) 477-3333, \$61.00. (Be sure to mention Mustang show when making reservations.) Banquet Saturday evening, awards Sunday afternoon. For information contact Russ Baxter (850) 457-3916, Lark Bragg (850) 458-5832, Shorty Brown, (334) 947-4180, Donnie Carlisle (334) 961-1411, Chuck Hayes (850) 457-1223. Online registration and show information available at www.gcrmc.com. See registration form this issue.

May 3-6 **Kansas City, MO**
Horsin' Around in Cowtown, MCA Midwest National hosted by Mid America Mustangers at Station Casino. Host hotel - Station Casino (888) 440-7700, \$93 Thursday and Sunday, \$139 Friday and Saturday. Additional accommodations at Holiday Inn (816) 455-1060, \$85; Best Western (816) 453-3355, \$71.95; Red Roof Inn (816) 452-8585, \$70; Super 8 (816) 454-8788, \$70; be sure to mention show when making reser-

ations. (All of these facilities are 10 minutes from show site.) Hospitality Friday evening, banquet Saturday evening, awards Sunday afternoon. Early registration deadline March 23, 2001. For additional information phone (816) 545-6689 days or (816) 734-8790 evenings. See registration form this issue.

May 25-27 **Franklin, TN**
Music City National, 2001 A Nashville Odyssey, hosted by Music City Mustang Club at Cool Springs Galleria. Host Hotel - AmeriSuites (615) 771-8900, \$70 per night. Additional hotels - Baymont Inn & Suites (615) 791-7700, \$56 per night; Country Inn & Suites (615) 778-0321, \$70 per night; Hampton Inn & Suites (615) 771-7225, \$75 per night; Holiday Inn Express (888) 351-5823, \$69 per night; Marriott at Cool Springs (615) 261-6100, \$79 per night; Sleep Inn (615) 376-2122, \$64 per night. Hospitality party Friday night, fish fry Saturday night, awards Sunday afternoon. Early registration deadline May 15, 2001. For general information contact Jim Chism at (615) 446-0520. See registration form this issue.

2001 Regional Events

2001 MCA Regional Events at a Glance

February 24	Altamonte Springs, FL
Mid Florida Mustang Club	(407) 381-7585
March 17	Macon, GA
Flag City Mustang Club	(478) 474-2718
March 31 - April 1	Charlotte, NC
Carolina Regional Mustang Club	(704) 843-5990
April 21	St. Petersburg, FL
Suncoast Mustang Club	(813) 884-8736
April 29	Jonesboro, GA
Georgia Regional Mustang Club	(770) 578-1354
May 4-6	Las Vegas, NV
Mustang Club of Las Vegas	(702) 658-8304

2001 MCA Regional Events

February 24 **Altamonte Springs, FL**
Mid Florida Mustang Club presents the 14th Annual Mustang Roundup and All Ford Spectacular in the park at Crane's Roost in Altamonte Springs, Florida (10 miles north of Orlando at I4 and Highway 436). Free preregistration. Information and show flyers at midfloridamustangclub.com or (407) 380-7585.

March 2-3 **Pigeon Forge, TN**
The First Tennessee Regional Group will host the 7th Annual Coming Out of Winter Spring Fling at the Capri Motel in Pigeon Forge, Tennessee. *This is a social event and not a car show.* For reservations call Kim McCown at (800) 528-4555 or (423) 453-7147 (If no answer, leave a message.) You must mention the

Mustang group to receive the special rate of \$33.17 including tax per double occupancy. Continental breakfast included. Reservations must be made by February 17, 2001. Come on out for a good weekend with a choice of excellent restaurants, entertainment, and shopping outlets. For further information contact Johnny McClellan at (423) 357-6594.

March 17

Macon, GA

Flag City Mustang Club hosts the 5th Annual Cherry Blossom Mustang and Ford Show at Macon Central City Park. All model year Mustangs and Fords will be eligible for over 60 trophies. Other classics and custom vehicles welcome. Free dash plaques and goody bags for first 100 registered. Lunch served to show participants. Registration \$20 postmarked by March 1, 2001. Day of show registration is \$25.00. For information contact Harris Yaughn, chairman, at (478) 474-2718 or visit our Web site at <http://cobrastang.webjump.com/flag.htm>.

March 31 - April 1

Charlotte, NC

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

April 21

St. Petersburg, FL

The Suncoast Mustang Club announces its 14th Annual Mustang-Shelby-Ford Show at the St. Petersburg Municipal Pier on the waterfront in downtown St. Petersburg. The Pier features over 20 different shops and eateries. The

"Great Explorations Hands On" Museum is also located at the Pier. Judged Mustang and Shelby classes include Concours, Occasional Driven, Daily Driven, and Modified. 1998 through 2001 Mustangs will be popular choice. All other Ford cars, truck, or Ford-powered vehicles will be judged in a special interest class. Only preregistered cars and trucks will be judged. There will also be a car corral and vendors specializing in Mustang, Ford, and other automotive items. For additional information, please contact Jim or Lucy Carroll at (813) 884-8736 or Jims54@aol.com.

April 29

Jonesboro, GA

Georgia Regional Mustang Club's 7th Annual Allan Vigil's Southlake Ford Mustang and Ford Spring Show and Shine to benefit the Children's Hospice of Atlanta. Popular vote with typical classes and awards for first, second, and third. Show located at Tara Stadium in Jonesboro, Georgia. Gates open 8 a.m. Registration from 8:30 a.m. to 12 noon. Awards at 4 p.m. Registration \$15. Early registration available at \$12 postmarked prior to April 15. Hot dogs and soft drinks furnished by Southlake Ford. For information contact Joe Krumpelman at (770) 578-1354, her96stng@aol.com; or Jay Murray at (770) 974-6984, gfmurray@mindspring.com.

May 4-6

Las Vegas, NV

The Mustang Club of Las Vegas (cohost of the Bright Light City Cruise event) is hosting the Great American All Ford Classics #12 annual event. Our event has preregistration, trophies, dash plaques, raffles, dealer sponsorship and location, judging, banquet, and is chalk full of good fun. Our event committee is an old pro at making this event a professionally organized, exciting time for all registered. Plus held in the most exciting city in the U.S. - Las Vegas! Make your plans now to attend and tell all your Mustang friends. Information at (702) 658-8304, Donna. Proceeds for local Ronald McDonald house.

2001 Non MCA Events

February 9-11

Las Vegas, NV

SAAC Does Vegas 5. Friday tech inspection and registration at Shelby American, Inc., cocktail

Event Calendar

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

March 24-25 Braselton & Duluth, GA
The SVT Cobra Mustang Club is pleased to announce its first annual "On Track" event at Road Atlanta and all Mustang Cobra car show at Gwinnett Place Ford in Duluth, Georgia (North Atlanta). The event will consist of one day at Road Atlanta on the 24th and a Cobra-specific car show on the 25th. For more details, contact Julia Bramblett at (803) 691-9454 or check our Web site for a registration form at www.svtclub.com.

April 14 Charleston, WV
5th Annual Spring International SN95 Late Model Mustang Show & Swap for all Fox-bodied Mustangs, SVO, Capri, and RS beside Hooters at Ames Department store parking lot Interstate E-W I-64 S-N-I-77 Exit 95, 4/10 mile from exit on Rt. 61 North. First 50 receive dash plaque. Four Classes with MCA street rules used for judging. Hooters girls will be there, also. For more information contact International SN95LMMOCR, Frank McKnight, Jr., 308 Lawson St., Hurricane, WV 25526 or (304) 562-6742 after 7 p.m. ET. 100 spaces available for 1979-2001 Mustangs and 1979-86 Capri. All proceeds go to Ronald McDonald House of Charleston.

Now is the perfect time to submit your spring event listing for inclusion in this publication. Be sure to use a format similar to that used here (we do not accept information from show flyers), and either mail it to National Headquarters or e-mail to mcatimes@bellsouth.net. Be sure to indicate whether or not your club is an MCA chartered regional group.

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

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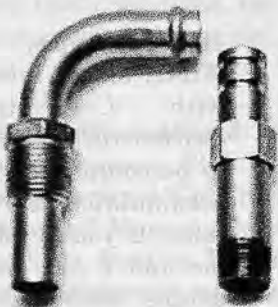
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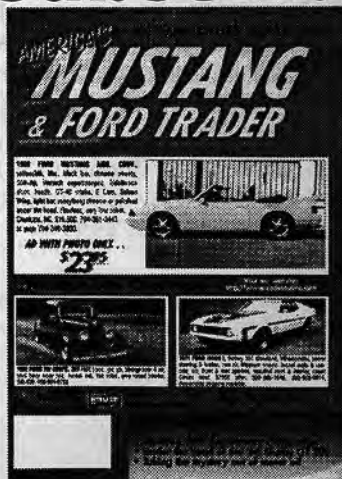
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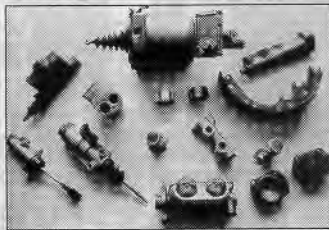
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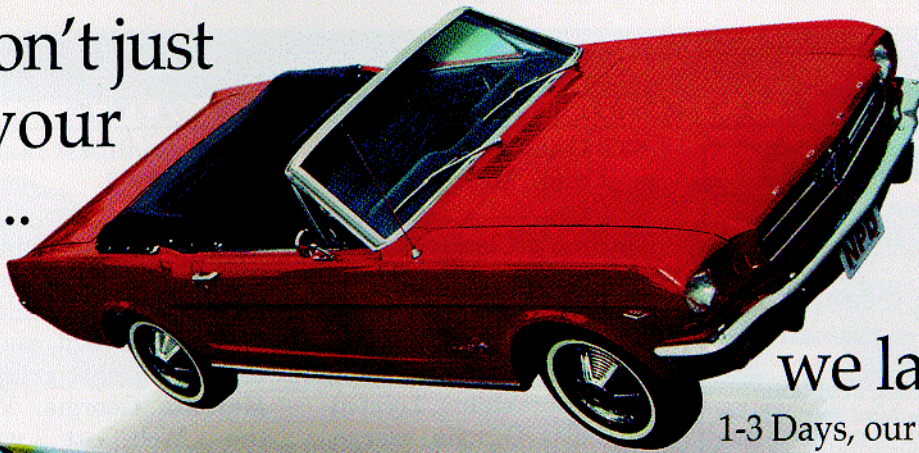

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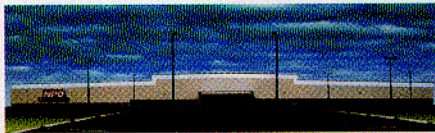
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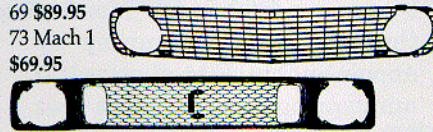
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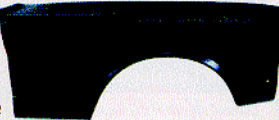
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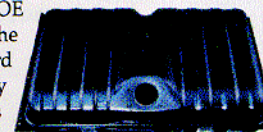
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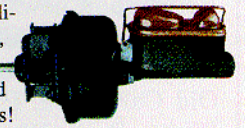
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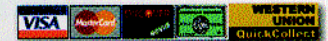
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A Ghost of Racers Past

Remembering the Boss 429 with one of the Last Ford Factory Drag Cars

story and photos by Rod Short



After you've lived for a while, it's easy to run across a lot of things that can quickly take you back to another place and time. For many people, it involves antiques. For others, old photo albums. Still others get swept away by cleaning out the attic or attending family or class reunions. For 61-year-old Gary Horton, however, it's this 1969 Ford Mustang. Yet, after having owned this car for nearly 30 years, this ultra-rare Boss 429 factory racer doesn't come with a lot of excess baggage as it can still run a number just like it did all those years ago.

"In the mid- to late-'60s, I raced with Dave Koeffel on the Chrysler factory team," Gary said when asked about how he found the car. "We raced in the NASCAR Funny Car cir-

cuit at the time with Wayne Gapp and Dave Lyall who were on the Ford team. Ford was pulling out of racing and Dave's job was being eliminated and I knew that the car was coming up for sale, so I got it. There were four cars that came originally from the factory back then. Ford gave the car to the drivers for a dollar back then, and they went to Hubert Platt, Ed Terry, Dick Loehr, and Dave Lyall."

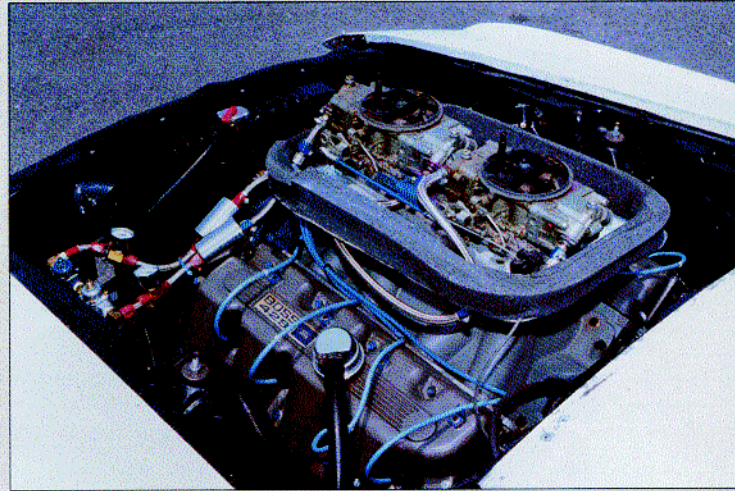
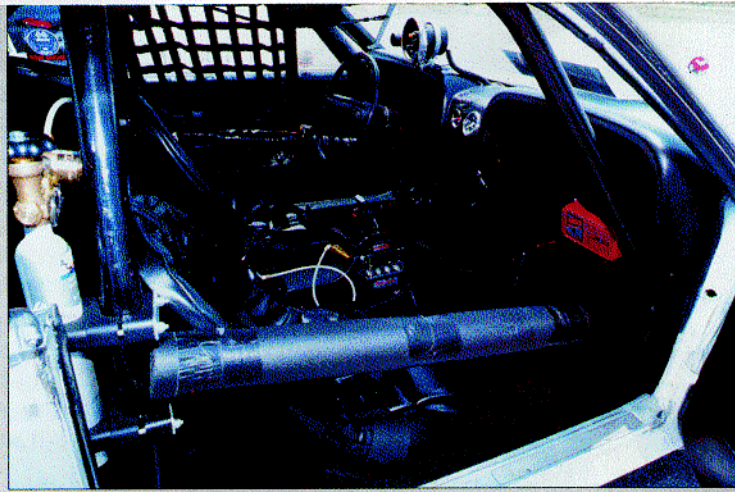
Gary's Boss 429 is unique not only in that so few were ever made, but also because it bridged the gap between NHRA Super Stock, for which it was built, and the beginnings of Pro Stock. Dave Lyall ran a 9.96-second ET with the car in Super Stock trim at the AHRA Springnationals in 1969, which is

quite impressive when you consider that Grumpy Jenkins used a slower 9.98 to win the first-ever NHRA Pro Stock event at the Winternationals in Pomona during 1970. Although the car is actually a 1969 model, it was updated to 1970 specs to campaign in Pro Stock. After being sold to Horton, the car was run extensively during the early '70s on the match race and national event circuits against the likes of Sox & Martin, Grumpy Jenkins, Don Nicholson, Dick Landy, and many others.

Power came from what was one of the most exotic engines ever to find its way into a muscle car, the Boss 429. With its semi-hemispherical heads and beefed-up bottom end, these engines were quite different from other 429s that were made up until 1973. The Boss 429 was really a wide open race engine that was ideally suited for stock car racing. Ford put a detuned version of this engine in just enough Mustangs to qualify the powerplant for

NASCAR competition, which helped propel David Pearson to 26 victories and the championship in 1969.

While inquiring minds might remember that there were actually two different versions of the Boss 429 in the Mustang between 1969-70, the engine in Gary's factory lightweight actually resembles the NASCAR version more than anything else. Roger Decker of Canton Auto Machine Service bored and stroked the current engine in the car so that it now displaces a whopping 588 cubic inches. Making up the reciprocating assembly



is a Crower steel crank and rods, custom made Wiseco domed pistons and Speed Pro rings. NASCAR-style heads usually came with oversized 2.37-inch intake and regular 1.90-inch exhaust valves, but were often modified for drag racing by filling in the runner to produce a D-shaped intake port. Running the valvetrain with the O-ringed heads in this particular engine is a Crower roller cam with .690/.681-inches of life and 317/331-degrees of duration at .050.

Topping off the engine assembly is a Weiland tunnel ram intake manifold with D-shaped runners that was originally developed by

Dave Lyall and Wayne Gapp. Dual Holley 650s sit atop this creation with 1/2-inch fuel lines connecting them to a custom made aluminum gas tank. Backing up the engine today is a Turbo 400 tranny with a 5500 rpm stall converter that hooks to a Dana 60 rear transaxle with 4.56:1 gears.

Despite the engine's obvious potential and success in NASCAR, the Boss 429 never won an NHRA national event. The reason is, that with the huge intake and exhaust ports, many drag racers found the car would start to run out of track before the carburetor and cam could catch up to the tremendous air flow. When Gary was racing the car

competitively, the team countered that by partially filling the ports to restrict the air flow somewhat and running an overweight 55 pound flywheel to make up for the lack of torque. Even more interesting is the fact that Gary would

launch, shift, and run the car through the lights at a whopping 9000 rpm which is tremendous crankshaft speed for an engine of this size.

Even so, NHRA took steps early on to be sure that the Boss 429 would not have an unfair advantage over the rest of the Chevys and Mopars running in Pro Stock.

"In the early '70s, they kept factoring the Boss motor," Gary recalled. "We had to weigh about 7 pounds per cubic inch. When we finally dropped out of Pro Stock, they had us up to 7.5 pounds per cubic inch. That was the big complaint back then because the big block 427 Camaros only had to weigh 6.80 pounds per cubic inch. They just factored the motor out of existence."

Even so, the Boss 429 remains one of the most significant performance engines ever to come out of Dearborn, whether it was for the street, strip, or oval. With Gary's Mustang possibly the only surviving example of the Boss 429 factory drag cars, no doubt the ghosts of this time will be stirred quite easily as the story of this unique Mustang comes to light.

MT



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