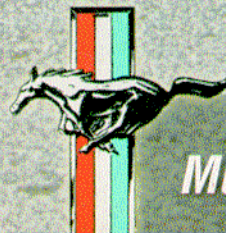


Mustang

TIMES

December 2002 • Vol. 26 No. 12



*the official publication of the
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December 2002

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Double the Restoration Double the Fun

story & photos by Molly Hyman

This little Prairie Bronze beauty was delivered by Portland, Oregon's, Lynn Kirby Ford on April 24, 1965 to

Alexander Schneider. For the next 25 years, the Schneider family enjoyed their pony eventually deciding to sell her to help one of their kids purchase a new home.

She was a great buy and I enjoyed driving her for some time. But with 102,000 miles, she was getting a little tired and in need of some tender loving care. Already having restored the Lady M, a 1965 convertible, as a four-time 1st place MCA Grand National trailer queen, I started to think about restoring the Bronze Lady as a daily driver. With a 289 under the hood, four-speed on the floor, and being one of the 2100 1965 Mustang convertibles delivered from the factory with a bench seat, I knew I had to do something special.

She was dismantled and her body was lovingly massaged. Several coats of primer and block sanding later, the bronze paint and clear coat

were applied. On a warm, sunny California Sunday, the rebuilt engine was installed. A quick road test and she was rolled into a friends' garage right next to his Boss 302.

On the way home, visions of fenders and doors being assembled, fawn and white seats embossed with custom running horses, and a dark brown Mercedes cloth top being installed danced in my head. Little did I know that gigantic detour was in my future.

That Sunday night I left my home in Burbank on a business trip to New York. No doubt you can imagine my surprise and dismay when I learned that an earthquake had hit Los Angeles early Monday morning. Both the Boss and the convertible sustained damage. In addition, the foundation of our house, which was built in 1927, collapsed in several spots. The house was so badly dam-



aged that it had to be torn down. Fortunately, no one was injured, except of course the bank account.

As a result of the earthquake, my scratched and bruise '65 honey was now a qualified ugly duckling. Into storage she went as I started the long and arduous dance with the Small Business Administration in order to get a mortgage to rebuild the house. A few improvements, such as a five-car garage, were incorporated into the new house.

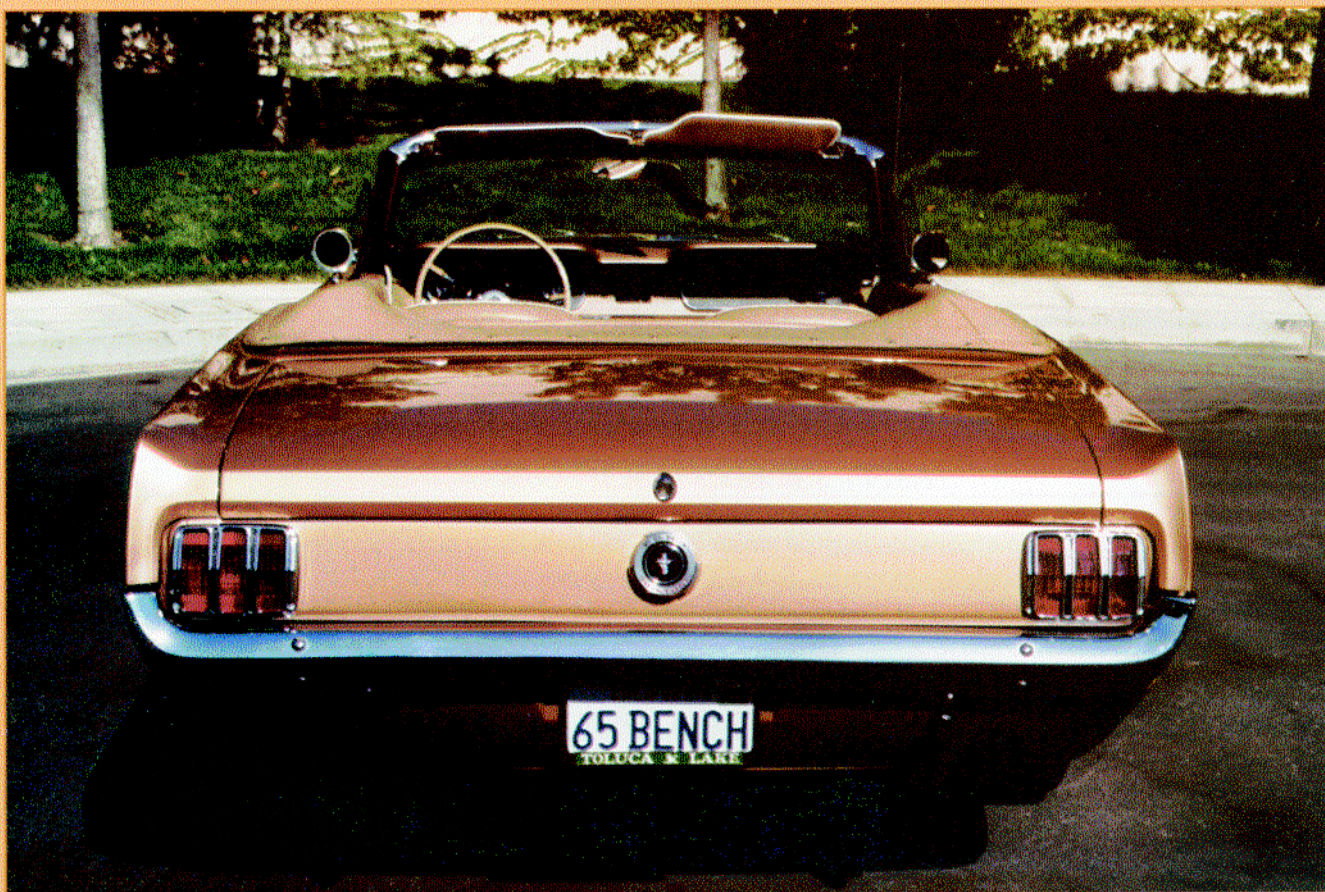
The restoration of the ugly duckling was started all over again, and today the Bronze Lady is sporting that fancy upholstery and Mercedes top I envisioned, etched roses on the wind wings, larger front and rear sway bars, KYB gas shocks, and Stainless Steel disc brakes. A pair of Flowmaster mufflers, '65 Mustang HiPo headers, and a balanced 289 running through her original four-speed tranny, gives the little lady 210 horses at the rear wheels. After all, the Bronze Lady does have to be able to keep up with traffic. Once in a while she even likes to get out ahead of the pack.



Special thanks to a very dear friend, Ray Sacapano, who spent many hours, twice, on the body and paint; to Ray's wife Ada who let him spend the time; Sue Smith at Mustangs and More; and Stan, who I affectionately refer to as my "pit crew".



MT



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

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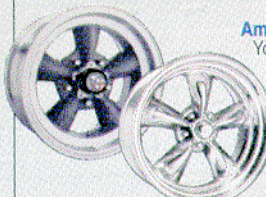
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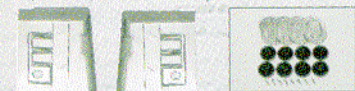
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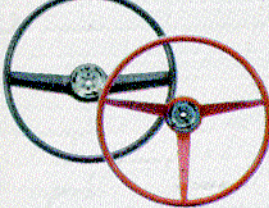


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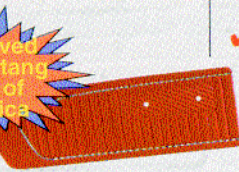
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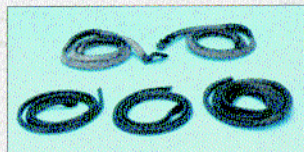
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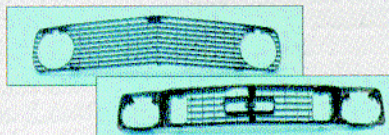
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Serving through January 2004

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From Your President Bill Johnson

I am writing to you as I fly home from the October 2002 MCA National Board meeting. I'm wondering how many of my fellow board members wrapped up their Saturday meeting by saying to themselves, "I wonder what we accomplished today to make the Mustang hobby more enjoyable to another individual?"

You know, it's quite a privilege to be trusted enough by your fellow owners and fanciers to represent their interests in the Mustang. This is a hobby that has worldwide impact. It is an investment with national foundations. And supporting the hobby's ideals are 26 National Directors, five officers and 157 Regional Directors who are asked to represent over 8,350 individual MCA members. Even more reason for the Board of Directors to ask, "What are we accomplishing today that makes the Mustang hobby more enjoyable?"

Do you know how the Board is elected? First, the regional (local) club elects or appoints a member who becomes the Regional Director to represent their club to MCA. The Regional Director becomes the liaison between the local and National Board. The Regional Director is requested to attend six board meetings a year, or submit a proxy vote in his/her absence.

Then there are the National Directors. They are 25 people, elected at large, by the MCA membership. Thirteen are elected one year, and 12 the next. In October you received your red ballot in the mail to elect the 13 members for 2003-04.

Finally, there are the five officers elected in November. The president, vice president, secretary, treasurer, and publisher. They, like the National Directors, are elected for a two-year term.

What is expected of the Board members? Certainly they can't carry out the wishes of each MCA member. Some of those desires collide with other member's ideas, but what the Board members can, should, and must do is to see what is best for the largest number of MCA members.

All officers and members of the Board of Directors should observe a code of ethics that includes, among other things, adherence to observing:

- the MCA by-laws
- financial honesty in dealing with vendors and submitting expenses
- confidentiality
- sharing of information and responsibilities with committee members and fellow board members
- represent all members and regional groups with fairness, irregardless of geography or type of involvement with Mustangs
- be trusted to follow through on projects that are begun
- courtesy and respect for all Mustangers
- being the best at serving our members and giving the MCA participants their membership value.

What a gift! Every MCA officer, National Director, and Regional Director holds a high trust awarded to them by the thousands of MCA members who have elected them. Whatever a director says or does represents MCA. If a director has accepted their election, their loyalty is first and foremost to the shareholders of MCA. What a gift for this season of the year.

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Teenagers are an inexplicable mass of flesh and blood. The more you try to understand them, the more bizarre it all becomes.

My 18-year-old daughter seems to undertake the slow-and-steady-wins-the-race method. Her 13-year-old sister, Jennifer, on the other hand, seems to bounce all over the place much like the hare in that fabled race. Taller than her mom, Jennifer has an attitude the size of Mt. Everest and isn't afraid to share it with whomever is unlucky enough to cross her path.

Since I had the pleasure of driving a Stage 3 Roush Mustang some time back, this young lady has repeatedly stated that when she becomes 16 years of age, she should be behind the wheel of a Roush. Fat chance, I tell her. She then moves on to "how about a Cobra?" Nope. "How about a Saleen?" Nope. She will receive a new vehicle when she reaches legal driving status, but it will be something a bit more restrained than a Roush Mustang. Personally, I'm thinking V6 Mustang coupe. Luckily, her sister was intent on obtaining a Ranger pickup, so that purchase was no problem at all.

Somewhere in the middle of all this gotta-have-something-fast-when-I-can-drive-melee, Jennifer

claimed her grandfather's Candyapple Red 1966 GT convertible as her own. Her grandfather has gone along with the idea.

Due to the rigors of this job, it isn't often that I have the chance to participate in regional events. And as a result, Jennifer doesn't have the chance to show off "her" convertible very often. In October, however, the Tara Mustang Club was hosting an event practically in my backyard. It would have been a shame to miss something so close to home. This would also be a great time to bring out the '72 Mach 1 and the SA-15 Saleen. Subsequently we made plans to attend and Jennifer shifted into high gear telling one and all how this should be done.

Show day arrived and we managed to get our little troop to the show site without any problems. After listening to several rounds of "it's too hot", "I'm bored", "does my hair look O.K.?", "I need lip gloss", and "you old people are weird", we arrived at trophy presentation time. Jennifer's GT received a 2nd place award. The

sparkle in her eyes caused me to remember that this Mustang phenomenon is a hobby enjoyed by folks of all ages.

During the past six years, this job has given me the opportunity to attend MCA National events across the country. It has always been a pleasure to meet and talk with the varied Mustang owners who attend these outings. Each Mustang has its own story to tell, and each owner is proud to pass that story along. The smile on the face and the sparkle in the eyes always lets me know how truly proud each owner is of their accomplishments whether it be in locating NOS parts, tackling a full ground-up restoration, or ensuring that future generations can enjoy this hobby we love so much.

Watching the clubs hosting these National gatherings can leave a person speechless. First National or not, it always seems that the clubs work together much like

finely tuned, well-oiled machines. These organizations meet the challenge of entertaining thousands of folks with energy and vigor.

Six years worth of covering National events adds up to quite a bit of wear and tear on the old shoes. Six years of single-handedly producing a 64-page magazine, in this case, adds up to burn out.

It occurred to

me that six years equals 72 issues. Seventy-two issues at 64 pages each equals 4,608 pages. Seventy-two issues containing approximately 21,000 words per issue equals 1,512,000 words during the six-year period. That's a ton of words even for a Southern gal who loves to gab. And there's also all the photos to select, scan, manipulate, etc., but I think you probably get the idea.

Earlier this year I spent a few thousand dollars to upgrade my equipment and software. Even the looming debt wasn't enough to temper that burned out feeling.

Therefore, it is with mixed emotions that I pronounce this to be my last issue as editor.

Bringing you Mustang Times each month has truly been a challenging pleasure. (I'm living proof that you can teach an old dog a new trick or two.)

Thank you for allowing me to be a part of your lives.

It looks as if now my full-time occupation will be trying to understand what the heck this 13-year-old creature in front of me is talking about!

See Ya!!!



photo by Veronica Vickery



*On behalf of the Mustang Club of America
Officers and Board of Directors*

*We wish you a very
Joyous holiday season
and
Prosperous New Year.*

"No Boundaries." Ford has been using this phrase in their advertising for a number of years now. When you look at Ford's idea behind the "No Boundaries" ad campaign, you will find these words — "When you live with spirit and passion, the possibilities of life and achievement are limitless." I love that notion and I see it often. It is what comes up on my screen saver on the PC at my office.

Since the mid '90s, I have had the pleasure and honor of being your publisher for Mustang Times. While working closely with Teresa Vickery as editor nearly as long as my several terms as publisher, we have put much energy, ideas, enthusiasm, and work into making Mustang Times a publication that we could all be very proud of.

When we began working together on Mustang Times, we had a good platform with which to start. There was much spirit and passion about what we could do to improve Mustang Times as we set out to do just that.

There are many successes that we can all celebrate for the magazine. We grew from 48 to 64 pages. We added color pages throughout the magazine. We picked up the tremendously important Ford advertising first in the late '90s. We were fortunate to get additional support from Ford through Art Hyde's assistance from his folks on the Team Mustang column. Longtime favorites such as 2FAST4U2C, Regional Events, Third Generation News, extended National show coverage, special events, monthly technical articles, and News & Notes have all come into being within the last number of years.

We have been able to increase the number of features and cover cars from an average of two to between four and five per month. We have showcased cars represented from nearly every state and from at least five different countries. These cars run the gamut from early models, second, third, and fourth generation, Shelbys,

Cobras, Bosses, Roush, and Saleen to thoroughbreds, concours, daily drivers, and highly modifieds. We are an inclusive magazine that loves to print articles about club members' Mustangs.

Mustang Times has been printed by three different printers over the course of the last seven years. We finally found one that does a very high quality job with reliability.

Most recently, Mustang Times has gone to a full digital format. We can accept photos and articles electronically and we can integrate them directly into our digital magazine and send the magazine on CD to our printer. There have been many subtle and some not-so-subtle changes visually inside the magazine as it has evolved over the last number of years. You may recall we have even refreshed the Mustang Times banner on more than two occasions. We just try to keep things fresh and interesting to our readers.

Incredibly, we have significantly decreased the cost of the magazine over the years while improving and increasing the content, quality, and quantity of information. We have accomplished that through several means, including advertising revenues and improved pricing with our printer by conversion to digital format.

All of these changes and improvements did not come without some sacrifice and quite a bit of difficult negotiations. But we believe that it has all been worthwhile and the membership feedback supports that. Sure, there are some "critics" within the club who will tell you that we are not *Mustang Monthly* and we should be more like them. Quite frankly, they are partially correct. We are not *Mustang Monthly*. We are in fact a club publication and not a national newsstand magazine. And as a club publication, there is a lot to be proud of.

I would like to say "thanks" to all of the members whom I have had the pleasure of meeting and

speaking to over the years.

Whether at a show, on the phone, or through e-mail, it has been my pleasure getting to know you better and getting many compliments on the magazine through the years. We have always worked to give you the best publication we could possibly do.

I would also like to say "thank you" to the many different Board members who have been on the Publishing Committee over the years and to our other Board members who worked on other committees as well. It is with their help and suggestions that we have continued to provide the material within the magazine that strikes a balance for all interests.

I would also like to say a special "thank you" to Teresa Vickery for her unwavering hard work and dedication to not only Mustang Times but to MCA and to the Mustang hobby in general. As the sole person directly responsible for compilation, editing, and doing all it takes to provide our members with a 64-page magazine every month, she has never let the club down on her job. Although many members may not realize what it takes for one editor to create a magazine every 30 days, I do know and I appreciate all she has done for Mustang Times for many, many years.

As for the future of the magazine, at this time we know that Austin Craig is the publisher-elect. You have a great person moving into this position. Austin brings extensive knowledge of media and printing experience along with MCA Board experience, Mustang ownership, and Ford media experience. With Austin will come some fresh spirit, passion, and perspective for Mustang Times. Undoubtedly you will see Mustang Times evolve to the next level. Best of luck to you Austin!

Finally, I wish all MCA members health, happiness, and good fun through your hobby.

New Members

William Booth Barrow, AK
 Martha Powell Alabaster, AL
 Don Royal Ridgcrest, CA
 Roy Juan Valencia, CA
 Philip Paolilli Louisville, CO
 Mark Cooney Somers, CT
 Paul Hilgar Bear, DE
 Jack & Peggy Drennan Ft. Myers, FL
 Ron Giovannelli Tampa, FL
 Terry Linder, Sr. Buford, GA
 Michele Graham McDonough, GA
 Marly & Leslie Hudson Peachtree City, GA
 Chris & Rebecca Johnson Libertyville, IL
 Connie Perkins Wichita, KS
 John Pitman Lake Charles, LA
 Derrel Boudreaux, Jr. Thibodaux, LA
 Christina Miller Owings Mills, MD
 Ron Marcinelli Bloomfield Hills, MI
 Jeff Burdzinski Malcomb, MI
 Nicholas Baracos, Jr. W. Bloomfield, MI
 Richard Zieska Minnetonka, MN
 Lawrence Winter Sauk Centre, MN
 Melody Wilcox Grandview, MO
 Stony & Dottie Mabry Norwood, NC
 Gary & Debra Clark Albuquerque, NM
 Genevieve Thompson Bronx, NY
 Thomas Del Prete E. Setauket, NY
 Steve Wengerd Bucyrus, OH
 Ann Russell Mt. Vernon, OH
 Brian Smith Bend, OR
 Greg DiPerna Coraopolis, PA
 Duane Knorr Hegins, PA
 Jimmy & Barbara Humphrey Pelton, SC
 Gary Myers Vinton, VA
 Chris Rarig Monroe, WA
 Kate Riordan Renton, WA
 Bruce Carleton British Columbia, Canada
 Ellis Mullinax APO, AE
 Donald Marston Mesa, AZ
 Ron Chevrier Lodi, CA
 Paul Gladden Tracy, CA
 Michael Sturtz Aurora, CO
 Michael & Tamara Colorado Springs, CO
 Ron Hallam Thornton, CO
 Robert Page Milford, CT
 Charles Dalton, Jr. Middletown, DE
 Andrea Weber Wilmington, DE
 Precision Shaft Technologies Clearwater, FL
 Carl Driver Sarasota, FL
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 Stuart Bennett, Sr. Durham, NC
 Mark Sands Hope Mills, NC
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Kenneth Chavis Raleigh, NC
 Stuart Bennett, Jr. Timberlake, NC
 M. Lloyd Barnhardt, III Winston Salem, NC
 Regina Keen Deptford, NJ
 George Meschi Eastchester, NY
 Vincent Oppedisano Glen Cove, NY
 Brian Gagne Walworth, NY
 Michael Hitesman Columbus, OH
 Chuck Dunlap Galena, OH
 Dave Huber Hudson, OH
 David Wisecarver Roseville, OH
 Kermit Milburn Shawnee, OK
 Paul Amos Hanover, PA
 Jessica Hill Florence, SC
 Randy Wells Spartanburg, SC
 Charles Brown Spartanburg, SC
 Sean Roden Bluff City, TN
 Alan Jones Cypress, TX
 Krista Niederland Houston, TX
 Chris Woolf Odessa, TX
 Donald Craige Colchester, VT
 Leldon Amick Pinson, AL
 Richard Armstrong Gainesville, FL
 Brian Chaitin N. Palm Beach, FL
 Michael Snow Sarasota, FL
 Mac Stewart Alpharetta, GA
 Michael Anthony Alpharetta, GA
 Don McCollum Ball Ground, GA
 Connie Morris Douglasville, GA
 Dan Christison Davenport, IA
 Richard Newman Fisher, IL
 Rick Fisher Greentown, IN
 William & Mary Puckett Louisville, KY
 Robert Littlepage Baltimore, MD
 Tom & Shannon Wnorowski Temperance, MI
 Brandon Smith Shoreview, MN
 Linda Prisco Little Egg Harbor, NJ
 Thomas Reed Bryan, OH
 Roland & Vicky Roberts, Jr. College Corner, OH
 Charles Brendle New Riegel, OH
 Ron & Holly Marie Quaschnick Astoria, OR
 Glenn Berg Medford, OR
 Richard & Joyce Thornley Roseburg, OR
 Dennis Reddinger, Jr. Jonestown, PA
 Harry Oberlies Columbia, SC
 David Smith Carrollton, TX
 Tim Thompson Channelview, TX
 Jim & Taylor Cassidy Lacey, WA
 G. William Dayton Keyser, WV
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 David Baker Delray Beach, FL
 Art Armstrong Miami, FL
 Patrick & Suzi Martin Marietta, GA

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 David Van Zee Logansport, IN
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 Tommy Roberson Hendersonville, NC
 Michael Paisner Old Tappan, NJ
 Alan Word Eastover, SC
 D. J. Uebbing. Cypress, TX
 Horace Collums Houston, TX
 Alvin Barber Houston, TX
 Bill & Judy Robinson Humble, TX
 Dustin Taylor Magnolia, TX
 Jeffrey Lowney The Woodlands, TX
 Sherwood & Sissy Sanders Pearisburg, VA
 Mary Cottrill Williamsburg, VA
 Jim Chun Vashon, WA
 Marshall Reed, Jr. Fitchburg, WI
 Berney Cunningham. Hueytown, AL
 Kevin Rump Apopka, FL
 Ron Van Conant. Ormond Beach, FL

Donna Goodwin Alpharetta, GA
 Joseph Hutchinson Doraville, GA
 Arnold Singer Buffalo Grove, IL
 Kenneth Trestrail Indianapolis, IN
 Chad Pearson Jamestown, KY
 Gordon Sutton Lexington, KY
 Paul Caccia Fayetteville, NC
 Christopher Vierra Hendersville, NC
 Steve Costain Nottingham, NH
 Lisa Napolitano Brooklyn, NY
 Gerald Picker Lima, OH
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 Bruce Shoemaker Hatboro, PA
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Drag Racing	_____	\$25.00	_____
Banquet Ticket (each)	_____	\$30.00	_____

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SIGNATURE _____ DATE _____

What Goes Up Must Come Down

I am writing in response to a question in Vol. 26 No. 10, page 23. The question was about roll-down quarter windows on Mustang coupes. The answer was correct except for when they included fastbacks. They proceeded to say "No Mustang fastback has ever had a drop-down-type rear quarter window. We've had a couple of years where the window pivoted at the leading edge and opened at the rear like the 1969-70 fastback, and optional on the Mustang IIs, but no fastback Mustangs have ever had roll-down quarter windows."

I am the proud owner of a 1973 Mach 1 with the power window option. If I'm totally off base please let me know, but my rear quarter windows do indeed roll down. Like I said, if I'm off base, please let me know.

Also, I wanted to let you guys know that you have a fabulous publication and I look forward to receiving it every month. I hope I'm not making anyone angry. I just wanted to point this out. Thank you for your time and I look forward to hearing from you.

Gregory Mays
MCA #42569

In the October issue of Mustang Times you (Team Mustang) responded to a question regarding roll down quarter windows by saying that "no Mustang fastback has ever had a drop-down-type rear quarter window." The 1971-73 series fastback with power windows had rear quarter windows that dropped down. I'm surprised the Mustang Times editors missed that one also. Just thought I'd set the record straight.

I enjoy reading the Team Mustang section of Mustang Times. Keep up the good work.

Christopher Conway
Dunwoody, GA
MCA #49511

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

Mustang Times
Attn: Mailbag
4051 Barrancas Ave., PMB 102
Pensacola, FL 32507
We'd love to hear from you!

With a smile on my face and, admittedly, some hesitation, I published the response in question. Does anyone really read Mustang Times? Is anyone out there paying attention? Will those who know the information is incorrect speak up and be heard? Will those who are unsure decide that if Team Mustang said it's so, then it must be so?

Well, folks — I now know that you're making sure this magazine stays in line.

Both Gregory and Christopher are correct. The 1971-73 SportsRoof models equipped with the rarely seen power window option have roll down quarter windows. As the owner of a 1972 Mach 1, I'm not ashamed to admit that I'm jealous of the guys who have that option. With all four windows down, passersby will many times stop, scratch their heads, and try to figure out what looks different about that particular Mustang.

Thank you to both gentlemen for taking the time to contact us and restoring our faith in Mustang Times readers.

On behalf of me, myself, and I (the Mustang Times editors), thank you for the compliments.

— Editor



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Winning the 1966 24-Hours at Le Mans in 1-2-3 fashion: priceless. Beating Enzo Ferrari at his own game: priceless. Driving home in a new Ford GT in 2004: about six figures.

The new, limited production supercar from Ford will carry the name of the 1960s racer that made automotive history, the Ford GT.

"More than 35 years after that famous Le Mans victory we're proud to announce that Ford's new supercar will carry the same name as the legendary Ford GT race car," said Steve Lyon, president of Ford Division. "And we're putting customers first, so dealers who have won recognition for customer satisfaction will guarantee themselves one of these dream cars."

Due to the excitement surrounding the vehicles, some of the details are being released earlier than originally planned. While the final MSRP won't be released until just before the car goes on sale, Lyons told dealers that early guesses of \$250,000 were way off. According to Lyons, the MSRP will be "substantially less than \$150,000," which, he explained, will make it substantially less than its nearest supercar competitor the Ferrari 360 Modena.

Ford announced officially at its annual dealer meeting that only three cars will be produced in 2003 to promote the product and help celebrate Ford Motor Company's 100th Anniversary. The three cars are symbolic of Ford's miraculous 1-2-3 victo-

ry in the 1966 24-Hours of Le Mans. Regular, limited production of about 1,000 cars annually begins in 2004.

The distribution plan for the Ford GT will be based on a system that rewards dealers for consistently delivering high customer satisfaction numbers and good sales results. Dealers unable to meet the specific qualification will participate in a lottery for a chance to earn at least one of the extremely low volume products.

True racing historians and enthusiasts know the legend behind the name of the Ford GT, which later became nicknamed GT40 in reference to the car's overall height. The original race program was conceived by Henry Ford II after his attempt to purchase Ferrari fell through. Ford turned his attention to building his own program. The program's roots can be traced back to England where, in 1963 Ford's team, under the direction of Roy Lunn, began work on an all new Ford race car, loosely based on Eric Bradley's Lola GT. In April of 1964, the car, proudly bearing the name Ford GT, was presented to the press for the first time. It was at Le Mans in June of 1964 that people began referring to the sleek racer as GT40. In its first year, all the Ford GTs retired from the race. Ford hired Carroll Shelby in 1964 to oversee the program. His first move was to install a 427 cubic inch engine in the car, which became known as the Ford GT40 Mark II. In February 1965, Ken Miles and Lloyd Ruby drove the Mark II to its first win in Daytona breaking almost every established

track record. The cars went on to their famous 1-2-3 victory at Le Mans in 1966 and dominated the endurance racing world for four straight years.

"The legend of the Ford GT is a distinct Ford legend and we want to pay homage to that," said Lyons. "Little kids, and big ones, dream about

'Ferraris' not '360 Modenas.' We want people to dream about the 'Ford GT' and the emphasis on the Ford brand."

Aluminum Recycling

Ford Motor Company and Alcan Inc. have launched the North American automotive industry's first "closed-loop" recycling program for aluminum sheet scrap. Under the new program, Ford recovers aluminum process scrap from its Chicago Stamping Plant and returns it to Alcan for recycling directly back into autobody sheet. Previously, the recovered aluminum was sold into the general scrap market in combination with other metals, thus diminishing both its quality and value and making it unsuitable for reuse in autobody applications. The new "closed-loop" process provides significant economic and environmental benefits for both corporations.

The aluminum scrap is generated during the stamping of aluminum hoods for the Ford Explorer, the Ford F-150 and Ranger pickup trucks, as well as hoods for the Lincoln Town Car. Aluminum "blanks" made of an automotive aluminum alloy, known as AA6111, are cut to the required shape at the Chicago Stamping Plant and trimmed edges are collected for recycling. The Chicago Stamping Plant is Ford's highest volume user of aluminum sheet. Nearly 1.3 million hoods are stamped at the plant annually, generating about 13 million pounds of process scrap to recycle.

Key to the success of the Chicago Stamping Plant process is the ability to segregate the AA6111 scrap from the other steel and related byproducts generated in the plant. Ford invested nearly \$400,000 in modifications to the existing separation system to produce "clean" aluminum scrap. This higher value material is then bundled, strapped with non-metallic banding, and shipped to Alcan's aluminum plant in Oswego, New York, where it is remelted and rolled once again into automotive sheet. This loop can be repeated virtually indefinitely because aluminum



does not degrade when recycled.

"The recycling of aluminum requires only 5% of the energy used to produce the primary metal," explained Andy Acho, Ford Motor Company's worldwide director of Environmental Outreach and Strategy. "This is an important factor in reducing the total cost of the component to Ford. Moreover, recycling eliminates 95% of the greenhouse gas emissions associated with primary production, thereby providing tremendous environmental advantages."

GM, Ford Join Forces

In a first of its kind business arrangement between the two largest automakers, Ford Motor Company and General Motors Corporation announced a joint program that will advance the state of transmission technology to benefit the environment and their customers.

The two companies will work together to develop a high-volume, front-wheel-drive six-speed automatic transmission with improved fuel economy over today's transmissions. Both companies have been working independently on their own six-speed transmission programs.

The new transmission would offer an estimated 4% to 8% improvement in fuel economy over traditional four-speed automatic transmissions available in today's front-wheel-drive cars.

Ford and GM agreed to share a common design, engineering, and testing of the new transmission; jointly work with suppliers to develop and purchase components; assemble their own transmissions at their respective manufacturing plants.

The new six-speed would be available beginning in mid-to-late decade on front-wheel-drive cars and sport utility vehicles with mid to large displacement engines.

Only the base transmission design will be common. Each company will have powertrains that are distinct in feel and performance, since the transmission will be mated to different engines, and the respective vehicle

programs will have unique performance dynamics and calibration. Each company is responsible for integrating the transmission into its own vehicles.

The transmissions will share significant common technology and components. The design being pursued is a new architecture that will have optimal steps between gears and a wider gear ratio span to improve fuel economy. Featuring a compact design, the new six-speed will be capable of higher torque capacity when compared to most existing front-wheel-drive transmissions such as four-speed automatics and continuously variable transmissions (CVTs).

"This new six-speed transmission is an important part of our commitment to improve fuel economy," said Dave Szczupak, vice president, Ford Powertrain Operations. "By sharing resources, we are working together to build a stronger business and improve the environment, while providing our customers great powertrains and exciting products."

Ford Freestyle

Ford dealers attending October meetings in Las Vegas were treated to a first-ever look at the newest product designed to change the face of the market when it debuts in 2004 — Ford Freestyle.

Freestyle is a six- or seven-passenger "crossover" vehicle with three rows of seats and available all-wheel-drive that promises to add a new dimension to the Ford showroom and the automotive landscape. Like no other car on the market, Freestyle combines the best attributes of a sedan with the versatility of a

sport utility vehicle.

Ford first confirmed the development program to create a new breakthrough vehicle, code-named "CrossTrainer", at the Chicago Auto Show in February. Ford Division President Steve Lyons announced in Las Vegas that it would be named the Ford Freestyle when it arrives in showrooms in 2004.

"Freestyle is a great name for this vehicle because it doesn't follow any existing automotive paradigm," said Lyons. "This car is one of the cornerstones in our product-led transformation. It represents the new face of Ford products of tomorrow with innovation in design, package, functionality, and fun."

The Freestyle shares common architecture and manufacturing resources with the new Ford Five Hundred sedan, also debuting in 2004.

The Freestyle is designed to meet the needs of an emerging group of car customers who want the image and advantages of a sport utility, but don't necessarily need the off-road capabilities associated with a traditional SUV. Freestyle will efficiently carry up to seven passengers and their cargo in its three-row seating configuration. It will be available in front- and all-wheel drive.

Freestyle will be an all-new addition to the Ford lineup. The Taurus, one of the best selling cars in America, will remain, and continue to be produced at Ford's Atlanta Assembly Plant.

MT



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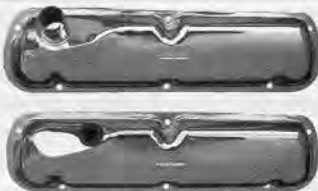


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Dear Fred,

Someone lost the keys to my 1965 Mustang. Now I need to put in a new ignition switch. How do I get the old one out without a key to use with a pin to release the cylinder?

Also, how do I open the trunk to change the lock?

Autumn

Dear Autumn,

You may be able to have a locksmith make a new ignition key by providing one of your door locks. Otherwise, you will have to remove the ignition lock cylinder with a slide hammer, which will also, unfortunately, destroy the ignition switch.

The trunk lock can be removed by removing the rear seat. I prefer to use several extensions with a ratchet and 1/2" socket and remove the two bolts holding the latch to the trunk lid.

Fred

Dear Fred,

I have a 1965 Mustang coupe. I've read that these can be converted into convertibles but since reading the information I've searched high and low and can't find any kits or companies to realize this dream. Do you know of any company that can supply me the necessary parts?

David

Dear David,

We have seen these kits in the past and they are dangerous junk. The difference between the coupe and convertible is, in addition to all other components, the convertible has: front torque boxes (joining the front frame rails to the inner rockers), heavy steel one-piece upper seat platform, heavy steel lower seat platform joined in the center by a steel reinforcing plate, heavy center and inner rocker panels (which the coupe does not have at all) to join the front of the car to the rear, heavy steel structure across the car behind the rear seat back, and a reinforced rear crossmember between the gas tank

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
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and bumper. The upper part of the windshield frame is unique, and all four side windows are shaped especially for the convertible top. There is a folding top frame, of course, attached to the heavy framing behind the rear seat, and the rear seat itself is unique to the convertible.

Unless you are willing to make all these changes (and we have done it) I would not ride in the car. Believe me, it would cost less to go out and buy a convertible.

Fred

Dear Fred,

What is the oil capacity of a 1967 Mustang with a 289 engine? I have a Haynes manual which lists all the Ford Mustang engines, and at the end it says oil capacity is five quarts including filter. By this, I'm assuming all the Ford V8s used five quarts of oil.

I changed the oil and put in this amount, but it appears over full on the dipstick. I wanted to make sure I'm not overfilling it.

I don't have an original manual otherwise I'd already have this info.

Norm

Dear Norm,

Five quarts is correct.

Fred

Dear Fred,

I have been interested in picking up a domestic project car for some time now. I would really like a 1973 Mustang convertible to restore, but I don't know where to look. I was wondering if you could point me in the right direction as far as how to locate a good project base. Meaning, I don't really care if the car runs or even has an engine, just a body and frame in good shape.

Are these primarily found lying around junkyards, or are there any specialists who keep these types of things on hand?

Ted

Dear Ted,

Project cars turn up everywhere from local papers to your neighbors' backyards. I would also check regularly in Hemmings Motor News and on eBay.

The most important thing to look for is a complete car. Front bumper, windshield moldings, top moldings, and interior trim are particularly hard to find in good condition. Ideally, a running car with a bad engine/transmission would be easiest.

Fred

Dear Fred,

How can a 351 Cobra Jet engine be distinguished from a non Cobra Jet engine?

F. S.

Dear F. S.,

I assume you mean the 351 Cleveland 4V versus the 351 Cleveland 4V Cobra Jet.

The 3514V used a two-bolt main block; the 351 CJ used a four-bolt. The CJ had a windage baffle in the oil pan. The 4V used closed chamber heads; the CJ open chambers. The 4V had a square bore carburetor; the CJ a spread bore.

Fred

M/T

Team Mustang



from Hau Thai-Tang, John Tatge, and Jim Seisser

Welcome to this month's question/answer segment with members of Team Mustang. Let's go directly to your questions —

Q. Perhaps you could answer a question regarding the anti-theft lug nuts that are used on the 2002 GT Bullitt-style wheels. I bought a set of take-off wheels from Saleen and put them on my '98 (they look nice). Saleen supplied the original factory lug nuts, anti-theft nuts, and adaptor to remove the anti-theft nuts. Can I buy a spare adaptor? My local dealer is clueless. He said each car has a different one and can't be duplicated.

A. We're glad you like the wheels. This wheel was first offered on the 2001 Mustang GT and was the standard wheel for the 2001 Bullitt Mustang when we came out with the limited edition model at mid year. We like the look of the wheel and around Team Mustang we usually refer to it as the Bullitt wheel, too. The item you refer to as an "adaptor" is referred to as the "key" for the anti-theft lug nuts. The anti-theft lug nuts and key are made by McGard industries. When you obtained your anti-theft lug nuts and key, you should have received a plastic pouch with a warranty card for your specific anti-theft lug nuts and key. Your dealer was correct that the locking lugs are different from car to car, however, it is possible to order a second key. To order, contact McGard Industries directly with the serial number off the warranty card.

Q. I have a 1999 GT and my owner's manual specifies Motorcraft 5W-30 Super Premium Motor Oil, Ford No. XO-5W30-QSP. I was wondering if the new 5W-20 oil offers better engine protection, efficiencies, etc., and would it be acceptable or better to run this oil in my '99 GT? Also, what is the Motorcraft identification for the oil? Is it readily available and since it's a synthetic and mineral oil blend, how does the cost compare to the 5W-30 Super Premium?

A. I don't know where you are getting your oil now, so I can't compare costs for you. You will have to shop around and determine that for yourself. Putting on my official Ford corporate hat, if your owner's manual recommends to use Motorcraft 5W-30 or the 5W-20 oil in your vehicle, then by all means follow the manual. This is what I recommend for everyone regardless what model Ford product they own. What is listed in your owner's manual is what

we used when we tested, developed, and certified your car for production. The Ford number for the new Motorcraft 5W-20 oil is XO-5W-20-QSP. We have been using this in the Mustang since the 2001 model year. This oil was not available when your vehicle was produced in 1999. You are correct that Motorcraft 5W-20 is a blend of synthetic and mineral based oil. It is readily available at all Ford, Lincoln and Mercury dealers, but at this time I doubt you'll find a 5W-20 synthetic blend motor oil anywhere else. In general, mineral based oil is the least expensive and 100% synthetic oil is the most expensive. A synthetic-mineral blended oil will cost in-between the two.

The 100% synthetic motor oil has many performance advantages over regular mineral based oils. It offers more friction fighting ability and better performance at both extreme high and low ambient temperature conditions. Synthetic blended motor oil offers the advantages of 100% synthetic motor oil at a less expensive price than that of 100% synthetic motor oil. The Ford over-the-counter price of Motorcraft 5W-20 Premium Synthetic Blend motor oil will be somewhere around \$3.00 per quart. If you have additional questions on Motorcraft products, I suggest you go to their web site at www.motorcraft.com or call 1-800-959-3673. Is it acceptable to use the Motorcraft 5W-20 Premium Synthetic Blend oil in your 1999 Mustang? Yes, it is. In fact, there are three Motorcraft oils I can suggest. You can continue to use the Motorcraft 5W-30 Super Premium (mineral based) motor oil, the 5W-20 Premium Synthetic Blend, or the 5W-30 Full Synthetic motor oil. Whichever you choose, you still need to follow your vehicles' recommended oil change intervals.

Q. The new V6 Pony is a step in the right direction to lure buyers to Mustang. Now, if it only had dual exhaust! As you know, there are some real nice Japanese cars that compete with the Pony. These car owners brag about their V6s. Anything you do to the "6" to make it more attractive will help sales.

A. If there is one thing I can say about Mustang, there is no shortage when it comes to ideas on what a Mustang is or should be. Some want to know why we didn't do this or why we don't do that. These discussions happen both inside and outside Team Mustang. Let me give you a few things to think about. In order to have three models — V6, GT, and Cobra — we have to have some differentiation between them. We already have complaints from GT and Cobra owners that their cars don't look distinctive enough from the V6 Mustang.

Part of the success of the Mustang, beyond the fact



Team Mustang

that they are fun, fast, and affordable, is that each model has its own unique characteristics that set it apart from the other models. Yes, we could put a dual exhaust on the V6, but then this would start making the V6 look more and more like the GT and Cobra.

It's a difficult balancing act making all our Mustang models attractive, distinctive, and affordable at the same time. We do what we can to make our V6 Mustang attractive, but we won't do it at the point that sacrifices differentiation and affordability.

From our current V6 customers, we are not hearing nor do we see a big demand for dual exhaust. For the few who have to have it, there is a V6 aftermarket dual exhaust kit from their local muffler shop.

We face competition from all sides, not just the Japanese. The other guys can brag about their V6s all they want. However, Mustang is the leader in its market segment and we plan on staying there by keeping it attractive, distinctive, and affordable.

Q. I seem to remember reading somewhere that it cost \$1.2 billion to develop the 4.6L engine. Is this figure correct?

A. \$1.2 billion is not a bad estimate, but it might be a little on the low side. Since we use the 4.6L Modular engines in our trucks, full size vans, Ford Crown Victoria, Mercury Grand Marquis, and the new Mercury Marauder, as well we Mustang, we are continually trying to improve it. The development of the 4.6L family of engines is an ongoing endeavor and therefore the money we spend to develop and improve it continues to grow.

Q. Through the years I have owned several Mustangs including a 1966 convertible and a 1973 convertible. My plans currently are to purchase a new Cobra convertible when I retire in two or three years. With the new styling of the Mustang on the horizon, I have started to worry that my dream retirement car might not be available. Will the Cobra still be produced and in convertible form? Will it continue to be rear-wheel-drive? Can you shed any light on Cobra's future?

A. The answer to your questions are maybe, yes, and no. You have to understand that it is a little early for Team Mustang to be letting the cat out of the bag on what is coming down the road two to three years from now. If you were to look at and drive the new 2003 Cobra Mustang, and if you were to consider the attractive interest rates available in the loan market at the present, I

don't see how you can pass up a 2003 Mustang Cobra right now. I can't say enough good things about the new 2003 Cobra. It is a very exciting vehicle. We all have our priorities and everyone's case is unique. But if you wait three years for your dream Mustang, it is three less years you could have been enjoying your dream car. Be it coupe or convertible, Cobra, GT, V6 or our new limited edition Mach 1, 2003 is another great year for Mustang.

Congratulations on your plans to retire soon! We are pleased and honored that you consider the Mustang Cobra your dream retirement car.

By the time you read this column we should be building production 2003 Mach 1 Mustangs and some are probably in the hands of their new owners.

The limited edition Mach 1 is available in six colors — Azure Blue, Dark Shadow Grey, Ebony Black, Torch Red, Zinc Yellow, and Oxford White. The Mach 1 is also available with either automatic transmission or five-speed manual transmission. Comparing the 2003 Mach 1 to the 2001 Bullitt Mustang, the Bullitt was only available with a five-speed manual transmission and in just three colors. Broken down by color, production of the 2001 Bullitt Mustang was —

Dark Highland Green	3041
Ebony Black	1818
<u>True Blue</u>	<u>723</u>
Total Production	5582

A year from now after all the 2003s are built, we will give you a breakdown on color and transmission type for the Mach 1. What will be the rarest combination and what will be the most popular? At this point your guess is as good as mine.

For those of you who surf the Internet, there are a pair of very interesting web sites dedicated to Bullitt and the new Mach 1 — www.mach1registry.com and www.imboc.com.

Please submit your questions (pertaining to recent production Mustangs) to —

Team Mustang
c/o Mustang Times
4051 Barrancas Ave., PMB 102
Pensacola, FL 32507
or
mcatimes@bellsouth.net.

Happy Holidays to All!

Third Generation News & Beyond

from Stewart Jones

Okay, Mustang aficionados — it's time to once again pull out those thinking caps and reference books. How much knowledge do you have of third generation and newer Mustangs?



1. What was the first year for a 140 mph speedometer on a production 5.0L?
2. What was the last year for "GT" to appear on the deck lid?
3. What was the last year (1979-93) that GT lettering appeared on the front fenders?
4. What was the last year for headers on production V8 Mustangs?
5. What was the last year for a support brace in the engine bay?
6. When did the LX series first appear?
7. When did Mustang first sport five lugs?
8. In what year did Mustang receive power quarter windows?
9. When did all convertibles receive insulated tops?
10. When were the five-star rims first offered?
11. In what year was the 5.0L engine last offered as an option?
12. The T-roof was last offered when?
13. What was the first year of full production for mass air?
14. The 16" rim was first offered in which year?
15. Which year saw the running horse reappear in the front grille?
16. The LX 5.0L series was not offered as an option beginning in which year?
17. When was the air bag first used?
18. The armrest was deleted for half a production year when?
19. When was the pullout amp last used?
20. What is the only year that Cobra was not offered in convertible form?
21. What is the only year that the Cobra was offered in color code BZ (Chrome/Canary Yellow)?
22. To date, how many Cobra R-models have been offered?
23. During 1979-93, what was the last year for a hood scoop?
24. When was a regular production hood last used on the Cobra?
25. What was the first year that convertibles received speakers in the rear?
26. What was the first year for four-way disc brakes on Mustang?

27. When was a carriage roof last offered?
28. What was the first year for the convertible to use a heated back glass?
29. When did GT badging first appear on the passenger side dash?
30. When during 1979-93 production was the Holley four-barrel carburetor first used?
31. What was the first year for the 5.0L as an H.O.?
32. What years did not include the 5.0L?

If you answered all the questions correctly, we bow to your imperial knowledge. If your responses were less than perfect — join the rest of us. As long as there are Mustangs, there will be plenty of trivia to memorize.

16. 1989	32. 1980-81
15. 1993	31. 1982
14. 1984	30. 1983
13. 1989	29. 1982
12. 1988	28. 1994
11. 1988	27. 1982
10. 1991	26. 1984
9. 1993	25. 1984
8. 1984	24. 1995
7. 1984	23. 1986
6. 1984	22. 3
5. 1997	21. 1998
4. 1995	20. 1993
3. 1984	19. 1984
2. 1986	18. 1990
1. 1989	17. 1990

For a mere \$600, Tom Jaques purchased this 1965 convertible back in 1975. Referred to as his work car, Tom and convertible retired from the United States Air Force and promptly joined MCA as well as a local club. Restored to Street Driven specifications, the Wimbledon White beauty features black Pony interior, AC with console, automatic transmission, power brakes, power steering, power top and an AM/FM Ford radio. The ragtop has earned 15 1st place awards in regional and national competition. Not bad for an old work car.



George and Vi Bentley of Clearwater, Minnesota, include these two beauties in their stable.

George tells us that the 1966 hardtop is Arcadian Blue equipped with a C-code 289. What may surprise many folks is that the engine has been overbored .020, balanced and blueprinted with a Competition Cam and valve train kit, and fitted with a 600cfm Edelbrock carburetor and 289 Performer manifold. Ignition is by Pertronix while the exhaust exits through Hooker headers into Turbo mufflers. A modified C-4 transmission is mated to an 8", 3.40 posi traction rear end.



Vi's 1978 King Cobra registered a mere 23,500 miles when purchased last year. The original owner's manual and warranty card remain in the glove compartment. Highlights of this award winning Mustang II include four-speed transmission, AC, power steering, power brakes, and T-tops by Hurst.

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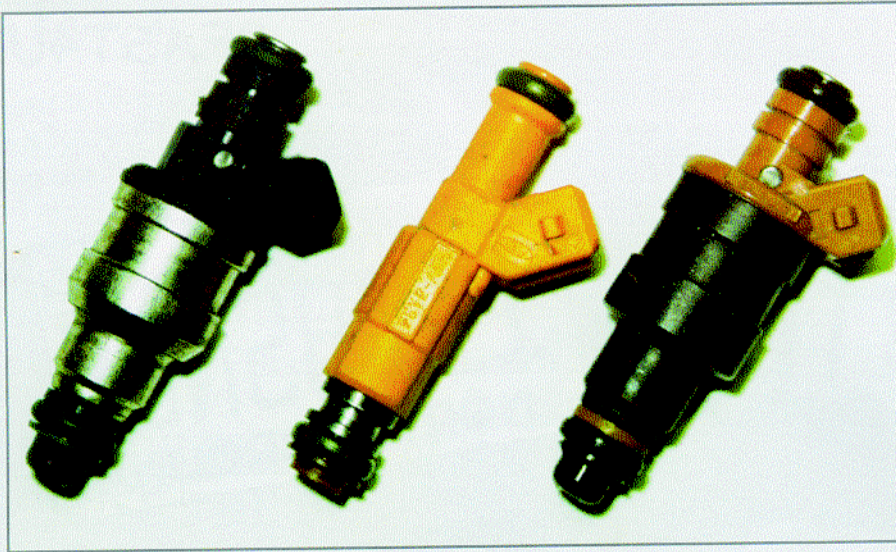
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Fuel injectors can come in a wide variety of shapes and styles with different flow rates and spray patterns. Unless you are planning to go an all-out race application, you may find it best to stick with OEM style units from Ford.

Fuel Injectors Can Make a Big Difference

story & photos by Rod Short

It used to be that when your Mustang began running a little rough, you'd take your car in for a tune-up. The service facility would change your points and plugs, check the cap and rotor, and adjust your carb, dwell, and timing. The work was pretty straightforward and weekend shade tree mechanics could save a buck or two by doing the job themselves at home.

Things have changed a bit since those days. Mustangs have changed and so have the way they're worked on. None of them have points or carburetors any more and some don't even have distributors. Many people can't even change their plugs because they can't reach them.

So, what's left to tune up? That question is easy. Fuel injectors!

Fuel injectors? Sure 'nuff. It's one of the first things to look for when your car is running a bit rough or is down on power. It's also one of the first things you want to tweak whenever you start modifying your engine. Let's see why.

What is a fuel injector, exactly? Simple. It's an electromagnetic solenoid that measures and then atomizes the proper amount of fuel to your Mustang's engine. What does that mean? Well, the fuel flow in a car must be matched to the airflow requirements of the engine over a broad operating range. In simpler times, mechanics would adjust the mixture screw or maybe even replace the jets in a carburetor in order to accomplish this. Today's cars use

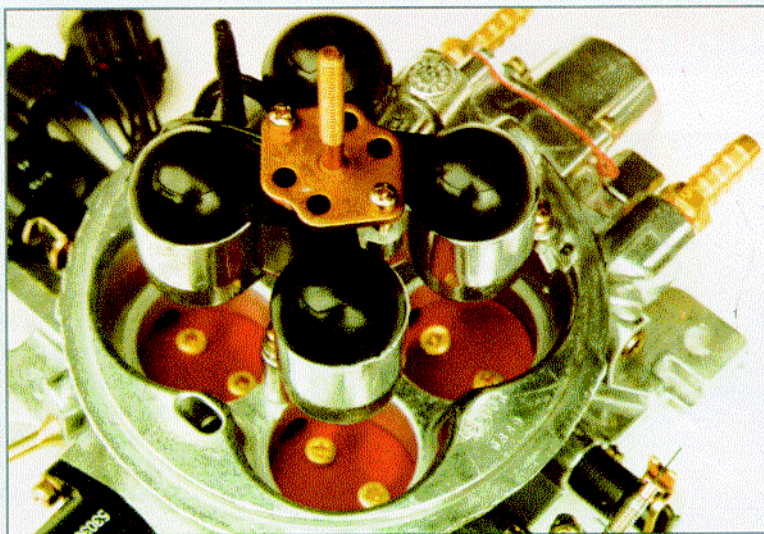
a mass air meter which measures the airflow coming through the throttle body. The car's on-board computer then calculates the proper amount of fuel and actuates the fuel injector, which in turn sprays a fine mist into the airflow just above the intake valve. These fuel injectors cycle on and off repeatedly as the need for fuel rises and falls. The end result is a cleaner burning engine, crisper throttle response, and excellent driveability in all types of weather.

Why do these things need attention? Simple. Pressurized fuel escapes through tiny orifices in the tip of the injector to create an extremely fine mist in the combustion chamber so that the mixture will burn cleanly and completely. With the engine running, the injector tip is cooled by fuel flow and intake airflow. When the engine shuts down, however, the injectors absorb heat from the engine. Residual fuel deposits will then bake and harden around these tiny orifices and eventually impede and/or reduce the ability of the injector to flow fuel. This effect is particularly prominent with cars that see repeated short trips. When this cycle is continually repeated, studies have shown that these harmful deposits can begin to reduce fuel flow by 10% after 2,000 miles of use.

So what can be done? Well, injectors can be cleaned in place, removed for cleaning, or just simply replaced. Dumping an injector cleaner from an auto parts store into a gasoline tank is the easiest and least expensive way to

Throttle body units such as Holley's Projection pictured here use injectors which are straight down each venturi.

A handful of Mustangs were equipped with fuel injection systems similar to this in the mid '80s.



do this although it's usually better as a preventative measure rather than a cure for a problem you already have. A number of automotive shops may have equipment where they can disconnect the fuel rail which feeds the injectors, and use a detergent or solvent. Using a professional grade cleaning solvent like this often cleans more than just injector deposits. It can also reduce deposits on intake valves and combustion chambers. A less common method is to remove, clean, and rebuild dirty injectors with new components. Many repair facilities, however, often prefer to replace injectors since it takes less time and provides a bigger sale for them.

Mustang owners who have done performance upgrades to their engines often need to replace injectors not because they're necessarily dirty, but to give their engines more fuel to match the extra airflow that may come from a new intake, header, cylinder head, blower, or turbo. Choosing the correct size injector can be tricky. While there is a rather formidable mathematical formula that can be used to help with this selection, the basic rule of thumb for naturally aspirated cars is to take your car's maximum horsepower, multiply that by 0.45 and then divide that by the number of cylinders in your engine. For a 300 horsepower Mustang, the math would be $300 \times 0.45 = 135$, and then $135/8 = 16.875$. Based on that exercise, we see that the Mustang's stock 19 lb./hr. injectors would be just fine for the power the car is producing. Those figures can change with super- or turbocharged cars, however. That's why MSD offers special software on a 3.5-inch floppy disc (p/n 2000) to help serious gearheads determine what injector is best for their specific application. The software costs about \$50 from Summit Performance or can be ordered directly from MSD for a higher price.

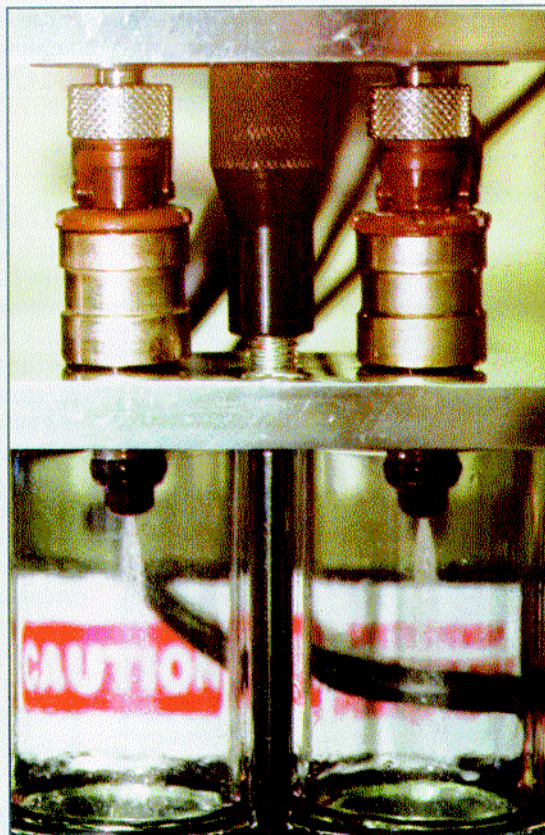
There are still other things to consider besides size, however. Since injectors are electrically operated solenoids, owners need to be sure that the driver in your Mustang's ECU is compatible with the injector that you are using. All Mustangs with stock ECUs use high impedance injectors, but highly modified cars with replacement engine management computers often use low impedance units. In addition, owners will need to be sure that they have a fuel delivery system that can provide an adequate supply to the fuel rails which feed the injectors. Larger

injectors won't work properly unless they have the volume of fuel they need. Serious racers will also expect to have the injectors that they buy hand selected, checked on an injector flow bench, and matched to within 1% of each other for optimum performance.

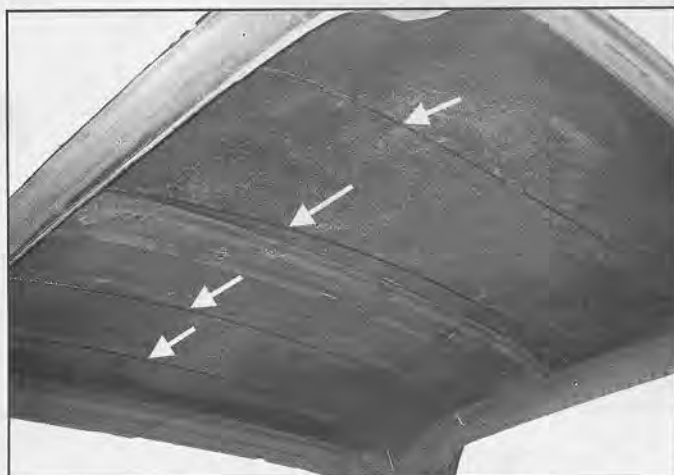
In the end, it doesn't matter whether your Mustang is stock or modified. Fuel injectors play a big part in your car's performance and always will.

MT

Flow rates can vary widely in the same size injectors. That's why test rigs such as this are used by many aftermarket performance shops to document what an injector actually flows. Injectors are then put together in matched sets for even fuel distribution.



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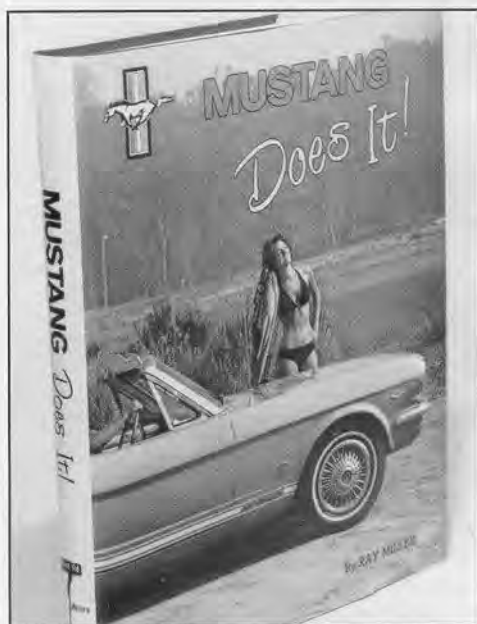
The PRO Hot Rod & Muscle Car Nationals Series and Bradenton Motorsports Park have come to an agreement to bring the 2003 PRO inaugural season opener to IHRA's premier Southeast facility. The PRO 2003 National Event Tour will enjoy an explosive kickoff at Bradenton Motorsports Park April 11-13, 2003.

The PRO-Edelbrock Fastest Street Car Drag Racing Series is widely considered one of the leading street legal racing series in the country with over \$1.7 million in purse and contingency to be posted over the 2003 PRO national events.

The PRO season opener at Bradenton Motorsports Park will be a three-day racing event with test and tune and tech/registration scheduled for Friday, Saturday qualifying, and Sunday eliminations. This event will feature the top street legal drag racers in the country, exhibition jets and funny cars, auto show and shine spectacular, burnout contest, swap meet, and much more. Over 10,000 spectators and 400 hot rods and muscle cars are expected.

Further details will be posted at <http://www.fasteststreetcar.com>.

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Long considered a staple of any good, informative Mustang library, *Mustang Does It!* by Ray Miller was a novelty when it was first marketed in 1978. Enthusiasm was just beginning to build for the early model Mustangs, and the Mustang II was still roaming the streets of America. Little information was available on the first generation of Mustangs produced by Ford Motor Company. *Mustang Does It!* answered many questions posed by up-and-coming hobbyists.

Featuring 1,328 photos over 320 pages, this hardbound book points out many of the changes made from year to year during 1964 1/2 through 1973 production. Mr. Miller's extensive use of detailed photographs helps drive the point home very nicely.

This book has remained immensely popular through the years undergoing its 17th printing in March 1997. No Mustang library is complete without it.

To order your copy of *Mustang Does It!* for \$49.95 plus \$4.95 shipping and handling, contact The Evergreen Press, 30430 Point Marina, Canyon Lake, CA 92587, (909) 244-1114, fax (909) 244-5771, or e-mail evpress@aol.com. Credit cards accepted.

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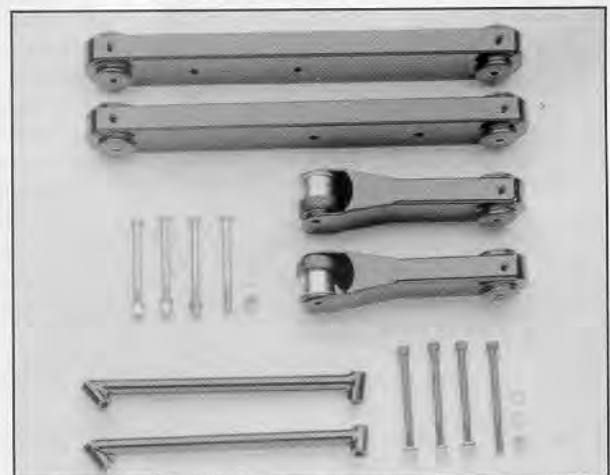
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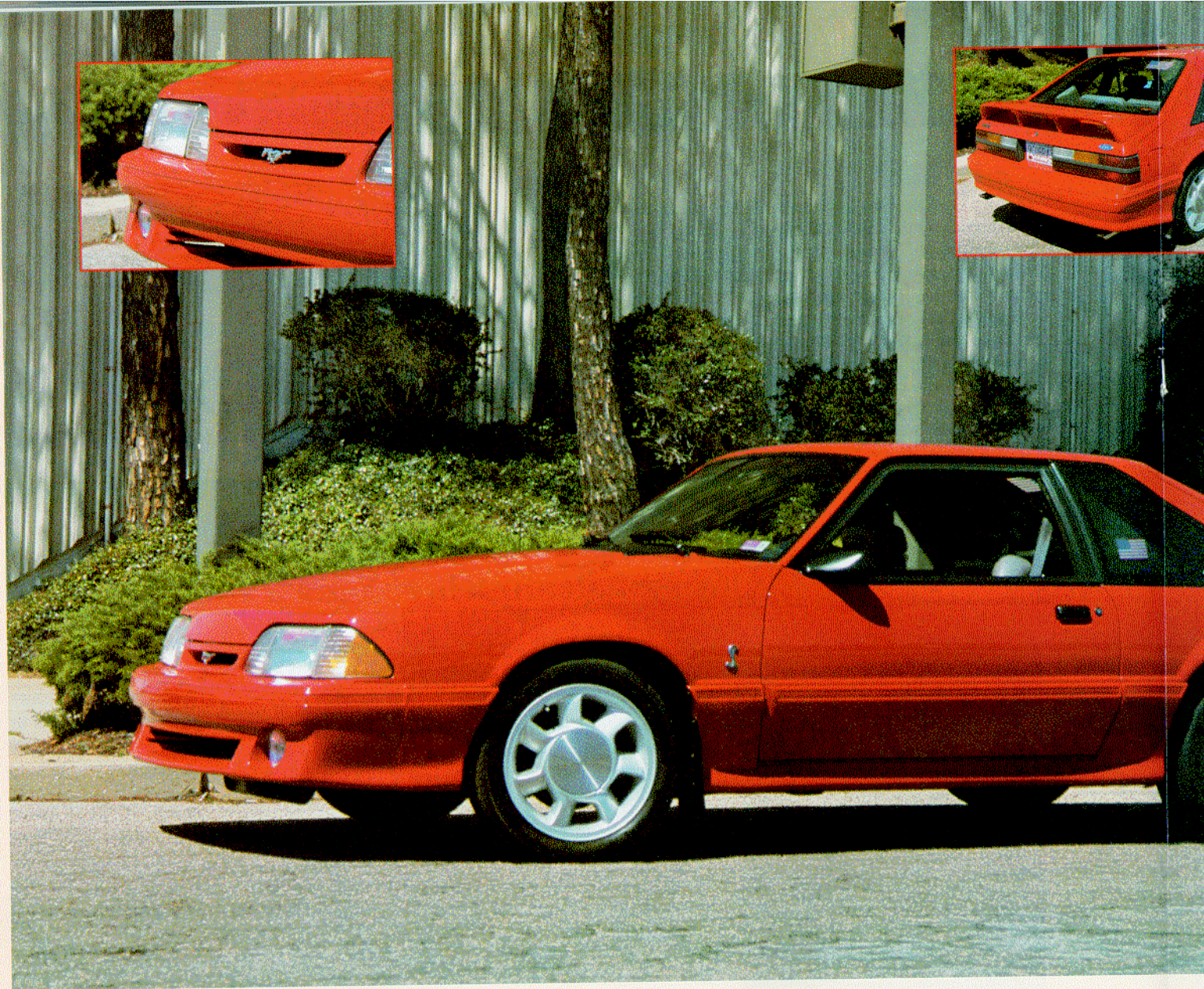
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story & photos by Teresa Vickery

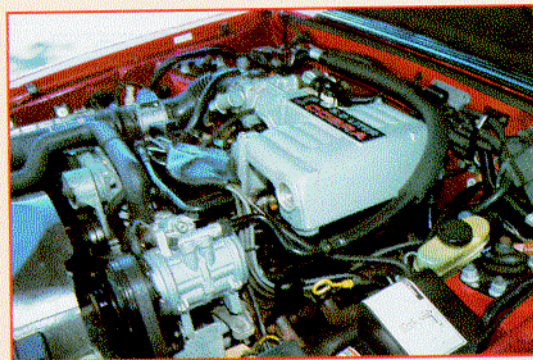
By the time the 1993 Mustangs appeared in dealerships, the third generation of these ponies had been around since 1979 and the sheet-metal styling had been on the market since 1987. Although this particular design was showing some age, it was still popular with consumers. Before the SN-95 made its debut in 1994, however, it was time to up the ante once more.

Ford's new SVT group unveiled what many enthusiasts had been looking for — a step up from the standard GT. The 1993 SVT Cobra Mustang had more power and better handling characteristics than the GT, plus it had a more distinctive look.

The stock 5.0L engine received several upgrades along the line that ultimately produced 235 horsepower at 4600 rpm. Torque was 280 ft./lbs. at 4000 rpm. To achieve these numbers, GT40 cylinder heads were used as were 1.72:1 Crane Roller rocker arms on individual rocker studs. Also installed were smaller crank and water pump pulleys and a recalibrated EEC-IV computer module.

The drivetrain consisted of the Borg-Warner T-5 five-speed transmission which had received phosphate coated gears and stronger bearings. The shifter was altered to give a better feel and shorter throw, and a new clutch assembly was utilized. The 8.8" limited slip rear was standard along with 3.08 rear gearing.

Handling came by way of bigger, wider tires than those used on the



Snake Bite

GT mixed with softer suspension settings. The goal was a more user-friendly ride and feel rather than a maxed-out, harsh performance ride. While much improved for an everyday ride, this "controlled compliance" combination has received mixed reviews from owners. It is reported that some owners felt the suspension was too soft and mushy when pushed hard coupled with a tendency for the front end to float at high speeds. However, a very strong aspect of this new Cobra was the four-wheel disc brakes.

Unique exterior features included specialized front grille accented with running pony emblem, snake badges on front fenders, Cobra badge on left rear of

hatch, rocker extension moldings, rear bumper fascia, special rear spoiler, SVO taillights, cast aluminum wheels, and LX-style exhaust tips. Available colors were Black, Teal, and Vibrant Red.

Inside, the Cobra utilized the GT's interior appointments available with either cloth/vinyl or leather upholstery. Cobra embroidered floor mats were the sole differentiating feature.

Cobra owner Gary Dempsey of Madison, Alabama,

knows firsthand what it's like to drive an example of SVT's early handiwork. The original owner of the Vibrant Red/Grey leather interior version shown here, Gary and wife Charlotte have enjoyed accumulating over 64,000 miles with trips to Boston and Orlando, through the mountains of North Carolina, and to the beaches of Florida.

The Dempseys very much enjoyed their 1990 Emerald Green (7-Up) Feature Car used as a trade-in, but the local dealership made such a good offer on the SVT product, that Gary couldn't resist.

"I had made a small wager with the clean-up person at the dealership that the car I was trading in was cleaner than the car he was giving me," Gary told us. "The next day when we picked up the Cobra, there was a case of my favorite beverage in the back seat. If I put another case of this beverage in the car, can I say it came that way as a dealer-added option?" Judging by the cleanliness of this red beauty, we venture to say that the clean-up person received quite a surprise.

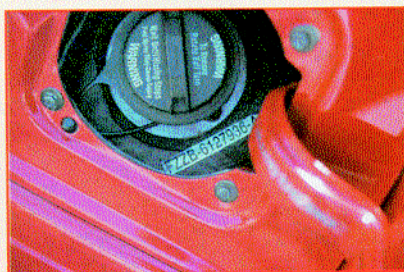
Since the hatchback was to be a driver, Mustang mudguards were installed at the dealership. Upon a thorough inspection later at home, the new owner realized the car had been undercoated. This would lead to a lot of elbow grease this year.

After receiving his certificate from SVT, Gary quickly came to appreciate the car's status as #375 of 4,993 produced.

Today the Cobra is on its second set of Goodyear Gatorback tires, brake pads, and mufflers (Gary pointed out that he drives only 10 miles to work causing the mufflers to rust). No stranger to the show scene, the '93 has received plenty of 1st place awards including a stint in 1996 when it subbed for a '68 fastback undergoing a repaint.

"Getting to the shows is half the fun. Receiving thumbs-up as we pass onlookers, or they pass us, is what it's all about."

SVT



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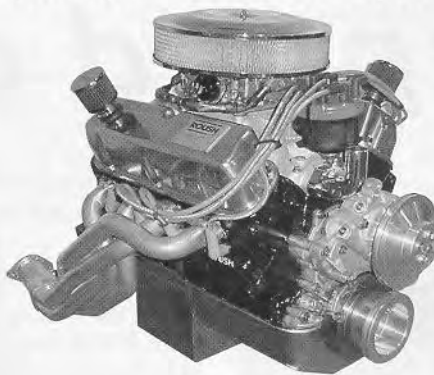
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Wrapped and Ready

story by Terry McCoy
photos by Bob & Jennifer Vickery

Commonly referred to as Fox-bodied Mustangs, the third generation of Mustang began in 1982 with a slogan "The Boss is Back." Sporting a 5.0L High Output engine, the 1982 GT nudged the pony car back into the performance arena.

In 1985, Ford upgraded the 5.0 with a roller cam, roller tappets, headers, and dual exhaust. This was followed in 1986 with fuel injection. A sheetmetal restyle in 1987 leads us to 1993.

Ford wanted to release something unique for the spring of 1993 to close out production of third generation Mustangs. The decision was to offer two Limited Edition Feature Cars, one clad in white, the other in Canary Yellow. Only 1,503 of the yellow version was produced making the cars

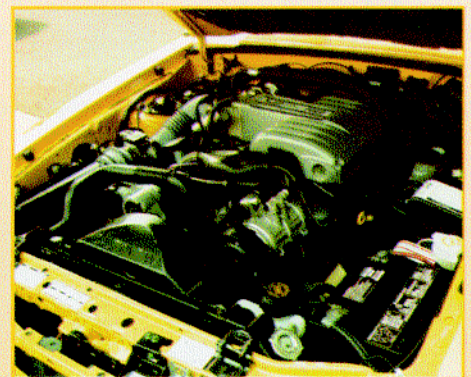
highly desirable. The rarest combination is the yellow with white leather interior and five-speed transmission as seen here. A mere 113 vehicles in this combination rolled off the assembly line. Unique features of these Limited Editions include monochromatic Canary Yellow exterior, color-keyed rear spoiler and side-view mirrors, black or white leather interior, black-on-black or white-on-white pony embroidered front seat headrests, chrome 16" x 7" five-spoke wheels with locking lug nuts, soft convertible top boot, and black front floor mats with an embroidered yellow pony.

My story begins back in the winter of 1992. My good friend Barry Bower and I were at the Detroit Auto Show and happened to stumble across a Canary Yellow Limited Edition Feature Car convertible outfitted with black interior and black top. We wondered if Ford was going to produce the car so, later that week we made some phone calls. This attractive Mustang was a



"go". The following week we made arrangements to visit Dearborn Assembly Plant to get a closer look at this new model. It was at this time that we found out about the yellow and white combination. At that point Barry said he had to have one. He immediately placed an order with Best Ford Lincoln Mercury.

When Barry ordered the car, he



specified that it not be dealer prepped meaning that all the plastic on the convertible top, seats, and carpet remain in place, and all shipping stickers be left intact. This would leave the car exactly as it rolled off the assembly line.

There came a time, which became a chance of a lifetime for me, when Barry needed to sell the car. Guess who was the first one in line? The rest, as they say, is history.

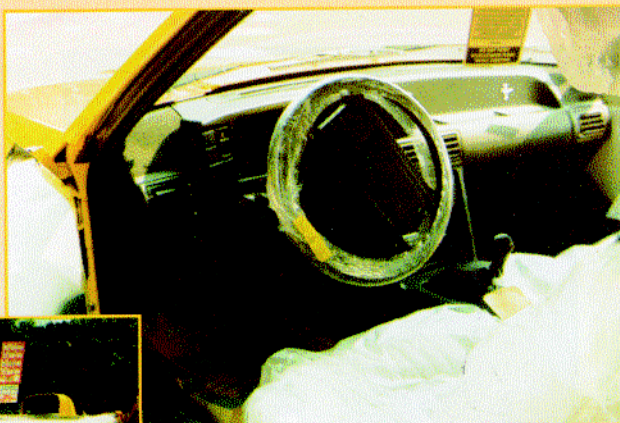
Each one of the shipping stickers on the car has a specific meaning and ultimately tells a story about the assembly of the car. We refer to this as the birth certificate of the car.

Here's what the stickers reveal —

Small square green label: This is the correction sticker to show that the car is ready to be shipped to the appropriate Ford dealer.

Round brown label: This label tells you the build date of the car. It

Factory plastic remains on the seats, door panels, and steering wheel. Factory stickers also remain intact.



Car & Concepts installed all of the convertible tops for the Mustang.

Rectangular label with bar code: When a Mustang comes down the final line, the bar code is scanned to ensure it accurately reflects the final car. The VIN is on this label.

White square label: Dearborn wrap acceptance; it has a small bar code and VIN. The label is installed after Ford accessories such as center caps, antenna, floor mats, and tonneau cover for the convertible top are installed.

has three abbreviated months, so it can be used three times a year.

White rectangular label: It says "CC Okay for Shipping". This sticker was installed by Cars & Concepts after the car received its convertible top to let Ford know it was ready for shipping. From 1983 to 1993,

The original radio antenna has never been installed.





Wheel center caps are wrapped in the original factory packaging.

In addition to plastic on the seats, the convertible top is wrapped in plastic for protection during shipment to the Ford dealership.

The third generation Mustang's first foray into the Limited Edition arena was in 1990 with the Emerald Green (7-Up) Limited Edition convertible which featured a white top and white leather interior. This was followed in 1992 with the Vibrant Red Limited Edition Feature Car convertible outfitted with a white top, white leather interior, and a unique rear spoiler.

Note the "O.K." tag beneath the fender.



The other Feature Car for 1993 was a Vibrant White convertible which sported a monochromatic white exterior, color-keyed rear spoiler and side-view mirrors, white leather interior trim, pony embroidered front seat headrests, color-keyed 16" x 7" five-spoke wheels with locking lug nuts, soft convertible top boot, and black front floor mats with a black embroidered running pony.

Participating in shows with this droptop gives enthusiasts an opportunity to envision how their new Mustang probably looked as it rolled off the line. It's also a good way to help educate Mustang owners in the finer points of authenticity.

To date, this Feature Car has received nothing less than 1st place awards at

judged shows. Additional honors include two Best of Show designations and a Governor's Award. One somewhat irritating aspect of owning this car is keeping the bugs off of it. They seem to be particularly attracted to the yellow paint.

Third Generation News & Beyond coauthor Stewart Jones is maintaining registries on these unique and desirable vehicles. He can provide you with information as to what number your car was on the assembly line, how many were produced with a certain combination, etc. If you're interested in



Dearborn Wrap Acceptance factory sticker.

these registries, please contact Terry McCoy at 5197 Becht Road, Coloma, MI 49038, Hot35Ann@aol.com or thrdgenreg@aol.com.

MT

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Monochromatic yellow exterior.
Color-keyed rear spoiler and side-view mirrors.
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Black-on-black or white-on-white pony embroidered front seat headrests.
Chrome 16" x 7" 5-spoke wheels with locking lug nuts.
Soft convertible top boot.
Black front floor mats with black pony embroidery.

White 10!

16" x 7" five-spoke wheels with locking lug nuts. Color-keyed rear spoiler and side-view mirrors.

Monochromatic white exterior.
Color-keyed rear spoiler and side-view mirrors.
White leather interior trim.
Pony embroidered front seat headrests.
Color-keyed 16" x 7" 5-spoke wheels with locking lug nuts.
Soft convertible top boot.
Black front floor mats with black pony embroidery.

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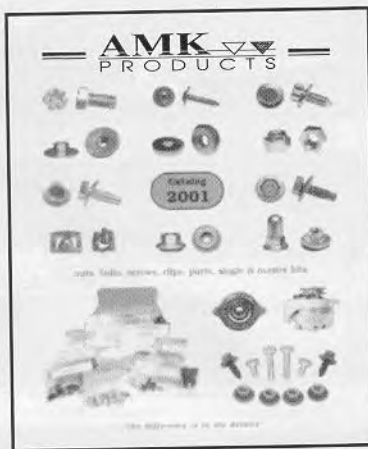
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And the sooner a chase is over, the safer it is for everyone.

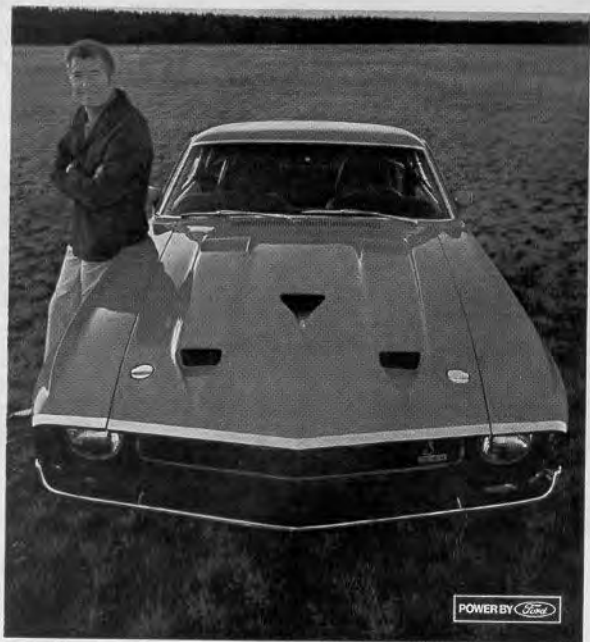
Our pursuit Mustangs—and even some of our larger cars like the Ford Crown Victoria and LTD—are enjoying increasing popularity with police forces all over America. It's just one result of our commitment to total driving performance. Of course, there's only one sure

way for you to find out how good our cars and trucks really are—and that's to see your Ford or Lincoln-Mercury dealer. Ask about the Lifetime Service Guarantee* while you're there, but above all, go for a test drive. You be the judge.

You're going to love the quality.  Quality is Job 1.

*Offered by participating dealers.

FORD • LINCOLN • MERCURY • FORD TRUCKS • FORD TRACTORS



Sitting still . . . It looks invincible.

Turn it on and let it out and you'll see how that long, low, racy styling dares anything else to come close. When racing expert Carroll Shelby designs a car this way you don't expect him to build very many. He doesn't.

The Shelby GT isn't a car you buy simply because it's handsome and rare. You buy it, of course, to drive it.

Let out the famous ram air 428 Cobra Jet engine in the GT 500, and suddenly you'll know the meaning of the word "power." Wind up the 351 ram air V-8 in the GT 350, and you'll capture the true

feeling and excitement of Shelby motion. Take a corner at speed . . . stab the brakes, and feel how the car is slowed with the force of 11.2" power assisted front disc brakes. Ride through a curve . . . Heavy duty adjustable shock absorbers with competition type springs will keep the fat Polyglas belted tires in firm contact with the road thru all its bumps and dips. A heavy duty front stabilizer bar keeps the body tight and level against the force of cornering.

That's race car handling . . . It's something built into every Shelby GT.

And it's available now at your local Shelby Ford Performance Center.

Shelby GT
350/500



69

Vintage ads from Mustang's past

When Ford spent \$250,000 on this experimental car, they weren't about to cut corners on the oil filter. So they used an Autolite filter. Like you buy. Under \$4.



From the ground to the roll bar, this car is only three feet tall. It was built by Ford to test new design concepts. At a cost of \$250,000. The movable, control panel cost \$10,000. (It adjusts to the driver.) The hand-formed aluminum body cost \$15,000.

And the oil filter? Less than \$4. It's an Autolite oil filter. The same kind you buy. What's a \$4 Autolite oil filter doing in a \$250,000 car? Simple. There is no better filter at any price. The Autolite filter is a two-stage filter. A depth filter that removes up to ten times as much dirt and sludge as ordinary filters. It can actually double the life of your oil. What's more, it has an up-thrust bypass valve to prevent trapped dirt from washing back into your engine.

So put this kind of filter in your kind of car. Whatever kind you drive. Autolite... the only name you need to know for filters, spark plugs, batteries, shock absorbers and complete ignition systems.



It sure looks like a sports car.



Now make it shift like one.

One of the great crimes of the century would be to sell up a Mustang for sports car performance and leave out a Hurst 4-speed unit.

We like the Mustang. And we don't mean to knock its shifter, which is certainly adequate for most people. We're talking to the Mustang driver (or the owner of any popular sports car) who'll settle for nothing less than a feeling of pure authority when he puts his fist on the stick and punches his way through the gears. A Hurst conversion unit will take an awful lot of punching. Which is why we can guarantee it

for ever and over. The secret: precise functioning of highly polished heat-treated parts made to extremely close tolerances; rounded paths between the heel ramp (on the shear-proof selector pin) and the perfectly mated surfaces on the levers. Also, the unique spring-loaded reverse that does without noisy, rattling trigger devices. It's a steel-hard jewel. Indestructible. The custom wheels by the way, are ours too. The only forged aluminum wheel in the industry. Write and we'll tell you more about the wheel as well as the shifter. Hurst Performance Products, Glenside, Pa. 19038.



Boss 302—The Ground Groover!



Car and Driver magazine says: "The Boss 302 may just be the new standard by which everything from Detroit must be judged."

wheels, and those great sport seats for the tinted backlite. Your biggest problem—trying not to spend 24 hours a day driving it!

For the full story on all the performance fluids for 1970, visit your Ford Dealer and get our big 16-page 1970 Performance Digest. Or write to:

FORD PERFORMANCE DIGEST, Dept. FF-16, P.O. Box 747, Dearborn, Michigan 48121.

MUSTANG 

Boss 302 is Ford's pavement-hugging, corner-chopping, flat-riding, curve-clinging road lover. Take it out on the snakiest, windiest track you know, stick it in third and pour on the power. The Boss'll stay with that course like a sled car sticks in its groove. It couldn't be any other way, because Boss was born on the winding, twisting, Trans-Am circuits, where specially modified Mustangs hung tighter and went quicker to win two championships. That's where we learned how to set up a car like the Boss.

The standard specs sound like a \$3000 European sports job instead of a reliable, reasonably priced American pony car. Start with a front spoiler; then, under the black hood—Ford's F.I.A. sanctioned 5-liter V-8; next a fully synchronized 4-speed that's butter smooth and shifts knife-quick with a T-handle Hurst Shifter[®]. Control

is precise with 16 to 1 manual steering, and the Boss scoops right now thanks to floating-caliper power front disc brakes.

Rear axle is heavy-duty 3.5:1 with staggered shocks to combat wheel hop. Suspension is firm, snappy, resisting competition type, of course. We glue the whole package to the deck with F60-15 superwide, belted bias-ply tires. Wheels are wide rim with chrome trim rings.

Don't be shy about taking the Boss to your local drag strip. That precision-cast jewel of a lightweight V-8 will move you out for a real quick quarter mile. It's a deep-breathing high winder—290 horsepower at 5800 rpm (just 302 cubes!) New heads with giant ports and canned valves—2.19" intakes, 1.71" exhausts—do the trick.

The standard Boss is so complete, about all you need to do is think about options like Magnum 500 chrome



This is Ford's answer to a long, tough, twisting road—Boss 302!

Regional Events



Oklahoma Mustang Club Meets “Miss America”

The Oklahoma Mustang Club was given an opportunity to see a WW II P-51 airplane up close and also have their cars photographed with it. It was a long-awaited experience, but everyone enjoyed the July 27th gathering. The plane is owned by Dr. Brent Hisey of Oklahoma City who uses this classic to compete in air shows as well as showing the aircraft to the public.

The Oklahoma Mustang Club hosted a Mustang car show in Perry, Oklahoma, in June. Dr. Hisey flew the plane to Perry and performed several “fly-bys” for the car participants. Because of mechanical problems, he was not

able to land the P-51 at the car show. He radioed his public relations man, Jerry Day, and promised the Oklahoma Mustang Club a photo shoot at Wiley Post Airport in Oklahoma City.

In one photo you will see the cars of a few club members with the classic P-51 “Miss America.” The bottom photo shows a few of the members and officers. This was a thrill for all who attended the photo shoot.

Submitted by Steve Hendrix for the Oklahoma Mustang Club.



Thunder Valley's 7th Annual Car Show Brings Awareness of Barth Syndrome

On August 17, 2002, the Thunder Valley Mustang and Ford Club of Chattanooga, Tennessee, held their 7th annual car show at Hamilton Place Mall in Chattanooga.

The charity the club chose for this year's fund-raising, Barth Syndrome Foundation, brought awareness to many of our community, even to some in the medical community. We would like to make more people aware of this very rare disease.

A couple in the club, David and Sheila Mann, have a son, Benjamin, who was born with this disease. It only strikes males and is carried in a gene by the mother. Benjamin's first symptoms at five months were irritability and not eating well. At a check up, his pediatrician detected an irregular heartbeat. A children's cardiologist was brought in and the diagnosis was heart failure. A geneticist was then brought in. The Mann's were fortunate because this doctor had heard of Barth Syndrome and after testing, the diagnosis of Barth Syndrome was made. So many physicians are not familiar with this disease. It affects the heart, immune

system, and the child's growth.

There are approximately 50 known cases worldwide. Boys may be ill with this disease, but because of its rarity, they are not properly diagnosed.

Thunder Valley Mustang and Ford Club was able to donate \$2,900 towards research with proceeds from a car wash, raffle, and our annual car show. We are very proud to be able to help one of our own!

If there is anyone interested in Barth Syndrome or would like to help aid research, please visit www.thundervalleymustangs.com, www.barthsyndrome.org. or e-mail smann@barthsyndrome.org.

Thunder Valley takes great pride in sharing the love our of ponies with the community. From participating in parades to a small car show at a retirement/assisted living facility.

We also donate our services to the Community Kitchen of Chattanooga, feeding the homeless.

Submitted by Sherry Dickey for Thunder Valley Mustang and Ford Club.

As a result of hard work by club members, Thunder Valley Mustang and Ford Club donated \$2,900 towards research of Barth Syndrome.

Shown here is Sherry Dickey, club president, presenting a check to David and Sheila Mann whose son has been diagnosed with the rare disease.



Regional Events



Tri-State Mustang Club Show

Blue skies and a rain-free forecast brought cars to our July 28, 2002, show in record numbers, despite a predicted high in the mid-90s. The new location at Forest Fair Mall had a much greater parking area compared to our former location at Eastgate Mall. The added space was needed to accommodate the turnout of 300 cars. This beats the previous record of 260 set last year. Show co-chairmen Mike Dalton and Greg Hicks said: "We are pleased that the efforts of the Show Committee and all the club members paid off handsomely, not only in the record attendance but also in a very smooth-running show." One layout innovation which seemed to work well was a midway arrangement where all the tents housing the various activities were in a row along the front of the show site.

Two charities had booths on the midway — the local Alzheimer's association and the group "Adventures for Wish Kids", serving the needs of children with very serious illnesses. The latter group sold chances on a new Mustang convertible. Both organizations were very pleased with the donations received.

Also on the midway were food vendors and a booth for "kids only" which gave prizes for game winners. There were booths selling club clothing, giving out club membership information, and, of course, there were the show registration tents.

*Submitted by Al Friedel for the Tri-State Mustang Club.
Photos by John Walters.*





Bay Mustang Club's 7th Fabulous Fords Auto Show

It was a dark and stormy night. Tropical Storm Hanna was lashing the Gulf Coast with drenching rain. Show organizers weren't able to sleep and show participants were wondering whether "the show will go on." Morning dawned with little relief. With a mad scramble at Cook-Whitehead Ford's new building to set up and organize the show, vendors began to show up along with a few wet and bedraggled owners of fine Ford products. After parking their cars, the owners dashed into the service bay to get out from the deluge. Everyone crossed their fingers as time went on, and the call went out for folks to stop their rain dancing. Lo and behold at 10:30 a.m. on September 15, 2002, the rain stopped, the sun made its first appearance of the day, and the water evaporated under its steady gaze. The 7th Fabulous Fords Auto Show was in full swing! Members of the local professional women's football team (Panama City Beach Rumble) helped direct traffic and provided support to the show organizers.

We had a total of 45 cars registered, ranging from a 1924 Model T Hack Wagon to Boss Shinodas to Saleens. A total of 14 classes of cars were entered. Judges were supplied by AACA, and trophies were awarded for 1st, 2nd, and 3rd places. Door prizes, raffles, and a 50/50 drawing were also presented at the end of the day.

As a result of the entry fees, concession sales, raffle



prize sales, and a large donation by Cook-Whitehead Ford, a total of \$1,410 was raised for our three charities: Santa Salvage, Catholic Social Services, and Early Childhood Services.

We extend special thanks to our sponsor Cook-Whitehead Ford, the Emerald Coast Regional Mustang Club (whose members never miss attending our show each year, rain or shine), and the Panama City Beach Rumble for making this year's show a huge success.

Submitted by Randy Jacobson for Bay Mustang Club.



Event Calendar

2003 MCA National Events

May 2-4, 2003

Pigeon Forge, TN

Great Smoky Mountains National Mustang Show hosted by the Tennessee Valley Mustang Club. Host hotel and show site is Country Inn and Suites, 204 Sharon Rd., Pigeon Forge, Tennessee. Reservations — (800) 523-3919 (mention Mustang to get room at show site). Contact Jim McFarland (865) 925-3334 or jims6t6@aol.com, Scott Hall (865) 681-2924 or tnstanger@hotmail.com, Richard Groves (865) 470-9613 or rgroves@chartertn.net for information. <http://clubs.hemmings.com/tvmc>.

May 22-25, 2003

Houston, TX

Lone Star National hosted by the Mustang Club of Houston. Host hotel and show site - Adam's Mark Hotel. Contact Ed Hockaday (281) 342-0753 or Les Blankenship (281) 463-4245 for more details.

July 17-20, 2003

Sturbridge, MA

The New England Mustang Nationals hosted by the Mustang Car club of New England. Host hotel and show site is Sturbridge Host Hotel and Convention Center, www.sturbridgehosthotel.com. For more information contact Jim Silverman at (508) 584-8848 or MustangGT350@mans.com.

August 8-10, 2003

Detroit, MI

Stampede to Dearborn II - a Centennial Celebration hosted by the Mustang Owners Club of S.E. Michigan. Show site and host hotel is Hyatt Regency Dearborn (800) 233-1234. For more information go to www.stampedetodearborn.com or phone (313) 438-4174.

2003 Grand National

August 29-31, 2003

Augusta, GA

Peach State Stampede Grand National Mustang Show hosted by the Central Savannah River Area Mustang Club. Show site Augusta Richmond County Civic Center. Co-host hotels — Radisson Riverfront Hotel (\$92 plus tax per night) (706) 722-8900, and Country Suites Hotel (\$85 plus tax per night) (706) 774-1400. Additional hotels — Ramada Plaza Hotel (706) 722-5541, Comfort Inn (706) 722-2224, Holiday Inn West (706) 738-8811. Activities planned including the famous Saturday night Sock Hop. For more information, please contact Keith Hazelrigs (706) 556-3755 or James Aldridge (706) 854-9597.

2002-03 MCA Events

2002 MCA Regional Events at a Glance

December 1

Mustang Club of Tidewater

Virginia Beach, VA

(757) 468-6719

June 22, 2003

Mustang Owners Club of California

Van Nuys, CA

(818) 758-1826

2003 MCA Regional Events at a glance

February 15, 2003

Mid Florida Mustang Club

Orlando, FL

(407) 292-0977

2002 MCA Regional Events

December 1

The Mustang Club of Tidewater is very proud to host the 30th Joy Fund Car Show sponsored by Auto Zone. This

Virginia Beach, VA

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



Classic Mustang Key Sets

Ignition, Trunk and Matching Key Fob

Fits '64 1/2 thru '93 (Please include year and phone number.)

Jesser's Classic Keys is offering Classic Key Sets for your Mustang. Supplies are limited, and when they're gone... they're gone!

Choose from Red, Blue, Black or White

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\$38.95
3 Pcs. Set
+4.00 S&H

10kt White Gold Plated

Official Licensed Product
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Mustang Times

Event Calendar

2003 MCA Regional Events

February 15 **Orlando, FL**
Mid Florida Mustang Club announces the 16th Annual Mustang and Ford Round Up, sponsored by National Parts Depot and The Tri County Florida Ford Dealers at WaterFord Lakes Town Center. Entry fee is \$10. Theme of this show is "Tribute to the Classics" with a special display area for the classic years. Information and applications at midfloridamustangclub.com or (407) 292-0977.

June 22 **Van Nuys, CA**
Mustangs and Fords at Woodley Park. Over 60 classes with factory stock and personalized cars. Huge raffle, 50/50 drawing, Horseshoes for Cancer, vendors and parts exchange. Food available, picnic tables, bar-b-ques. One of the longest running car shows in California. For information and application see web page at <http://mustangownersofca.org> or call chief judge Craig Cunningham evenings at (818) 758-1826.

Non MCA Events

December 1 **Indianapolis, IN**
Super Sunday Indy Automotive Swap meet and Car Sale at Indiana State Fairgrounds, West pavilion. Huge swap meet, all indoors. Over 800 spaces (10' x 12') \$40; car sale \$50. For more information call (708) 563-4300 or visit www.Midamericapromotions.com

Now's the time to submit information for your 2003 club event. Please refer to the Classified Advertising & Article Submission Information block this page for complete details.

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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, 4051 Barrancas Ave., PMB 102, Pensacola, FL 32507 or mcatimes@bellsouth.net. (To prevent e-mail virus attacks, attachments to e-mails will not be opened.) Include your membership number on the advertising copy to ensure insertion in our next scheduled issue. All classified ads published in this magazine also appear on MCA's web site concurrent with issue date. Advertisements to be repeated must be resubmitted each month. (Event Calendar listings may also be e-mailed to the above address.)

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

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

Submissions for features, tech articles, mailbag, Snapshots, 2FAST4U2C, etc., may be submitted via the United States Postal Service or e-mail to mcatimes@bellsouth.net. (Please type or write legibly.) Photos may also be submitted in jpg format on CD.

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) 536-5482 (6 p.m. - 10 p.m.) Monday through Friday, or e-mail sassyhayes@hotmail.com.

Marketplace

Cars For Sale

1965 convertible, A-code 289 engine, AT, dual exhaust, PS, PB, factory AC, console, black power top, Poppy Red, black Pony interior, Rally Pac, woodgrain steering wheel. Engine rebuilt, body rebuilt, interior rebuilt. No rust. Always garaged. \$20,000. (252) 321-9215 or SheererM@mail.ecu.edu. MCA #13883.

1965 fastback, 289 2V, AT, PS, cold factory air, chrome dress-up kit, Raven Black with red interior, red and black "pony" seats, console, five Styled Steel wheels with radials. Kept covered in climate-controlled garage. Many 1st place trophies. \$17,000. Pictures available on Internet (call). (800) 537-2602. MCA #41057.

1965 K-code convertible. Factory four-speed, all performance parts are there, total restoration needed. Many new parts. Engine rebuilt. Car currently disassembled and media blasted. \$13,500 cash or interesting trade. (336) 275-5590 or stoner@labcorp.com. MCA #05806.

1965 GT fastback, A-code, concours trailered show car. Twilight Turquoise with aqua and white Pony interior. MCA gold winner, and Mustang Times cover car, April 1999. Every item on the car has been restored to its original condition. You will not find another Mustang of this quality for the money. \$29,000. Bob at (610) 929-8482, GT65BOB@aol.com. MCA #34195.

1966 coupe, original C-code 289, AT, PS, dual exhaust, American Racing alloy wheels (have original

steel wheels) with 60 series radials. Vintage Burgundy with black rosette interior. Very clean, garage kept. \$5,000 cash. Also 1973 Mach 1, 351C 4V, AT, PS, PDB, light blue exterior, blue Mach 1 interior. Factory alloy wheels with radial T/As. Mallory distributor and ignition coil, Edelbrock high riser intake with Holley 650 double pumper. New front and rear spoilers and stripe kit. \$4,500 OBO. (717) 764-9619 after 5 p.m. weekdays (Pennsylvania). MCA #30199.

1966 coupe, Sauterne Gold, black interior, 289 V8, four-speed transmission. Diligently maintained entire life, professionally refurbished in 1985. Actual mileage is 113,000. Asking \$10,000. (903) 488-3412 or cwscott@koyote.com. MCA #51559.

1967 fastback, Wimbledon White, white deluxe interior with '70 Mach

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		BEI ROAD WIDTH IN.	FRONT	REAR	BEI ROAD WIDTH IN.	FRONT	REAR
GRANDES AND ALL OTHERS	200 x 250	7.35-14	24	24	F70-14*	24	24
	302	7.35-14			F70-14	28	28
	390	E78-14			FR70-14**	28	28
	400	E70-14			F70-14	28	28
	401	E70-14	28	28	F70-14	28	28
	402	F70-14			FR70-14	28	28
	403	F60-16	26	26			

*ON 289 C.I.D. MODELS WITH 8 INCH WIDE WITH OPTIONAL SUSPENSION

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Granatelli Motor Sports
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- Won't void factory warranty
- NMRA contingency available - call

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Marketplace

1983 GLX convertible, 5.0L HO Package, five-speed, Midnight Blue/white/white. 2,723 actual miles, fully loaded with all options available on the '83 convertible. Garage and covered since new. Every kind and type of documentation known on the car kept. \$14,000. Contact Scott Plowman (320) 587-4750, (320) 583-8434, or plowman@hutchtel.net. MCA #37191.

1985 GT, five-speed, T-tops, AC, PS, PDB, AM/FM. 53,000 miles. Immaculate show winner. White, Saddle Tan interior. \$11,000. Also: 4 four-speed transmissions; one set new '66 front bumper braces; new '66 taillight lens; various Holley and Motorcraft carburetors; 351 Windsor bell housing, flywheel and clutch. (706) 625-6270 days, (706) 629-8929 evenings. MCA #24218.

1991 LX 5.0 convertible. 13,000 original miles! Titanium Metallic Gray with leather interior, AT, all options including luggage trunk rack. Unmolested, accident free, always garaged. Rare opportunity to find an LX V8 convertible in such impeccable condition. \$14,000. Located in southern NYS. You will not be disappointed. Call (845) 473-4657 any time and leave a message. MCA #46988.

1993 Feature Car. Canary Yellow/white top/white leather interior. February 2000 cover Mustang Times. Close to perfect condition, loaded and original. 16,300 actual miles. \$14,950 or will trade for concours driven 1965-66 well-optioned automatic, Mustang convertible. Call Chuck at (309) 836-6606 (Illinois) or brenner@macomb.com. MCA #22868.

1993 Cobra. Teal with gray leather interior. 30,000 miles. Many nice extras, kept in heated garage. \$13,000. Call Paul at (303) 248-9315. MCA #48959.

1994 Indy Pace Car #144 of 1000. Rio Red, VIN 1FALP45D2RF158190. Garage kept. 12,500 miles. 5.0 super high performance V8, five-speed manual transmission, P255/45/ZR17 high performance tires, 17 x 8 cast aluminum wheels. Power everything. Mach 460 sound system. All goodies. \$22,000 negotiable. Frank at (973) 448-0120 (New Jersey). MCA #25806.

1994 GT convertible. 30th Anniversary model, Laser Red with black top and black leather interior, 5.0L, five-speed, Mach 460 sound with CD and tape, 17" wheels, new Z-rated tires, alarm. Stored winters. Excellent condition. 32,000 miles. \$12,900 obo. Chuck at (815) 235-1465 or chw88@aeroinc.net. MCA #39888.

1994 GT, 5.0L, five-speed, Opal Frost Metallic (silver). Black leather interior. Every option except convertible and Cobra. One owner, 17" wheels, ABS, power driver seat, limited slip, AC, Mach 460 CD sound. 73,000 miles. Need room and money for '66 coupe project. \$7,900 obo. Tom at (815) 678-0050. MCA #46333.

1995 Cobra convertible, black with tan interior. #137 of 1003. 9300 miles. Garage kept, excellent condition. \$23,900 firm. (570) 325-2068. MCA #44994.

1998 GT convertible, silver, black leather, black top. 54,000 miles. Balance of Ford five year/60,000 warranty. AT, 3.27 rear, Mach 460, 17" wheels, ABS, fully loaded. Original owner, no winters/accidents, non-smoker. Excellent condition. Special ordered for April 17, 1998.

\$15,000. George after 9 p.m. at (302) 838-1736 or ghbenham@yahoo.com for photos/info. MCA #42338.

1999 Cobra. 20,000 miles. Asking \$20,000 negotiable. Must sell. Immaculate red/charcoal. Have all paperwork, always garaged, no winters. Pictures available. Located in Southeast Michigan. J.C. Paschal or Dave at (248) 231-7749 or ajpaschal@juno.com. MCA #50579.

2001 Bullitt GT, Dark Highland Green, #00689. 2,100 miles. Mint condition. All options. Has always been a show car, never in rain, always stored in heated garage and covered. Bone stock. \$19,500. E-mail for pictures at mustang6@fgi.net. or call (217) 546-8462 (Illinois). MCA #48234.

2001 Mustang Bullitt, Highland Green. \$21,500. (678) 289-9199 (Georgia). MCA #24869.

Parts For Sale

1971-73 parts only. Many new and used part in stock, some NOS. Also a wide selection of good used sheet metal parts. Complete stock of trim parts, moldings, engine parts, and many miscellaneous parts for your car. E-mail danst5@msn.com or call Dan at (814) 455-7268 evenings ET. MCA #19034.

NOS and restored used parts for 1964 1/2 - 74 Mustangs such as yellow top coils, fan clutches, starter solenoids, AC compressors, crankshaft dampener, pulleys, drum brake spindles with backing plate and new wheel cylinder, and much more. Call (478) 474-3237 for information. MCA #37319.

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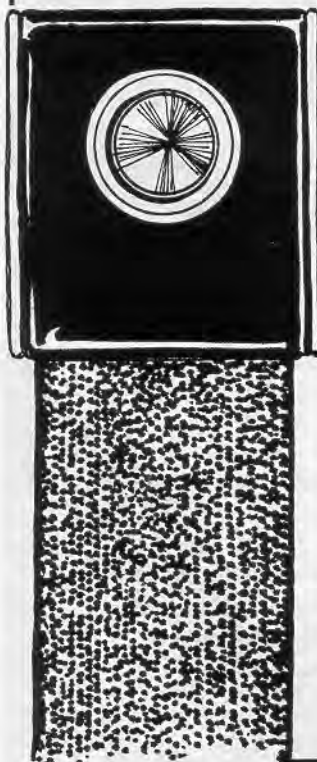
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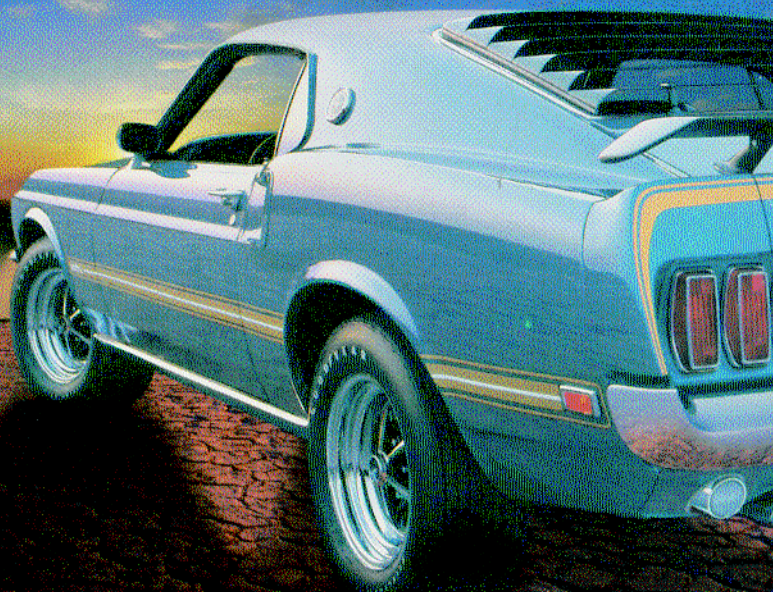
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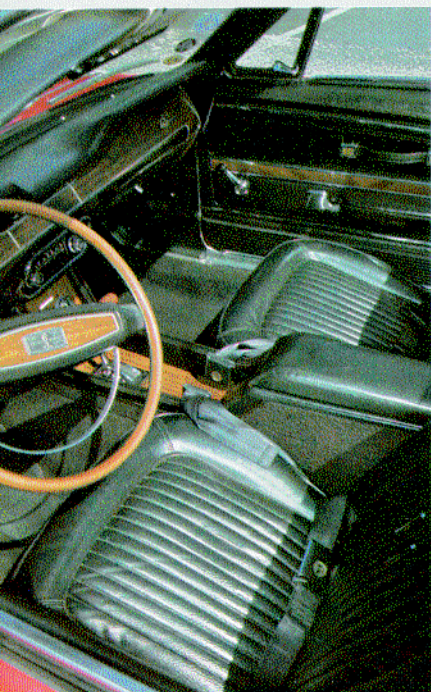
The majority of those individuals who proclaim themselves Shelby enthusiasts have a favorite amongst the 1965-70 models. Whether the criteria is horsepower, handling, overall performance, styling, or options, there are plenty of reasons why these folks select a particular model. But all the criteria in the world can vanish when the opportunity to purchase a low-mileage, unrestored Shelby presents itself.

Georgia resident Romulo Navarro has loved cars since he was a young boy on an island in the southern part of the Philippines. In 1974, while working as an intern in San Francisco, California, his desire to own a Shelby emerged. Acceptance as a surgical resident at St. Elizabeth Hospital in Youngstown, Ohio, meant long hours and little pay, but the Shelby flame still burned strong. A move to Georgia six years later and three years of private practice finally made it possible

for Shelby ownership to become a reality.

Romulo told us, "My first real opportunity to see a Shelby in person occurred at an MCA car show in the early '80s in Atlanta. I thoroughly enjoyed my first show and admired so many great Mustangs including a restored Shelby

photo courtesy Romulo Navarro





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Cornell Shelby has pulled the trick of the year. He's combined Ford's new drag champion 428 Cobra Jet engine with the complete road car, the Cobra GT 350. Result? Cobra GT 500 KR... King of the Road. Drag champion engine? The 428 Cobra Jet equipped Super Stock Eliminator honors at the Pomona Winter Nationals. It delivers 335 hp at 5400 rpm, churning up 490 lb-ft of torque at a snail's 3600. Look for it to 60 times that will snap your eyeballs! The Best Magazine calls it "... the fastest burning Pure Stock in the history of auto."

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the spare tire which was unused. The body paint and interior were in mint condition. The tires were Goodyear and like new. The engine had some missing components and the ones that existed were not show quality. The top was worn out and the rubber attachment to the back glass was torn out. The undercarriage was in better condition, but still had some areas of superficial rust. The car was still a beauty in my eyes.

"The owner informed me that he paid a substantial amount for the car but never regretted buying it. He was the second owner. The car was originally purchased from Harr Motor Company of Worcester, Massachusetts.

GT-350. I wanted an unrestored one, but did not find any at that show. Nevertheless I was still optimistic.

"After several months had passed, I saw a picture of an unrestored Shelby advertised in Hemmings Motor News to which I loyally subscribe. I visited the owner in Salisbury, North Carolina, and examined the car. The GT-500KR convertible was about 90% original including

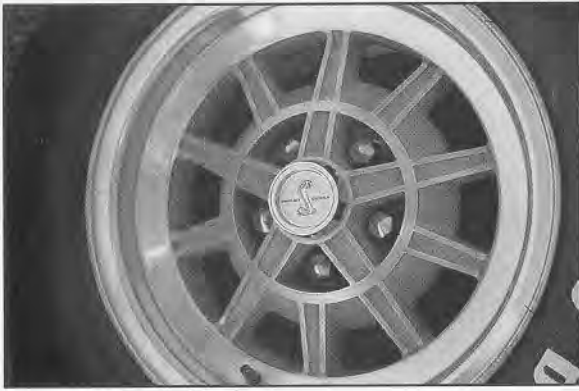
The invoice date was May 20, 1968, with a ship day of May 29, 1968. Although the second owner had replaced the tires, he kept the integrity of the Shelby by not restoring it.

"I bought and picked up the car. After all these years, my patience had finally paid off. I will always remember the day I first brought the car home from North Carolina as vividly as I remember the birth of my chil-

dren. It was a cold and rainy night, December 4, 1984. I arrived home at midnight, but my dream did not turn into a pumpkin. Mission accomplished!"

1968 marked production of the first Shelby convertibles. The GT-350 and GT-500 models were carried over from 1967 with the GT-350 receiving a four-barrel 302 engine rated at 250





horsepower rather than the earlier 289 HiPo which yielded 306 horsepower when massaged by Shelby engineers.

Perhaps the most exciting change in the Shelby realm came about two-thirds through the model year when Ford introduced the 428 Cobra Jet engine. The Shelby GT-500KR (King of the Road) was born. Ford rated the 428 Cobra Jet at 335 horsepower which is estimated to be 20% shy of the true number.

Luxury had entered the picture in 1967 and was more evident in 1968 with the use of the deluxe Mustang interior. A few unique touches for the cockpit included a custom-styled padded armrest with Cobra emblem, and plenty of woodgrain applique. The KR's received a wooden Cobra-logo shift handle and a Cobra Jet emblem above the glove compartment. Shoulder harnesses remained in place as did the fastback fold-down rear seat. Available Tilt-Away steering further enhanced the creature comfort nature of this distinctly styled vehicle.

Outside, the front end received a more pronounced, rounded grille outfitted with driving lights. The hood received a revised split scoop located closer to the nose, twist-type fasteners, and louvers near the cowl reportedly referred to as air extractors. The front fenders received Cobra emblems, the rocker panels were highlighted by a racing stripe, and the use of side scoops continued. Special treatment of the rear included the duck-tail deck lid and end caps, Shelby Cobra gas cap, and a switch from Cougar taillights used in 1967 to chrome framed sequential Thunderbird taillights for 1968.

As one of only 318 GT-500KR convertibles built, this 25,600-mile Candyapple Red unrestored beauty carries plenty of Shelby goodies such as black deluxe interior, distinctive roll bar, 428 Cobra Jet fender emblems, white rocker panel striping, 10-spoke wheels shod with Goodyear rubber, 3.50 rear gear, and C-6 automatic transmission.

Romulo indicates that during his 18 years of ownership he has spent plenty of time and money bringing the rag-top up to show specs. "My efforts have resulted in many awards, but what I cherish most are the friendships I have made with members of MCA, SAAC (Shelby American Automobile Club), and the AACA (Antique Automobile Club of America)." MT

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