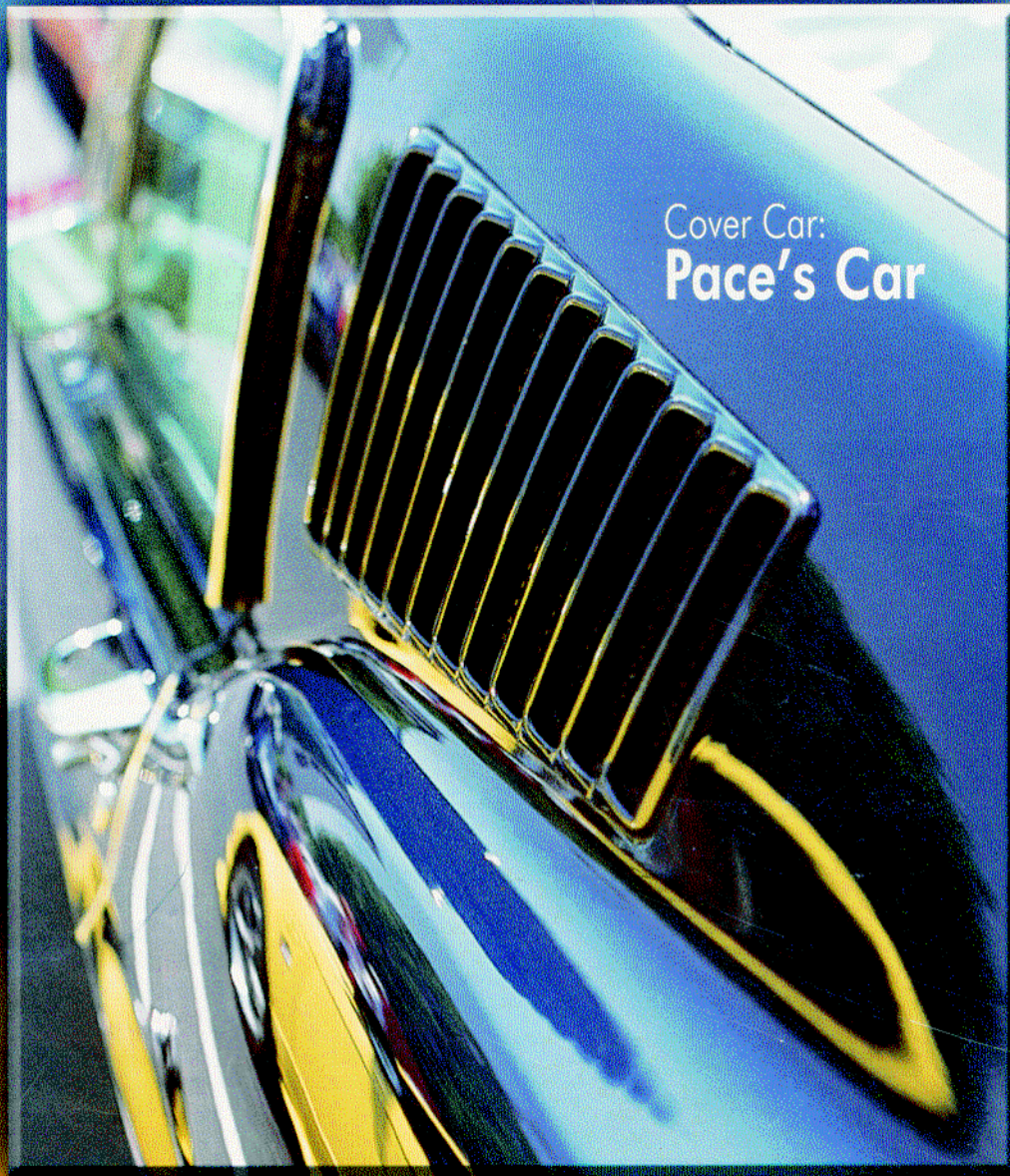




Official Publication of the Mustang Club of America

MUSTANG TIMES

August 2003 / Volume 27 / Number 8



Cover Car:
Pace's Car

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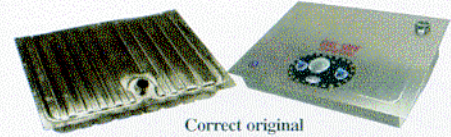
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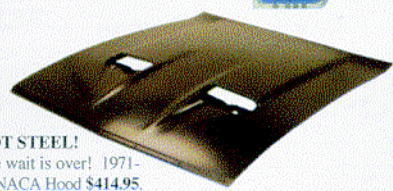
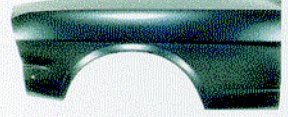
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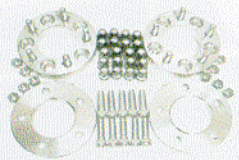


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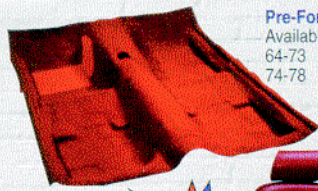
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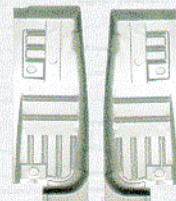


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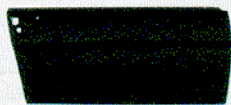
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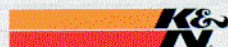
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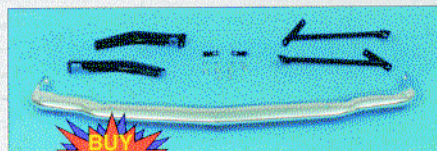
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MUSTANG TIMES

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MCA Goes To The Ford Centennial Celebration



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from the driver's seat

Two years ago at our Kansas City National Show, I discovered that I had sheered a bolt in my car trailer mechanism. It was Sunday morning, and in the midst of my panic I began asking around to see who knew of a hardware store, and how I could get there and back quickly. To my pleasure, one of members of the Roush display team said he knew of a store and he could guarantee me a fast trip. Almost immediately this beautiful Stage III Roush pulled up, and I was told to climb in the driver's seat. "Whoa!" says the guy who never refused a rush. I am here to tell you that that was the fastest and smoothest round trip of 10 miles I've ever made. I think we only touched down twice.

I would like to recognize Roush Performance, and the tremendous level of support they have provided the MUSTANG CLUB OF AMERICA. Roush is second only to Ford Motor Company in supporting MCA's events, website and member magazine. Most importantly, Roush shares our commitment to continuing the Mustang's rich heritage, and our focus on fun, friendship and family.

Roush is separated into four divisions:
Roush Industries, Roush Racing, Roush Manufacturing and Roush Performance.

We are all well aware of Roush Racing's accomplishments, with over 250 victories. They boast a record of being the most successful team in the history of Ford Racing, including victory in the grueling 24 Hours of Daytona in an All Sport-sponsored Ford Mustang. Roush Industries also knows Mustangs, having played a significant role in the development of the SN95 Mustang and the SVT Cobras. And now Roush Performance is taking Roush's love affair with the Mustang to the next level, combining track-proven race technologies with advanced automotive engineering in its line of pumped-up Performance Mustangs.

Roush Industries is where we find the level of quality and attention to detail for which Roush is so famous. The Roush family of companies, with over 2,200 employees throughout North America and Europe, includes Roush Racing and Roush Industries, which has supplied Ford with advanced engineering and development support services for over 25 years.

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MCA was honored to receive Jack Roush into the Mustang HALL OF FAME at the Grand National MCA Show in Charlotte, NC over the Labor Day weekend, 2002.

Again, thanks to Ford Motor Company, and Roush Performance, they are joined by BF Goodrich Tires and Pennzoil Oil as major sponsors of the MUSTANG CLUB OF AMERICA. You will always find these wonderful company displays at the MCA National and Grand National Shows.

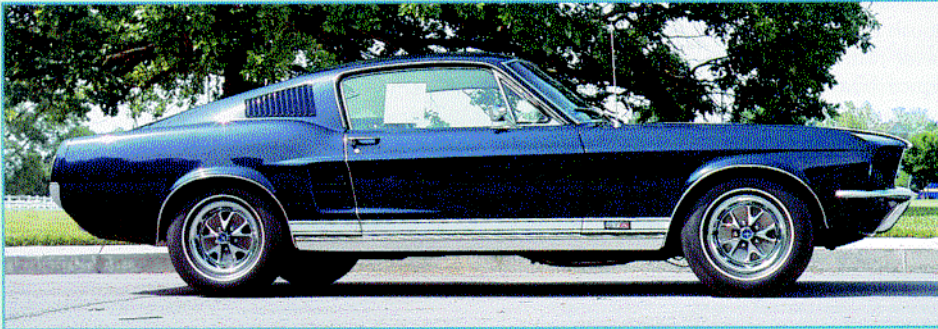
Thanks to Joe Thompson and the fine folks at Roush for the help they provided me to give you a look inside their company. I encourage you to visit www.roushperf.com to learn more about the Roush Mustangs and Roush aftermarket products.

By the way, some folks have seen next year's selection of the three National and one Grand National show, and they wondered why there wasn't one more National Show. "We always have a total of five shows a year. How come?"

Simple answer! In the years where there is a national event, like the Anniversary of MCA or next years 40th Anniversary of the Mustang, there is one less National Show. We can only expect so much of our Mustang volunteers time and energy.

Bill Johnson
National President
Mustang Club of America

PACE'S CAR



The '67 at Pigeon Forge TN, where it took another award (Silver).

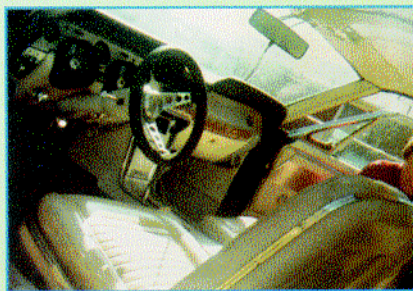
At the Pigeon Forge National Show in May, 2003, I met Jeff Pace, from Greenville, South Carolina. As we talked about his car and involvement in the MCA, I was immediately curious as to why his MCA membership number was so low (#07107). Most people Jeff's age (early 30s) have much higher numbers. He explained that his father had given him his first year of MCA membership as a gift when Jeff was only thirteen years old.

As we talked, I watched Wendy Pace playing with she and Jeff's one year old son, Josh. It was obvious that Mustangs (particularly the car on these pages) have been and are a continuous thread running through Jeff Pace's childhood and his adult family life. Collecting and renovating Mustangs is a tradition in the Pace family. One look at Josh Pace's customized Mustang 'walker', and you're pretty well convinced there will be a third Pace generation in the MCA.

Jeff's 1967 GTA Fastback was bought for \$500 in 1982, when Jeff graduated from high school. Jeff's father found the car parked under a tree...barely running. It had been used to haul hay and perform farm chores. The previously sleek and powerful road car was in admittedly terrible condition. The past owners had done some less-than-acceptable modifications (such as adding a tiny 'racing' steering wheel) and had generally neglected all maintenance. Still, Jeff's father could see what the car's potential was...and knew

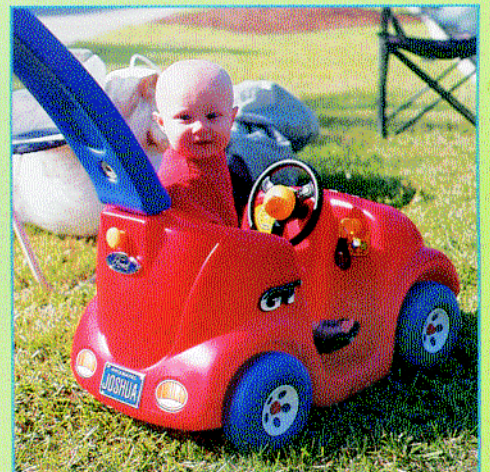


Saturday, May 1, 1982.
Jeff Pace's 1967 Mustang Fastback graduation present arrives. Not much to look at...barely runs... but in the Pace family...that's nothing to worry about.

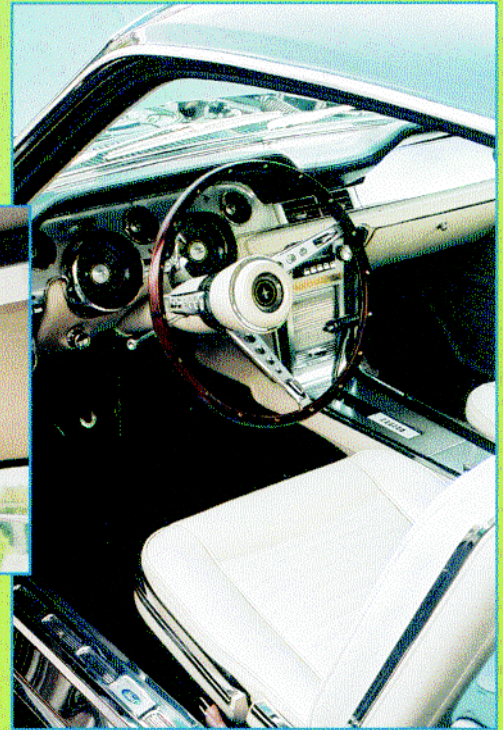
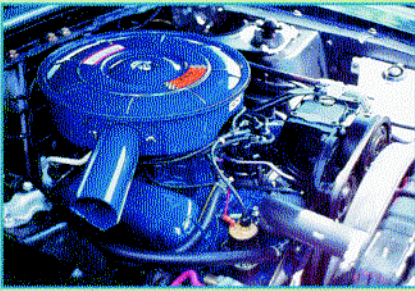


In need of paint...the 1988 renovation is about to begin. Jeff blocked and prepped the car for its well deserved coat of paint.

One year old Josh Pace, already an experienced hand at driving around in a custom Mustang.



From the closely detailed engine to the immaculate interior, Jeff Pace's 1967 Fastback is a classic Mustang and a running testimony to Pace family tradition. An MCA member since the tender age of 13, Jeff has Mustang in his genes.



that Jeff had the ability to make it shine.

The initial rebuild was done by Jeff and his father, to give Jeff a daily driver for school and work. The car's first paint job was done in the Pace's back yard.

A few years of hard driving were put on the car.

Then, in 1988, Jeff began making changes, including the addition of

new air conditioning parts, a Cobra dress-up kit and intake. It was then decided that a complete renovation was in order and the Mustang would become a 'show car'.

The interior was completely redone. The second (and this time 'professional') paint job was

prepped by Jeff, and completed in Steve Rainey's shop. The current paint (nightmist blue) is the job done by Rainey in '88...and it still looks great!

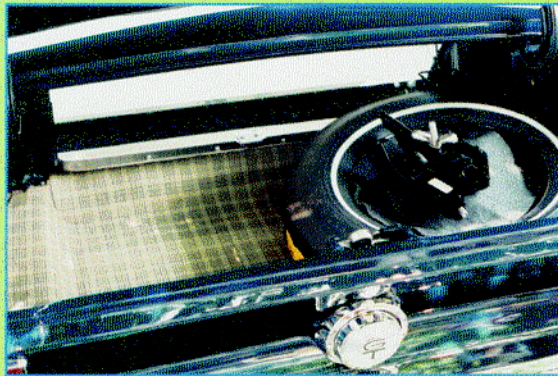
The car's interior has been done twice by Jeff. He has had great results from friend, Billy Owens, and the staff at *Got You Covered*. The Pace and Owens families were all longtime members in the *Foothills Mustang Club*.

With much coaching and help from his father and Paul Owens (Billy's dad), Jeff has completely rebuilt the engine, transmission, rear end, brakes, and just about everything else on the car.

Testimony to the quality of the work was shown in Jeff's 1988 2nd Place at the MCA Nationals in Atlanta GA, and a 1st Place in the 1988 Grand Nationals in Greenville SC.

All parts are Factory...as there were still available parts for '67s back in the '80s. The correct wheels and a set of Firestone Wide Ovals were not located until 1990.

The 'show car' was now completed. Jeff's attention was drawn by other project cars (Mustangs!), building





a house and other demands of family life. The '67 was garage bound from 1993 through 2000.

When time allowed, Jeff disassembled the car completely, in preparation for the car's third complete renovation. The engine compartment was thoroughly stripped (with chemical stripper, media blasting and elbow grease) down to bare metal. The paint job was water sanded and buffed back to a mirror finish. The undercarriage was detailed and color coated to the build-sheet (found under the seat and wire harness) specs. The engine was pulled and restored. A new carb, gas tank, new brakes and booster assembly were added. A correct exhaust was then installed by *Steve's Muffler Shop*.

After the Charlotte rain washout at the race track...the engine compartment got its 'fourth' renovation...just in time for the 2003 Pigeon Forge Nationals, where the car was awarded a Silver.

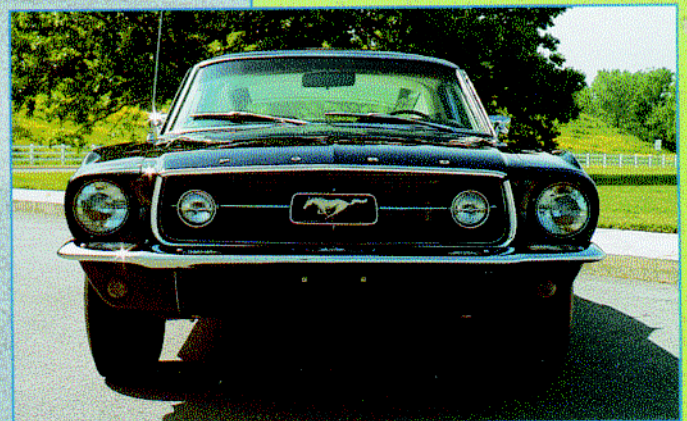
All in all the '67 has earned four Firsts and two Seconds at MCA Nationals, twenty eight Firsts at AACA shows and dozens of local show awards.

In addition to the '67 Fastback, Jeff Pace has also renovated a '68 GT Convertible, '69 Mach 1, '70 Boss 302 (drag pak), '78 King Cobra, '79 Pace Car (no pun intended) and '88 LX Mustang Hatchback.

Look for Jeff, Wendy and Josh, at any MCA National and just about any regional show in the deep south. This family keeps the Mustang spirit alive.

Photos and Article by; Steve Glover

Jeff Pace's 1967 Mustang Fastback was photographed in Pigeon Forge TN, during the 2003 Great Smokey Mountain National Mustang Show.





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2003/2004 MCA Nationals

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 the Hyatt Regency Dearborn (800) 233-1234. Call (313) 438-4174, or go to www.stampedetodearborn.com

March 19-21, 2004, Pensacola, FL

25th Anniversary, Gulf Coast Regional Mustang Club, First 2004 MCA National Show! Make plans now. For more information, Call: Donnie Carlisle 251-961-1411, Rochelle McNeil 850-478-8951, Email: grmc.com

2003 MCA Regionals & Club Events

August 1 Amarillo, TX

The Texas Panhandle Mustang Club's 2003 "Ford Fun Day" car show. August 1st Friday (Cook-out only) 7-9pm. August 2nd Saturday Participant Vote Car Show 9am - 3pm. Swap meet and Pony Corral also available. Car show is open to all Mustang, Shelby's and Boss cars. Sponsored by the Texas Panhandle Mustang Club and John Chandler Ford, Inc. Show Location is I-40 and Ross St. in Amarillo, Texas. Info: Bill Howell 806.353.0164 or bkh@cox-internet.com Terry Gamblin 806.355.4718 or THG010@aol.com

August 2 Austin, TX

23rd Annual Mustang & Ford Roundup hosted by Mustang Owners Club of Austin, benefiting Meals on Wheels and More. Held at Great Hills Baptist Church, 10500 Jollyville Road, Austin, TX. Registration is from 8:30 AM until 10:30 AM, trophy presentation will be at 2:00 PM. Classes for Mustangs, Falcons and Fairlanes, Thunderbirds, Ford trucks and more. Vendors are welcome. Food and drinks will be available onsite. Come enjoy the cars, music and door prizes. Rain date is August 9, 2003. Info: www.mocatx.com and click on 2003 MOCA Roundup, Call ; Todd Tatro at 512-515-5014.

August 2 Mid America Motorplex

The Mustang Club of Central Iowa is pleased to announce their second annual open track event at the Mid America

Motorplex August 2-3, 2003. The Midwest Ford Dealers will also be celebrating Ford's 100th Anniversary the same week-end. Please see the attached flyers for more info. We hope to see you there! Doug Dyar e mail: twosheds@dwx.com phone 515-964-2714 Roger Fee, Email: bossman112620@msn.com Telephone 515-961-5781

August 3 Bourbonnais, IL

Northern Mustang Corral hosts its 13th Mustang & Ford Powered Car Show. There are 37 overall Classes with 28 Classes for Mustangs alone. Dash plaques for the first 150 cars; well organized participant judging; modified MCA tech inspections per class; club discretion for classes; along with music & games; food on site; restaurants within walking distance; recommended hotels in walking distance of the shopping mall. Registration fee is \$10.00 pre-show by July 25, 2003, \$15.00 the day of the Show. New show location at Perry Farm (A beautiful grassy park) 459 N. Kennedy Drive, Bourbonnais, IL. Rain or Shine. Information: John Garner (708) 687-1220 stang255@aol.com or, Call: Dave Hoffman (815) 935-1429 or, Roger Sanzenbacher (708) 841-9623

August 3 Lithia Springs, GA

Georgia Regional Mustang Club's 16th annual John Bleakley Ford Summer Mustang and Ford Show. Show located at John Bleakley Ford on Thornton Rd, Lithia Springs, GA. Gates

open 8:00am. Registration from 8:30 to 12:00. Awards at 4:00pm. Registration \$20.00. Early registration available at \$15.00 postmarked prior to July, 27th. Contact: Joe Krumpelman at 770-578-1354 (her96stng@aol.com).

August 3 Erie, PA

15th Annual Mustang Round-Up. Lake Erie Mustang Owners Club invites all Mustangers! Classes: '64 1/2 to Present. Many trophies. Pre-registration \$12, \$15 day of show. Proceeds benefit French Creek Boy Scout Council. Info: (814) 825-5421, or, (814) 838-8153.

August 8 Fort Worth, TX

The North Texas Mustang Club hosts the 14th Annual Yellow Rose Classic Car Show. This is the largest all-Ford indoor car and truck show in the Southwest. Over 200 vehicles will be on display at the Amon G. Carter, Jr., Exhibits Hall at the Will Rogers Memorial Complex. Any Ford, any year, but must be Ford powered. Judging is based on detail, workmanship, and cleanliness. Come enjoy the cool indoors during the dog days of August! For more information visit our web site at: www.NTMCONLINE.org, Email yellowrose@ntmconline.org. Call or write: Ruth Dunlap, 5059 Showdown Lane, Grand Prairie TX 75052, Call: 817-595-6900, fax 972-642-6201

August 8

Fort Worth TX

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August 9th

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August 9

Atco, NJ

3rd Annual NMRA Ford Nationals. Atco Raceway. Car show hosted by South Jersey Mustang Club. Info: www.southjerseymustangclub.com, or Call: Herb Sharp at (856)768-8428

August 10

Columbus, NE

Mustang & All-Ford Show. Trowbridge Motor Co., 14th St. and 23rd Ave. Registration 9:am til Noon. Monster trophies! Call: Terry (402) 562-0804.

August 10

Long Beach Harbor, CA

Beach Cities Mustang Club presents the 7th Annual Mustangs at the Queen Mary Show Registration \$30 (by July 21), \$40 (after). Add'l cars \$23 ea. Over 90 show/award classes. Huge goody bags! Trophies sponsored by Sunset Ford (Westminster CA). Get all the info at; info@bcmc.net Call; (562) 498-2262, or Mail; Beach Cities Mustang Club, POB 91404, Long Beach CA 90809-1404.

August 10

Lithia Springs, GA

Georgia Regional Mustang Club's 16th annual John Bleakley Ford Summer Mustang and Ford Show. Judged show, standard classes & awards. Show located at John Bleakley Ford on Thornton Rd., Douglasville, GA. Gates open 8:00 a.m. Registration from 8:30 to 12:00. Awards at 4:00 p.m. Registration \$20.00. Early registration available at \$15.00 if postmarked prior to July 27th. Contact: Joe Krumpelman at 770-578-1354 Email: her96stng@aol.com

August 10

Northampton, MA

Mustang Car Club of New England hosts 25th Annual All Ford Show & Swap Meet. 6 divisions, 32 classes. All years Mustang, Shelby, Cougar, T-Bird, and 'Other' Ford powered autos! Vendors (except food) welcome. 20x20 space, \$20.

Mustang Times / August 2003

Entry Fee \$12. Spectators \$2. Parking & children Free! MCCNE Info Line (508) 674-5462, Peter Payne (423) 584-0394. www.mccne.com

August 14

Heber City, UT

Intermountain Mustangs & All Ford Stampede. Sponsored by Northern Utah Mustang Owners Association, MCA Regional Club. Includes SCCA Autocross, MUSTANG MONTHLY Pony Trails cruise, photos with P-51 Mustang airplane, slow drags, RC races, Watermelon Bust, Poker Run, BBQ. Car show with both MCA judged classes and Participant Choice classes. Proceeds will be donated to Primary Childrens Medical Center. Contact; Mike or Joyce Epperson, Epperstang@attbi.com or Call: 801-269-1364

August 16

Springfield, MO

The Greater Ozarks Mustang Club will hold it's 14th annual All Ford Show on August 16, 2003. Once again this year the location will be the parking lot of Schultz & Dooley's in Chesterfield Village Shopping Center in Springfield, MO. There are 27 classes with 3 trophies per class and dash plaques to the first 125 entries. There are also 4 special trophies, door prizes, and games all day long. Pre-entry is \$15.00 or \$20.00 the day of the show. For more information you can call Randy: 417-532-9863 or Russ: 417-830-8462, or go to our website: www.gomc.org All proceeds benefit the Ozarks Chapter of "Mothers Against Drunk Driving".

August 16

Hamilton Place Mall

Thunder Valley Mustang & Ford Club is having it's 8th annual car show on August 16 at Hamilton Place Mall Registration from 8:00 to 12:00. Photo plaques for 1st, 2nd, 3rd place and Award of Excellence. Portions of proceeds will be donated to "The Barth Syndrome Inc.". For more information and registration forms visit thundervalleymustangs.com or contact Sherry Dickey at (423) 332-4474.

August 16

Decatur, IL

Central Illinois Mustangers "25th Annual Mustang & All Ford Show" on Sunday, August 17, at Northtown Ford, 455 East Pershing Rd., Decatur, IL, rain or shine 8:00 AM--4:00 PM. Registration is from 8:00 AM to 11:30 AM. Judging starts at noon, modified MCA points judging with 3 places per class, 28 classes ('64 1/2 to present), and special "25th Anniversary" trophies. "25th Anniversary" dash plaques to first 125 participants. Entry Fee: \$15 (by 8/1/03), \$20 thereafter. FREE to all participants, 25th Anniversary Hospitality Party, the night before, Sat., August 16, 2003, 7:00 PM 'until', with food, music, and door prizes. Host Hotel; Best Value Inn & Suites, 1-217-877-7255. For more info, call David Miller (217) 245-4848 or Chuck Brenner (309) 836-6606, or check out www.geocities.com/motorcity/show/7885/ Mail: 2375 Mound Road, Jacksonville, IL 62650. David Miller 217-245-4848 or cell 217-473-0462 Email: dgmiller50@msn.com

August 17

Decatur, IL

Central Illinois Mustangers "25th Annual Mustang & All Ford Show" on Sunday, August 17, at Northtown Ford, 455 East Pershing Rd., Decatur, IL, rain or shine 8:00 AM--4:00 PM. Registration is from 8:00 AM to 11:30 AM. Judging starts at noon, modified MCA points judging with 3 places per class, 28 classes ('64 1/2 to present), and special "25th

Anniversary" trophies. "25th Anniversary" dash plaques to first 100 participants. FREE to all participants. 25th Anniversary Hospitality Party, the night before, Sat., August 16, 2003, 7:00 PM--??, with food, music, and door prizes. For more info, call David Miller (217) 245-4848 or Chuck Brenner (309) 836-6606, or www.geocities.com/motorcity/show/7885/

August 17

Driving Event

Mustang Club of Central Iowa solo autocross event at Iowa International Raceway. Registration opens 8 AM. For more details, contact Chris Hammond (641) 752-7145 or Doug Hammond (515) 288-1308 or visit: www.mustangclubofcentraliowa.org

August 23

Elkhart, IN

Michiana Mustangs host 20th ALL MUSTANG SHOW. Location; Concord Mall. Judged and Participant Vote. Info: Toni Estrada 574-674-0626. Bob Goeller 574-256-5787, Art Campbell 574-266-2944. Go to our web site: www.michianamustangs.stangnet.com for more info.

August 23

College Station, TX

The SVT Cobra Mustang Club "SCMC on Track" at Texas World Speedway. Information and a registration form at www.svtcobraclub.com or contact Mike Krause (281) 367-8204, Email: sharktooth_76@hotmail.com

August 23

Shirley, MA

The SVT Cobra Mustang Club (New England Chapter) announces its First annual "SCMC -on-Track" at the Old Fort Devins Air Strip in Shirley, MA. For more information or to obtain a registration form go to www.svtcobraclub.com Call; Pat Madigan (781) 878-4718, Email; pmat300hp@aol.com

August 28

Concord, NC

The SVT Cobra Mustang Club (Carolina Chapter) announces its First annual "SVT, Mustang, and All Ford Centennial Celebration. Celebrate the Ford 100th southern style at Lowe's Motor Speedway. The 4-day event consists of open track on the speedway, drag racing at a local strip, huge vendor swap meet with an All Ford car show. Info at: www.SCMCCentennialCelebration.com Contact: Bobby Cox (704) 996-9425 or, Email: wcoxsr@carolina.rr.com

August 23

Elkhart, IN

The Michiana Mustangs club invite you to our 20th annual All-Mustang Car Show. 18 Judged and 21 Participant Vote Classes. In honor of the club's 25th Anniversary, this year's show will also feature the cars of the Michiana Mustangs, who will be competing in a separate voting from other show cars. Proceeds from this year's show will go to the local chapter of MADD (Mothers Against Drunk Driving). Show Registration will run from 8:00 am to 10:00 am on Saturday, August 23rd. Judging will begin at 10:30, and awards will be presented at 3:00 pm. The Entry Fee for cars registered before August 1, 2003 is \$12.00 for Judged cars and \$10.00 for Participant Vote cars. After August 1, 2003 the fees will be \$15.00 for Judged cars and \$12.00 for Participant Vote cars. Spectator Admission will be \$2.00 for

Continued

event calendar

adults; 16 and under admitted free.

Activities include cruise nights, caravans to car shows, trips to festivals, car museums, picnics, and the annual Michiana Mustangs All-Mustang car show. The club encourages family-oriented participation in club activities. Information available at ; www.michianamustangs.stangnet.com

September 5 Mustang, OK

2003 Stampede Open & Mustang Show. Sponsored By Oklahoma Mustang Club. In downtown Mustang Oklahoma, Hwy 4 and Hwy 152, Car Participants Hospitality 6 PM Till We Get Tired! September 6th Car Show Registration Time; 8:AM - 11:AM. Mustang side will use modified MCA rules. Independent Judging on Open side. Information: Call Bill (405) 376-4407 or Steve (405) 376-4103 (Days).

September 6 Lakeland, TN

Special Vehicle Team Owners Association - Memphis is holding it's First All Ford Powered Car, car corral, vendors and food. The show will be at Belz Factory Outlet Mall which is in Lakeland Tennessee just east of Memphis. It is just south of the Canada Road exit off Interstate 40. Registration is \$15.00 before day of show and \$20.00 day of show. Visit our website for preregistration at WWW.SVTOA and Truck Show September 6th from 9:00 until 3:00. Registration is from 9:00 until Noon and Judging starts at 12:00. Recognition ceremony to begin at 3:00. There will be games, display booths -MEMPHIS.COM or call Show Chairman Steve Hitchcock at 901-382-4866.

September 7 Mt. Laurel, NJ

The 23rd Annual Mustang and Ford Fall Car Show hosted by the South Jersey Mustang Club at Holman Ford, Rt. 73. Dash plaques, door prizes and three trophies per class. Ford powered vehicles only. Pre-registration only \$8, Day of show \$12. Rain date Sept. 14. For more info www.southjerseymustangclub.com, call Charlie Van Leuven at (856)423-7750

September 7 Manchester, CT

Mustang Club of New England & CT Cougar Club host 24th Annual Summer Power Show & Sale. 5 Divisions, 32 Classes, for all years Mustang & Cougar and all other Ford Powered autos! Entry; \$12. Free tp spectators. Info at MCCNE Info Line: 508-674-5462. Or, Joe Dinella 203-322-4916, Website; www.mccne.com

September 12 Tulsa OK

Place: Southern Hill Marriott Hotel (which is the host Hotel). 1902 East 71st Street South Tulsa Oklahoma 74136. Call toll free; 800-228-9290. Out of town folks please mention that you are with the show and get the special rate of \$73.00/night. Registration and Tech Inspection noon to 5 pm Friday, Hospitality (included in the registration fee) from 6-10 pm at the Hotel. Saturday- Registration and Inspection from 8-11 am. Advanced registration on or before 9/5/03 is \$15.00. After that day it is \$20.00. Please see our website at www.greencountryclassicmustangs.com Please feel free to print the show flyer with the application for advance registration. Contacts: Jerry Bergeron 918-272-2127, super-snake@greencountryclassicmustangs.com Keith Tinsley 918-272-6850, foxgt90@aol.com

September 12 Crossville TN

Tennessee Region Shelby American Automobile Club, presents a Popular Vote Car Show and Event for all high performance Fords. Location: Scenic "Fall Creek Falls State Park". Headquarters at the Inn overlooking the falls. Carl Phillips: (615) 826-0869, shelbyracer@comcast.net or Tim Black: (865) 426-8345, Email: tblackgt350@mindspring.com

September 12 Louisville, KY

The 6th Annual show will take place at General Butler State Resort Park, just 50 miles northeast of Louisville, KY, Exit 44 off of I-71. The Derby City Mustang Club and Bill Collins Ford sponsor the event. It is a family oriented show with cabins, camping facilities and lodge rooms available. Door prizes and 5-/50 drawing. Registration Friday, Noon-5pm, Saturday, 8am - Noon. Welcome Bash Friday Night. Dinner and entertainment Saturday Night. Free train rides, putt-putt and paddle boats courtesy of sponsors for all registered attendees and their families. Vendor spaces available. For more information call Larry Watson at 502-228-528. Our club president is Gene Smith: 502-222-3283. Web site: www.derbycitymustandclub.com

September 13 Richmond, VA

19th Annual Mustang & Ford Show. Hosted by the Central Virginia Mustang Club to benefit the Virginia Blood Service. Will be held at Anthem (formerly Trigon) Blue/Cross & Blue/Shield, 2015 Staples Mill Road. Show hours 8am - 5pm. Ford Motor Company's Special Vehicle Team SVT will be there with some Very Special Vehicles! Be sure to attend our Best Show Ever!!!! For more information, contact Show Chairman: Tony Hall at 804-282-0592, 804-285-0759 or e-mail svt95cobrava@aol.com; Assistant Show Chairman Rusty Wiseman at 804-746-0936, 804-357-6196 or e-mail thotlx@centralvamustang.com; Head Judge Don Lane at 804-748-6889 or e-mail layoak@aol.com or George Cosier 804-271-2139 or Email: lindacosier@hotmail.com or, visit: www.centravamustang.com

September 13 Markle, IN

Crazy Horse Mustang Club hosts 3rd Annual Mustang Show at Marlike Park. 2 miles off I-69 (exit 86), 20 miles south of Fort Wayne. Judged and Popular Vote. Crazy Horse member cars will be displayed but not judged. Early entry (by Aug 31) is \$12 (\$15 after). Call Bob or Sharon Shumaker 260-758-3316. Email: snakebite@onlyinternet.net and crazyhorsemustangs@yahoo.com

September 14 Birch Run, MI

Mustang Club of Michigan hosts 10th Annual ALL MUSTANG & FORD SHOW. Location: Prime Outlets Mall in Birch Run. Info: Stan Bently 810-688-3909

September 14 Randolph, NJ

The Garden State Region Mustang Club will host their 14th Annual Fords at Trebour Show for the benefit of the Muscular Dystrophy Association on Sept. 14, 2003 at Jack Trebour Ford, 906 Route 10 West, Randolph, NJ. 9:00 am to 4:00pm. Rain date is 9/21/2003. Space is limited; pre-registration recommended. 12 Mustang and 7 Special Interest (Ford powered only) classes will be judged using modified

MCA rules, plus an AACA Senior/MCA Gold class. No charge for spectators. NO VENDORS OR CARS FOR SALE. For information, call Eddie at 973-267-7146, or Helaina at 856-642-0764. Or Email: herpony68@yahoo.com.

September 14 Hanover, MA

The SVT Cobra Mustang Club (New England Chapter) announces it's 3rd annual SVT Cobra and Mustang Car show. For more information about the car show and to obtain a registration form go to www.svtcobraclub.com or contact; Pat Madigan (781) 878-4718 Email: pmat300hp@aol.com

September 14 Los Angeles, CA

Mustangs & Fords at The Peterson Car Museum. Sponsored by The Mustang Owners Club of California. 70 classes, including; Personalized, Factory Stock and Concours. All Concours entries for 1964 1/2 - 1973 Mustangs, will be judged under MCA Rules. Peoples Choice judging for other classes. House raffle, 50/50, and lots of Food available! Museum tours at reduced prices. call: Dick East: 818-360-1467, or: mustangownersofca.org

September 19 Richmond, VA

Central Virginia Mustang Club's 19th annual Mustang and Ford show on Sept. 19th, 2003. The show will be held at the Anthem Blue Cross/Blue Shield complex at the intersection of West Broad St. and Staples Mill Rd. in Richmond, VA. The show will benefit the Virginia Blood Services and we need your help in making this a huge success. There will be trophies awarded, parts vendors with many hard to find parts, displays by the Ford SVT team, food vendors, door prizes, and many Fords and Ford products to look at. Call 1-800-379-5353 for early reg forms or questions.

September 20 South Haven, MI

The SVT Cobra Mustang Club (Midwest Chapter) announces it's 3rd annual "SCMC on Track" event at GINGERMAN Raceway in South Haven, MI. For more information and a registration form go www.svtcobraclub.com or contact: Dean Smeltzer (219) 646-1304 Email: dean99@maplenet.net

September 20 Winchester, VA

19th Annual SVMC Fall Spectacular Car Show. Jim Barnett Park. 9:am registration, Show time: Noon til 3:pm. Judging in 6 classes, open to any make/model. Call: (304)876-6830 or, (540) 662-0584.

September 20 Bossier City, LA

The 10th Annual Mustang Roundup and Ford Show at Wray Ford 2851 Benton Rd., Bossier City, La. Hosted by the Red River Classic Mustang Club. All model-year Mustangs and Fords are eligible for awards. Dash plaques, T-shirts, and goodie bags to first 100 registrants. All pre-registers are eligible for \$100 drawing. Pre-registration, \$20 (by September 12, 2003); day of show, \$25. For more information, Rusty Rhame (318) 929-4226; Gil Bazo (318) 747-3404; Tom Hughes (318) 868-2069. Visit: www.rrcmc.com

September 20 Driving Event

Mustang Club of Central Iowa solo autocross event at Iowa International Raceway, a nationally recognized paved .6 mile track. Participants will run one at a time against the clock. Large pit area, modern restrooms, food & drink available. Event held rain or shine. Registration opens 8 AM. For more details, contact Chris Hammond (641) 752-7145 or Doug Hammond (515) 288-1308 or visit: www.mustangclubofcentraliowa.org

September 21 Panama City, FL

Bay Mustang Club/Cook-Whitehead Ford. 8th Annual Fabulous Fords Auto Show, Saturday, Sept. 21 at Cook-Whitehead Ford. Over 50 trophies given in 16 classes. Early Registration is \$15; \$20 day of the show. Registration opens at 8:30 AM; judging begins at 12:30 PM. Show will proceed rain or shine. Dash plaques and door prizes will be given to the first 100 entries. All cars will be judged with hoods open, trunks open, windows down, and convertible tops up. This is a charity show with the use of an outside judging team not affiliated with the Bay Mustang Club. Call: Randy Jacobson, 850-248-1966 or Bob Pajak, 850-769-8833 or Email: rjacobson@knology.net

September 21 Olympia, WA

The Mustang West Car Club of Olympia Washington is holding its Annual 2003 Show and Shine at Heritage Park in Olympia, Washington. The participants choice show and shine begins with registration at 8AM with raffles, prizes, trophies, music, local food, fun, and great Mustangs and Ford cars. For more information write Mustangs West, P.O. Box 5876, Lacey, WA 98509. Go to our web site at mustangswest.com for more information.

September 21 Chantilly, VA

TED BRITT FORD, MUSTANG & FORD SHOW. Sponsored by National Capital Region Mustang Club at 4175 Auto Park Circle. 8 am-3 pm, open to Ford, Lincoln, Mercury, classes for concours stock, street, modified and daily driven Mustangs, popular vote classes for other Ford cars/trucks, display class, swap meet spaces & car corral for sale area. \$12 pre-registration entry fee, \$15 day of show. Registration closes 11am on the show date. See www.ncrmc.org or call Rex Turner @ 703-319-3338 evenings. Rain date is Sunday, September 28th.

September 21 Cary, NC

Heart of Carolina Mustang Club's Annual Mustang and All Ford Powered Show to be held at Dillard's, Cary Towne Center, Cary NC. \$20 registration fee, 8:00am until 11:00am, judging from noon until 2:00pm, awards at 3:30pm. Info, Dwight Stanley, ddstan@mindspring.com

September 27 Indian Trail, NC

23rd annual Mustang & All Ford Powered Show presented by Carolina Regional Mustang Club. Location: Dale Jarrett Ford on NC Route 74, 5-miles east of I-485. Registration 8/11AM, Judging 11AM, Awards 3PM. For more information contact Greg Sullins(704) 843-2064, or Don Stewart (704) 846-8609. Also visit club website at www.ponytales.org.

September 27 Anniston, AL

Model City Mustangs present 20th Annual Mustang Roundup. All Ford Powered Vehicles welcome. Registration 8AM-Noon. Vendors welcome. Hwy 87 E, 1 mile past Quintard Mall. Larry Maddox 265-831-6251, Bob Roberts 256-820-5273.

September 28 Foxboro, MA

Mustang Car Club of New England hosts 23rd Mustang & Ford Fall Roundup. 5 divisions, 33 classes. All years Mustang, Shelby, Cougar, T-Bird, and 'All Other' Ford powered autos! No Vendors. Entry Fee \$12. Spectators and Trailer Parking Free! MCCNE Info Line (508) 674-5462, Jim Silverman (508) 584-8848 (eve). www.mccne.com

September 28 Lithonia, GA

Carey Paul Ford/Tara Mustang Club, 3rd Annual All Ford Show. Location: The Mall at Stonecrest, Exit # 75, I-20 (East) at Turner Hill Rd. Early registration: \$15. MCA Modified Judging Rules. Numerous door prizes. Hotels available on-site. Show Chairman: Sam Murphy (770) 946-3178, Show Coordinator: Ken Yeager (770) 593-7602, Email: kyeager@mindspring.com

October 3rd Sulphur, LA

6th Annual Regional Mustang & Ford Show Sponsored by Cajun Mustangers & Don Shetter Ford with proceeds going to a local charitable organization. Hospitality night Friday Oct 3rd at 6:30pm Registration: Sat 8am -12noon. Judging 12noon - 3:pm. Modified MCA Judging & Popular vote. Trophies to be awarded at 5:00pm. Dash plaques to 1st 50 registrants. Food, 50/50, Pony Corral, Door prizes Contact Chad Stanley 337-562-7862 or Chadspnys@aol.com

October 4 Memphis, TN

Mustangs of Memphis Annual Mustang and Ford Show. More than 40 classes, 100 point judging system. Registration begins 8:00am-11:30am. Judging begins @ 12:00 Trophies to be presented ~3:00 p.m. Registration \$20.00, Vender spaces \$20.00 for first space \$15.00 for additional space. Pony Corral \$20.00. Donna Rye 901-377-2555 Info: www.geocities.com/mustangsofmemphis

October 4 Harrison, AR

The Ozarks Regional Mustang Club invites you to join us on Oct. 4th & 5th for our 10th Annual Mustang & Open Car Show. Call: Forrest Jackson, (870) 741-2969, Email: mimipopi@alltel.net.

October 11 Winchester, VA

25th Annual SVMC Classic Car Show. Old Town Winchester Mall. Register: 9-Noon. Show til 3:pm. Popular Choice. Call: (540) 662-1790.

October 12 Hot Springs AR

Central Arkansas Mustangers 22nd Regional Mustang Show. Hosted by Riser Ford, Registration: 8-Noon. Judging: Noon. Trophy presentation: 3:00 p.m. All Ford powered vehicles welcome. 1st car \$15.00 2nd car \$10.00. Call: Jan Dowell (501) 316-1413, Dale Mashburn (501) 847-9200.

October 18 Tallahassee, FL

Mustang & Ford Show. Sponsored by All American Ford and Mustang F/X Inc. Hosted by Panhandle Ponies Tallahassee Mustang Club. Show at Dealership, 2421 W Tennessee St. Proceeds to Carroll Shelby Children's Foundation. 50/50 drwg and Silent Auction. Cruise to Whataburger after show! David Hawkins (850) 926-8908, Visit: www.mustangfx.com

October 19 San Antonio, TX

The San Antonio (TX) Mustang Club will hold its Annual Mustang and car show on Sunday October 19, 2003 at the Catholic Life Building, 1635 NE Loop 410, San Antonio, Texas. The show opens at 11:00 a.m. and closes with the trophy awards at 4:00 p.m. Vendor Spaces are available. Typical Classes for Mustangs, (all years) Fords, and Open Classes and trophies for 1st, 2nd and 3rd place are awarded by popular vote by those entering cars in the show. Early registration - \$15 per car if post marked by October 11 - \$20 thereafter or on the day of the show when the gates open a 8:00 a.m. There will be door prizes given and a snack bar available. All profits will go to our charity "Dare to Love", A local San Antonio Area Children's Charity. For information visit our web site at <http://clubs.hemmings.com/sanantonio Mustang Contact; Ron and Peggy Putz> Email: ronp4@swbell.net Telephone: (210) 681-3313

October 25 Mesa, AZ

Copperstate Mustang Club presents Mustang Masquerade Car Show & Swap Meet. Holiday Inn, Mesa AZ. Many classes, Judged and Participants Choice for late model and classic Mustangs. Contact Sharon Slack (480) 832-9068, Email: sslack@cox.net for information and registration forms.

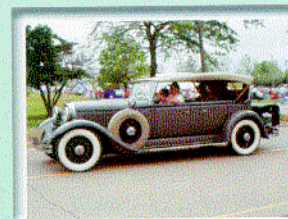
October 25 Tampa, FL

22nd Annual Mustang, Shelby and Ford Roundup hosted by Classic Mustangs of Tampa, Bill Currie Ford and Museum of Science & Industry (MOSI). Location; Museum of Science & Industry, located in north Tampa at 4801 E. Fowler Ave across from the USF SunDome and one mile from Busch Gardens. A portion of the proceeds of the Show will be donated to MOSI's K+I+D=S program. The show includes classes for ALL years of Mustangs, Shelybs and Ford-powered cars and trucks. Two free tickets to MOSI provided to each vehicle and vendor in show and additional tickets to MOSI are available for \$5.00 each to registrants. Pre-Registration thru October 18th is \$15.00 per vehicle, vendors \$15.00 per 10x20 space and car corral is \$10.00 per vehicle. Day of show registration is \$20.00 per vehicle. For more info contact: Bob Powell (813) 920-4310, Vince Martinson (813) 948-6021, Kevin Riley (813) 855-8357, or CMTNews@aol.com.

November 23, 2003 Bradenton, FL

Mustang Club of West Central Florida hosts 12th annual Super Sunday Mustang and Ford Show. DeSoto Mall, US 41, Bradenton. Registration 8 - 10 am. Awards will be presented 3:30 pm. Dash plaques to first 125 vehicles. Only pre-registered cars will be judged. Registration fee \$15 before 11/15, \$20 day of show. Car corral and vendors. Modified MCA judging rules. Proceeds benefit Hospice of Southwest Florida and Southeastern Guide Dogs. For more information, call Lola Baker (941) 351-3789 or John Watjen (941) 497-1509 Visit <http://mcwcf.tripod.com>.

MUSTANG CLUB OF AMERICA AT THE FORD CENTENNIAL



Many months before Ford's 100th Anniversary, MCA's Ford Liason, Art Hyde, and MCA's Publisher, Austin Craig, began hinting that there was to be a place in the festivities for the Mustang Club of America. As the event drew near, 'plans' solidified into a full blown invitation from Ford, for the MCA to actively participate as a host and event coordinator for Mustang related displays and a unique opportunity for Mustang owners to relive their car's creation on the Dearborn assembly line.

Through much pre-event communication via Ford's official corporate channels, the schedule and scope of events was described and the race was on to get the MCA to Detroit for the Ford Centennial.

Incredibly detailed requirements from Ford gave MCA Officers and Committee Members a lengthy blueprint for developing teams of volunteers, a battery of display materials and the necessary logistics for

getting the MCA to Dearborn in only a few weeks. Much long distance conferencing, reams of email and many hours of personal time were eagerly expended in coordinating the affair. In the end, the pieces fell together in very professional form, making for a successful presentation of the Mustang Club of America, at one of the nation's most celebrated (and advertised) celebrations.

The Ford Centennial was a world class event and MCA was right in the middle of it all.



This unprecedented opportunity to present the MCA to the world's automotive industry and to the many thousands of car enthusiasts who attended the Centennial, was realized through the efforts of the entire MCA Executive Board and a host of supportive volunteers. The MCA membership has been well served by the efforts of these officers and members who gave freely of their time (and personal expenses).



A team of MCA representatives arrived in Dearborn several days in advance of the June 12 kick-off. The MCA tent and displays had to be assembled, event co-sponsors were assigned locations, collateral materials were completed and delivered for the festivities. Security and display approval inspections were then coordinated through Ford Corporate channels...and finally, all was ready.

Naturally, the opening day of the celebration was overcast and dampened by off-and-on rain. Parking areas became quagmires and the huge concert stage and open-air theatre was under water. The initial evening's scheduled concert featuring, *Earth, Wind & Fire*, was (luckily) cancelled. If the rain-soaked concert area had been tropped by 40 or 50 thousand people, the event would have to be re-named, 'Ford-stock'.

The spacious Ford Corporate Plaza plays host to the Centennial Celebration. Entrances and special areas are marked with elaborately decorated architectural structures, covered with high resolution digital graphics. The structures lend a grand scale to a grand event.



To see the modern Ford Corporate complex, contrasted to the collection of antique vehicles that started it all, a hundred years ago... was like being in a time machine.





The Mustang Club of America's tent provides a convenient shelter from intermittent rain storms on the first day of the Centennial. Visitors line up to receive tickets to a special luncheon and tour at the Dearborn Assembly Plant. The buffet menu is provided courtesy of Southern Living Magazine.

The second day of the Centennial dawned sunny. Attending crowds were much larger than on the previous day, with unlimited attractions and activities for everyone.

A fleet of world famous Monster trucks cavorted in their own mud bog. The Land Rover area was easily located by sighting in on the three story tall dirt pile created to show off some serious four-wheel drive vehicles. Several large tents housed the history of Ford's racing efforts. Legend race drivers of Nascar, Indy Car, Drag Strip, Dirt Track and Formula Racing fame, were on hand to meet and greet. The incredible Kittyhawk display housed Wilbur and Orville Wright's history making airplane. Food vendors and play areas for children were strategically located. There were tents full of Manufacturers, Distributors, Performance Product Developers...virtually ANYTHING a car enthusiast could dream of...it was all there. And that isn't even mentioning the many thousands of classic cars displayed over the Centennial grounds.

Even if you have never owned an automobile...the collection of Ford powered vehicles numbered in the thousands, and was a

spectacle to behold. From the first concepts for steam-powered vehicles (and even some horse-drawn designs) through the entire history of Ford's incredible automotive journey...it was possible to literally trace the history of Ford Motor Company (and the automobile in general)...car by car. There was truly no way to look over each vehicle in the days allowed.

The remaining days of the Centennial each brought Ford racing, Ford history, world class entertainment and unique opportunities to Ford lovers. The entire area is Ford country. Recently completed enhancements at the Henry Ford Museum in Greenfield Village, make the museum a must for any history buff. Far beyond Ford automotive history, the museum is a time capsule for viewing the last 100 years of American culture and technology. Don't worry, there are also some great Mustangs and Mustang concept cars on display.

The entire Greenfield Village complex has been redesigned to represent a turn of the century (1900's) community...a truly educational and entertaining attraction for the entire family.



Food vendors were on hand to feed any appetite. The Centennial site includes ample rest areas, information centers, emergency medical facilities and a host of activity areas to keep children safely occupied.



Mustangs of every possible color, model and configuration were gathered to celebrate 100 years of Ford Motor Co.

Mustang Club of America was privileged to be asked by Ford to assist in hosting the Mustang display area at the Centennial site...and a special event at the soon-to-be-dismantled Dearborn Assembly Plant.

Around the MCA tent, was a 'dream-team' of Mustangs from across the US, including several from the collections of MCA's National Head Judge, Bob Perkin's and his esteemed friends.



There were Ford Heritage Tours of the homes of Henry Ford and Edsel Ford. And the Dearborn Assembly Plant is too impressive to describe. The Centennial truly offered too much to do and see in such a short time.

Mustang fans were breathing hard and hurriedly walking from one end of the 'classic car display area' to the other, entranced by the selection of vintage (and late model) Pony Cars. From the first to the latest, Mustang history was frozen in one place for a few days, easily savored and in the flesh. Even the long awaited 2004 concept cars were on display, causing many a Mustang owner to question just how much he really wants to keep that Pony at home in the garage.

Mustang after-market manufacturers and distributors were a major presence at the Centennial. Ford allowed no direct marketing (to assure the celebration atmosphere was kept intact), so vendors kept their displays on the 'look and drool' level. Roush Performance, BF Goodrich, Daniel Carpenter, Hagarty Insurance, Visteon and other Mustang Times advertisers all had impressive displays set up. It was good to be able to meet and greet our partners in the magazine and supporters of the MCA.

Whether in the antique Model T area or the modern Mustang, area, conversations flowed as fast as people could meet and talk. So many stories. So much history. Unlimited curiosity, pride and amazement over the once-in-a-lifetime collection of motorized technology, spurred excited energy for learning and sharing Mustang stories and technical information.

Walking the grounds, the economics, ecology and politics of cars in general could be overheard in excited conversations. There was defensive posturing for Bill Ford (stemming from a recent less-than-flattering magazine article dubbing the Ford heir and exec 'the unwilling CEO'). In the Ford Concept Car tent, speculation was made about fuel prices, middle-eastern oil, Alaskan oil, hydrogen fuel cells and battery-assisted engines.

The impact of the car...and Ford Motor Company, upon American and world culture...was squarely brought home in this incredible environment of motors, tires and all of the technology, mythology and history assembled specifically to celebrate 100 years of business.

In the history of our planet, few countries have ever lasted one hundred years. Only a handful of people live to see the age of



Security is a major concern at the Centennial. Personal passes and pre-event clearances are only the obvious measures taken to protect the hundreds of thousands of visitors to this incredible event.

Security personnel on horseback help put a very human face on the task of crowd control and safety. Ford's corporate and contract security personnel are to be commended for their good work and friendliness shown to so many visitors.



Every type of car show has its share of hard luck stories. The Centennial is no exception. Roger and Diane Anderson were driving cross-country from Washington (the state) to the Centennial, in their 1965 V8 (sporting a freshly completed, two year, total restoration job), when a large Minnesota deer decided to attempt a night crossing on the Interstate. The deer didn't make it. Fellow MCA members, Mike and Joyce Epperson helped pull the front end into driving shape and the trip resumed. The Andersons have taken it all in stride...note the humorous sign posted on the car for the duration of the show. Full repairs are already scheduled. Now that's true Mustang spirit.



one hundred. Not many homes, tools or appliances are functional after 100 years. Yet, here is an American company, throwing one of the largest celebrations in US history, to celebrate a century of success...with no end in sight. No matter what stand you take on Henry Ford (the man), Ford Motor Company (the mega-corporation), or the automobile (as an American symbol of power and decadence)...you cannot be less than impressed by the magnitude of Ford's technological advances, developmental history and contribution to the world's economy. A huge celebration was certainly in order.

to shake hands with Don Frey, to say hello, as did the many visiting Mustang owners who overheard the whispers, "that's Don Frey, the Mustang designer".



A little more than half way along Ford's 100 year history, a little car called Mustang appeared. The design of the powerful little Mustang was fathered by designer/engineer, Don Frey, who was a star attendant at the Centennial. As Frey made his way through the Dearborn Plant during a day of special tours at the Mustang's developmental homeplace, there was an outpouring of true admiration and affection for the softspoken designer. Ford employees (current and retired) crowded in

In a brief meeting with Frey, he looked wistfully at a yellow Boss 302 displayed in the DAP. He slipped a flattened hand down the left side of the engine, between the manifold and inner fender well. Remembering an engineering problem solved so many years ago, he quietly exclaimed, "Boy, this was a real trick, we like to never got this much space on this side". He smiled proudly, removed his hand and laughed to himself. It was easy to see why Don Frey is so revered by his fellow Ford workers...he is a true gentleman and the father of the Mustang.

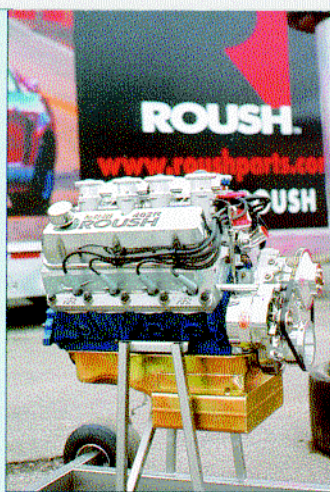


The mythology and history of the Mustang, has carried the car's original designers and a small number of after-market developers to esteemed status in the eyes of thousands of Mustang enthusiasts. What a testimony Mustang is to Ford for recognizing, answering and nurturing such a market niche for almost 40 years.

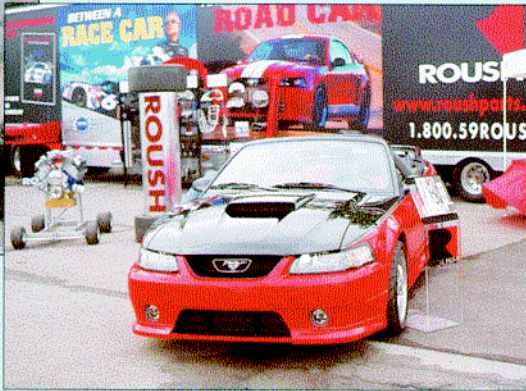
Charles Carty, is eighty two years old, owns a 1965 Mustang Convertible (below), and is enjoying his 'third' major Ford celebration. Charles worked at Ford's Dearborn and Rouge Plants (worked on original Mustang program in 1961 and did body engineering) for thirty two years before retiring. He attended Ford's 50th and 75th celebrations and says attending the Centennial is one of his lifetime goals... "the past two celebrations don't even compare"!

An AACA Judge who will soon receive his 100th Judges Plaque. He likes to drive his stock Mustang but has never been interested in showing the car. Charles (center) is accompanied by family members (left to right); Jan Bryan (daughter), Jett Metcalf (grandson), Barbara Metcalf (daughter) and Ariel Metcalf (grand daughter).





Roush makes a grand show at the Centennial, along with many of the industry's top Manufacturers, Distributors and after-market 'big-guys'. You can see almost anything here!



Mustang Club of America is itself a testimony to Ford's success in the development of the Mustang. The Centennial was a mutual celebration for Ford, the Mustang brand, the MCA, and all of the similar relationships that have grown up over the years around this special automobile.

The MCA was served well by its attendance at the Centennial. Residuals from the effort will be realized in the new and future memberships. The Centennial gathering was a wonderful opportunity for travel (preferably by Mustang), new Mustang friendships and a chance to participate in Ford history. Hundreds of non-MCA Mustang owners and fans now know about the MCA and will hopefully join ranks for participation in National Mustang Shows and the fun of MCA membership.

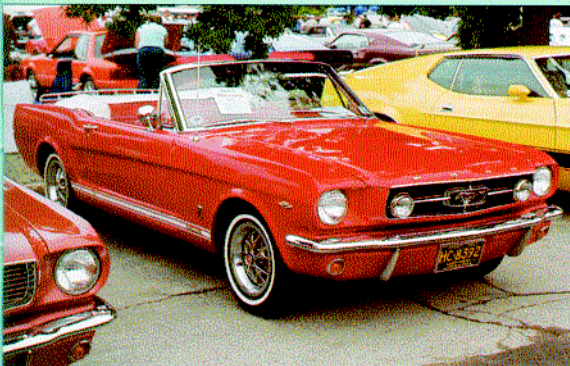
Memories of the Centennial will now become part of the mystique of the Ford Mustang. To say, "I was at the Centennial", or, "this Mustang was dis-

played at the Centennial", will guaranty bragging rights and increased resale value for many years to come. Among Mustang owners, being at the Centennial will be equated with baby boomers who can say, "I was at Woodstock".

If you have a Centennial story or photograph(s) you'd like to share... contact Mustang Times. We may want to publish your Centennial experience.

Now, on to the DAP. Mustang Club of America was given a unique opportunity to host a once-in-a-lifetime event at the Dearborn Assembly Plant. With the new Rouge Plant taking on the DAP's work, the historic old plant will soon be disassembled and salvaged. The Rouge Plant will mainly be building F-150s.

MCA's Ford Liasons, Art Hyde (FoMoCo) and Austin Craig (J Walter Thompson Advertising), negotiated a truly special opportunity for a limited number of Mustang owners (MCA got first dibs) to have photos made of their cars coming



Arley and Wanda Whitsell's Mustang (above) made the drive from Virginia, to take its place among many hundreds more at the Centennial.






Chuck Micele and Jim Chism, taking their turns on the assembly line. Photo sessions were a hit at the DAP.

off the DAP assembly line for a second time. A limited 'raffel' was held to determine which lucky Mustangs would be able to participate.



MCA Vice President, Chuck Micele, worked overtime in managing the registrations and scheduling of the photo session at the DAP. In all, more than 125 Mustangs were reborn on film during the day-long event.

Hundreds of retired (and active) Ford volunteers like Ed (Moose) Pecsnye (46 years on the job), helped with the DAP tours and event. Ed gave the MT staff an incredible tour of the DAP, accented with his lifetime of memories from the job. 'Thank You', to all of the volunteers at the DAP!



The DAP and surrounding blast furnace, ship yard (where raw ore is delivered) and the nearby Rouge Plant, constitute a small industrial city worth a few days of attention. Ford's start-to-finish process of building cars was revolutionary in its time, and the industrial community which has been developed is impressive beyond description.



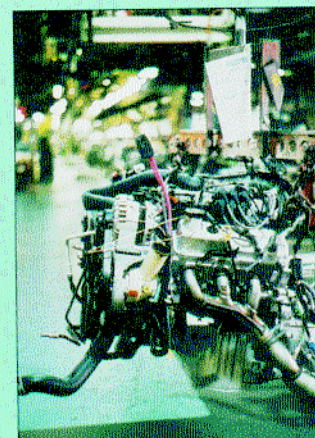
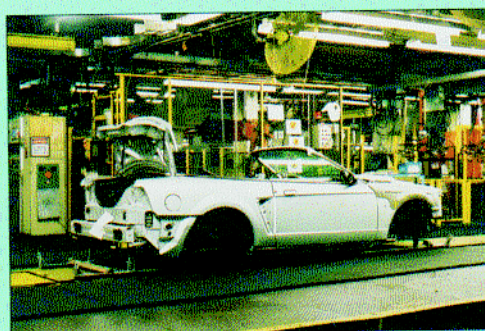
Several hundred active and retired Ford DAP Managers and Volunteers were on hand to assist with detailed tours of the DAP plant, food, drink and the DAP photo session. The friendliness and patience of these special people made the day a memorable experience for everyone who attended. A sincere 'thank you' is in order for the many Ford people who made it all possible.



Ford...you really know how to throw a world-class party!

_Photos and Article by; Steve Glover

The complex concepts of the design requirements for the DAP, the history of modern industry, the amazing cost of development, the lifetimes of man-hours expended and the sheer volume of 'automotive product' manufactured in this plant... is beyond impressive...it is simply mind-boggling! To tour this plant and meet the workers who make their careers here is to experience a taste of what has made America and free enterprise the most prolific and long-lived economic system in history.



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Everyone...

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Don't Miss It!...

**THE Mustang Event of the Year -
The Mustang 40th Anniversary Celebration
April 15 - 18, 2004 in Nashville, Tennessee**

- Only 300 Concours Cars • Only 3,000 Judges Choice Cars
- Only 250 Vendor Spaces
- ALL Participants MUST Pre-Register by March 31, 2004 (postmark), NO Day-Of-Show registrations
- Each Car Registration and Vendor Registration must be on an individual Registration Form. No multiple registrations on a form.
- Show Car Entry is limited to 1964 1/2 - 2004 Ford Powered Mustang-Bodied vehicles only.



OPEN TRACK ON THE NASHVILLE SUPERSPEEDWAY

Put your Mustang through the paces at near race speeds on the Nashville Superspeedway. Experience what only a few will ever have the opportunity to do. The road course of the \$125-million, 1.33 mile speedway utilizes a generous portion of the high banked tri-oval along with the interior road course to offer an exhilarating and challenging driving experience. Safety is the watchword for this and all other MCA events, so come join in on the fun and see what your Pony will do. High speed action - Your Mustang, it just doesn't get any better than this. Space is limited so register early.

FRIDAY NIGHT AT THE GRAND OLE OPRY®
The Grand Ole Opry has made a special package for the Mustang 40th Anniversary. You never know who will show up for the storied live radio show heard worldwide on 650 WSM Radio. You will have more fun than the law allows!

**SATURDAY EVENING WITH FORD ABOARD THE
GENERAL JACKSON® SHOWBOAT CRUISE**
Depart from the Gaylord Opryland Complex and cruise the Cumberland River to Riverfront Park in Downtown Nashville and back. Delicious full course dinner and entertainment - Plus speakers and dignitaries from Ford. This will be an evening to remember.



OFFICIAL HOST HOTEL - GAYLORD OPRYLAND™

The Gaylord Opryland Resort is one of the world's most beautiful and fun filled resort destinations. For reservations, call 877-234-OPRY (6779), Re: Mustang 40th



Register Online at: www.Mustang.org
 Or Fill Out This Form And Mail It, Along With Your Registration Fees, To:
Mustang 40th Anniversary Celebration
 Post Office Box 51505, Bowling Green, KY 42102
Official Registration Form

Use a separate form for each vehicle registered

Name _____ MCA # (If Applicable) _____
 Address _____
 City _____ State _____ Zip _____
 Phone (____) _____ Fax (____) _____
 email _____

Mustang Information

Year _____ Make _____
Mustang, Shelby, Saleen, etc.
 Model _____
Coupe, Convertible, Fastback, Boss 302/351/429, etc.
 VIN _____
 Color _____
 Class _____
Concours, Judges Choice, Display

Payment Method Check _____ Visa _____ Mastercard _____ AmEx _____ Discover _____
 MAKE CHECKS PAYABLE TO: MUSTANG 40TH ANNIVERSARY CELEBRATION

Card Number _____
 Expiration ____ / ____ (month/year) Date _____
 Name As It Appears _____
 On Card (please print) _____
 Cardholder Signature _____

Registration Fees

Concours Judged (MCA Modified Judging) Includes 2 weekend passes	_____ \$50.00 _____
Judges Choice (Awards to top 5 in class) Includes 2 weekend passes	_____ \$20.00 _____
Display Only Includes 2 weekend passes	_____ \$20.00 _____
Vendor Spaces (10' x 30' spaces) Includes 2 weekend passes	QTY _____ \$75.00 ea. _____
Additional Weekend Passes Registrants and Vendors - limit 4	QTY _____ \$15.00 ea. _____
Friday Night Grand Ole Opry Special group rate for Mustang Celebration	QTY _____ \$30.00 ea. _____
Saturday Evening General Jackson Showboat Cruise with FORD. Includes hors d'ouevres, 3 course meal, Dinner Theater Show and Program with Ford aboard the GENERAL JACKSON SHOWBOAT Limited seating available	QTY _____ \$ 70.00 ea. _____

Registration Total

Yes, I want to participate in the OPEN TRACK EVENT. Please send me a registration packet.

Register Today! The Deadline is March 31, 2004

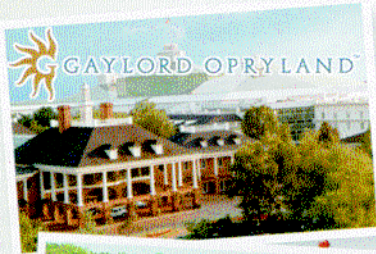
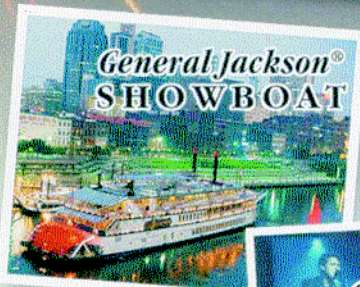
Concours Classes Gold - Silver - Bronze

All Show Participants must present confirmation letter at the Registration Tent at the Participants Main Entrance at the Nashville Superspeedway (Thurs, Fri, Sat a.m.) and pick-up Official Show Credentials prior to entering the show.

1964 1/2 Coupe	1966 Coupe	1969-70 Closed	1971-73 Closed	1985-93 Open	1967-68 Shelby
1964 1/2 Convertible	1966 Convertible	1969-70 Open	1971-73 Open	1985-93 Closed	1969-70 Shelby
1965 Coupe	1966 Fastback	1969-70 Boss 302	1974-78 Closed	1994 Open	
1965 Convertible	1967-68 Closed	1969-70 Boss 429	1979-84 Closed	1994 Closed	
1965 Fastback	1967-68 Open	1971-73 Boss	1982-84 Open	1965-66 Shelby	

Judging Classes for the Mustang 40th Anniversary Celebration

1964 1/2 Coupe	1972 Fastback	1984 Closed	1991 Closed	1997 Saleen	2003 Open
1964 1/2 Convertible	1973 Coupe	1984 SVO	1991 Saleen	1997 Cobra Open	2003 Closed
1965 Coupe	1973 Convertible	1984 Anniversary	1992 Open	1997 Cobra Closed	2003 Saleen
1965 Convertible	1973 Fastback	1985 Open	1992 Closed	1998 Open	2003 Cobra Open
1965 Fastback	1969 Boss 302	1985 Closed	1992 Saleen	1998 Closed	2003 Cobra Closed
1966 Coupe	1966 Shelby	1985 SVO	1993 Open	1998 Saleen	2003 Mach 1
1966 Convertible	1967 Shelby	1985 Saleen	1993 Closed	1998 Cobra Open	2004 Open
1966 Fastback	1968 Shelby	1986 Open	1993 Saleen	1998 Cobra Closed	2004 Closed
1967 Coupe	Fastback	1986 Closed	1993 Cobra	1999 Open	2004 Saleen
1967 Convertible	1968 Shelby Conv	1986 SVO	1994 Open	1999 Cobra	2004 Cobra Open
1967 Fastback	1969-70 Shelby Fastback	1986 Saleen	1994 Closed	1999 Saleen	2004 Cobra Closed
1968 Coupe	1969-70 Shelby Conv	1987 Open	1994 Saleen	1999 Cobra Open	2004 Mach 1
1968 Convertible	1969 Boss 302	1987 Closed	1994 Cobra Open	1999 Cobra Closed	Special Interest All
1968 Fastback	1969 Boss 429	1987 Saleen	1994 Cobra Closed	2000 Open	SAAC
1969 Coupe	1970 Boss 302	1988 Open	1995 Open	2000 Closed	McLaren
1969 Convertible	1970 Boss 429	1988 Closed	1995 Closed	2000 Saleen	Python
1969 Fastback	1971 Boss 351	1988 Open	1995 Cobra Open	2001 Open	Viper
1970 Coupe	1974-78 All (exc. Cobra)	1989 Open	1995 Cobra Closed	2001 Closed	SAAC
1970 Convertible	1976-78 Cobra/King Cbr	1989 Closed	1995 Open	2001 Saleen	1964-73 Race Mustangs
1970 Fastback	1979 Pace Car	1989 Saleen	1996 Closed	2001 Cobra Open	1974-94 Race Mustangs
1971 Coupe	1979 All	1990 Open	1996 Saleen	2001 Cobra Closed	1965-70 Race Shelby
1971 Convertible	1981-82 All	1990 Closed	1996 Cobra Open	2001 Bullitt	1994-04 Roush Open
1971 Fastback	1983 Open	1990 Ltd. Edition	1996 Open	2002 Open	1994-04 Roush Closed
1972 Coupe	1983 Closed	1990 Saleen	1997 Open	2002 Closed	
1972 Convertible	1984 Open	1991 Open	1997 Closed	2002 Saleen	





Story & Photos by
Rod Short

PROJECT RESTO- MOD



Factory price for the 1980 notchback was \$5,103 for the sixcylinder with a shipping weight of 2,532 pounds. Fifteen different paint colors were available that year. This particular model came with 6N Bright Yellow.

PART 1

Bringing An Early Model Fox Body Back Up To Speed

When they were first introduced in the Fall of 1978, Ford's new Fox body Mustang was nothing short of great. New aerodynamic styling, more interior space and, most importantly, the continued availability of a 302 V-8 helped make the car an instant hit. Records show that 369,936 cars were sold, which represented a 52% increase from the year before. Ford had a winner with the Fox body Mustang.

The idea of "performance" was a lot different back then than it is now. Enthusiasts could order the hatchback with either a Sport or Cobra equipment package. There was also an Indy Pace Car package, of which 6,000 were made. By today's standards, the V-8 equipped cars are the most coveted, even though it was only rated at 140-hp with 250 ft/lbs of torque. Due to the effect of America's first gas crisis, buyers back then were a lot less interested in owning a performance car. Just 12.8% of all the Mustangs in the 1979 production year came with the V-8 option.

About the only early model Fox body Mustangs seen today are the Indy Pace Car models. The 1980-82 models are almost non-existent, especially in good condition. Even the landmark 1983 GT models, which were the first to offer the 4-bbl 5.0L H.O that was rated at 175-hp, are hard to find. Most of the activity in Fox body Mustangs centers on the

1987-93 5.0L cars as the performance of these cars has made them very desirable and collectible.

Despite that, we decided to look for an early model Fox body. Why? Well, for several reasons. Many of the 1987-93 Mustangs tend to be overpriced for the condition of the cars. We also thought that since the 1979-82 models are the least valuable (excluding some of the Indy Pace cars), then we wouldn't feel bad about not keeping the car original. In addition, since this was the beginning of the line, there would be plenty of upgrades available for the car. With that in mind, the hunt was on.

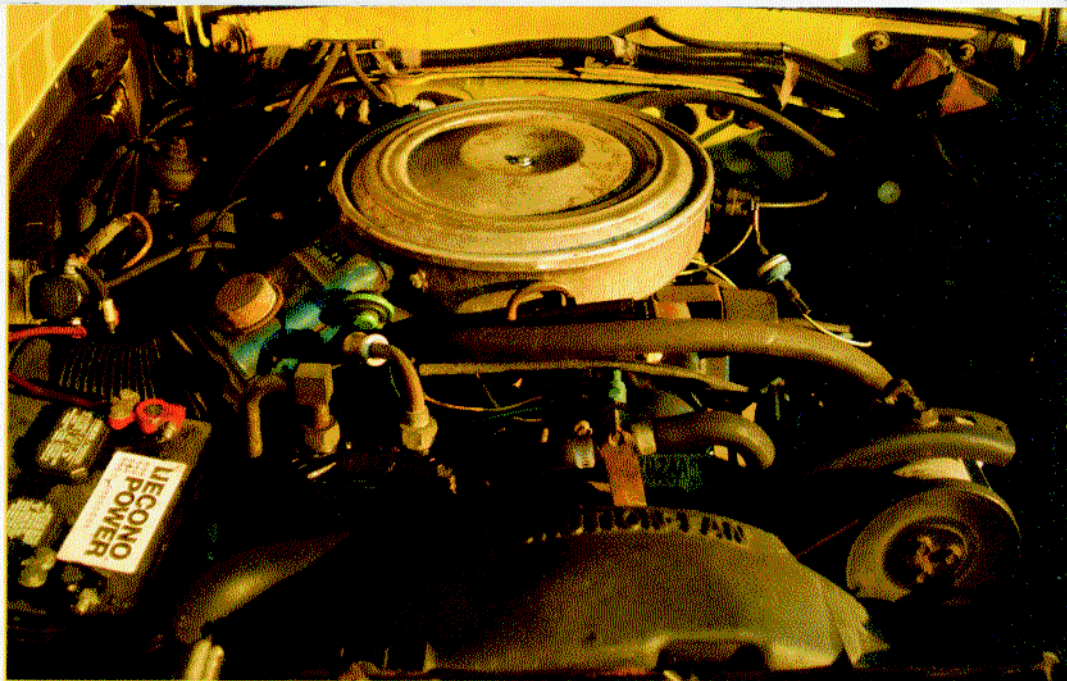
Looking A Horse In The Mouth

Buying and selling horse flesh can come with risks and rewards. The same can be said for a Mustang. We were looking, of course for a V-8, although a 2.3L turbo might have been fun. We scoured the ads in Mustang Times and searched the country on *AutoTrader.com* and *eBay*. What cars we found were often high mileage, modified, in need of serious repair or restoration or all three. In the end, we found not exactly what we wanted, but a nice little car we really couldn't turn down.

The car was a 1980 coupe with just 56,000 miles. From a performance standpoint, coupes have always been the most desirable of all the Fox Mustangs. They're lighter, have less body flex and are certainly not as common. Although the car was advertised on *eBay*, it was located nearby, priced reasonably with no reserve and certainly deserved a look. On inspection, we found the car to be all original and in remarkably good shape for a 23 year old car. The paint was all original, the trim was in good shape and there wasn't a lot of the rust that you would expect from a car that had spent all its time in Chicago. The interior was unmolested and, except for a small vinyl cut in the driver's seat, certainly serviceable. The car started and drove well, the A/C actually worked and the C4 automatic shifted flawlessly. It was a plain jane car for sure, but that fit right into our plans.

A look under the hood showed the car had an original 3.3L (200-cid) 1bbl straight six, which was the same engine that came stock in the late 1965 Mustang. The fact that this engine was still around was something of a surprise, but a little research showed the reason why. The 1979 Mustang was first introduced with a German made 2.8L V-6, but that engine was phased out before production for this model year was even completed. The larger 3.8L V6 (which is still being used in an updated form in today's Mustangs) was being used at that time in other Ford products, but still several years away from finding its way into the Mustang. The

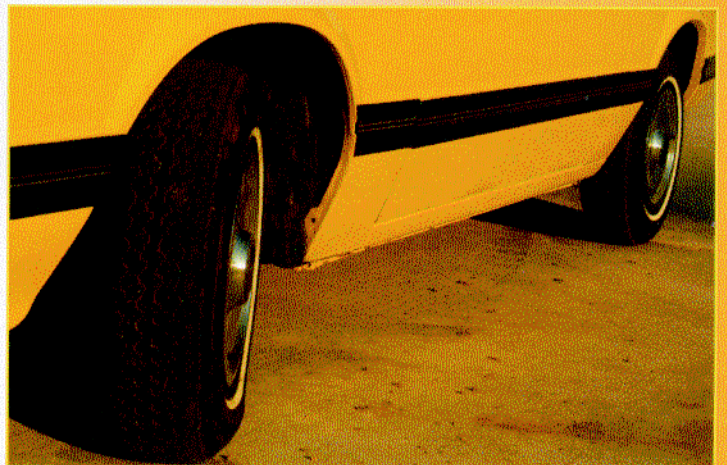
Continued



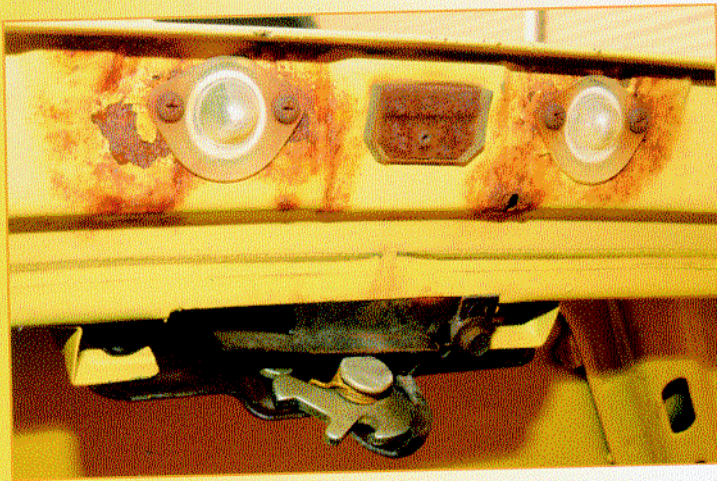
Car owners were treated to a whopping 94-hp from this low compression 200-cid inline six with a 1-bbl carb. The smaller 2.3L four cylinder gave up just 4-hp and was a lot easier on gas. By comparison, the same engine in the 1965 model Mustang was rated at 120-hp with a 9.2:1 compression ratio.



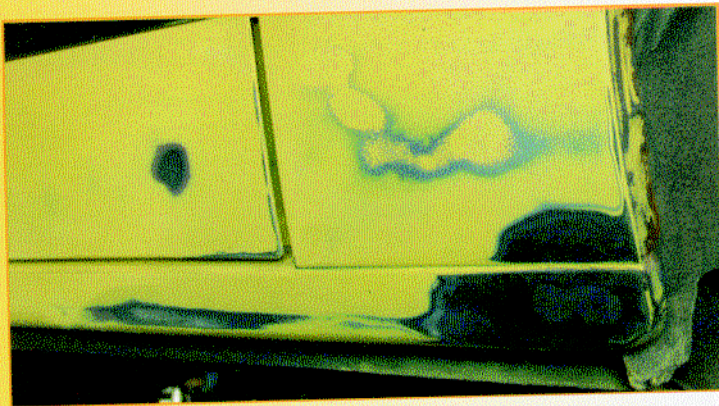
While the floor was a bit dirty and the carpeting was a little faded, this Mustang's interior was in surprisingly good shape for a 23-year old car. Options on this car included a C4 automatic transmission, air conditioning and an AM radio.



The stock rubber on early Fox bodies leaves a lot to be desired. This car came with a P185/80RX13 BSW radial as standard equipment. These represented an upgrade over the standard bias ply tires on the 1979 model.



Although garage kept for much of its life, rust was beginning to appear in the usual place around the deck lid, rear valance, underneath the windshield trim and around the underside of the car.



Of greater concern initially were the bubbled areas around the rocker panels, rear wheel openings and quarter panel. Removing the paint, revealed little more than surface rust, but the area was treated and then repainted to keep this problem from spreading.



**Rust never sleeps...
where you find a little,
there's always more.**

200-cid, which was last seen in the 1970 Mustang, thus found its way back into the lineup and lasted until 1982. America was still reeling from inflated gas prices. As a result, just 26% of the 271,322 Mustangs produced in 1972 came with this engine while the V-8 cars represented 2.4% of the total model year production.

When it comes to purchasing a car off the Internet, the best advice we can give is to let the buyer beware. Fortunately for us, there weren't going to be any transportation costs and we were able to see the vehicle beforehand. We've also advocate buying the best car you can afford, since it will always save you money in the long run. Time was running out on our auction and we had to make a decision. A check several minutes before the auction ended showed several last minute bidders jockeying to get the car. We made our final bid with under a minute left and got the car for \$1,700. That was more than we wanted to pay, but we knew we wouldn't have to pay transportation costs and we were quite pleased with the overall condition of the car.

Phase One: Evaluate & Stabilize

If you've ever been to an ER, you might know that the first priority is to check the patient's vital signs and then start efforts to stabilize the patient. The same priority applies whenever you bring a project car into your ER garage. Having owned eight different Fox bodies, we knew that one should always expect the unexpected.

We drove the car 25 miles (round trip) to work everyday for a week and then had the car fall apart - literally! Our Mustang had been garage kept and driven less than 3,000 miles a year over the course of its lifetime. That's definitely A-plus, but it also comes at a price. People that rarely drive their cars almost never maintain them. As a result, the cars deteriorate over time...as this one had done.

If a car is not driven much or only for short distances, an exhaust systems will rust from the inside out. Ours had rusted so badly that the tail pipe actually fell off the back end of the muffler. Then, while driving the car one day, the brakes seemed to suddenly go away and the car became difficult to stop. Pulling the wheels showed that the brake hardware had deteriorated due to rust and that the brake hoses were shot. We wondered how much water and rust there was in the gas tank, but the engine ran better and better as we put miles on it, so we put off checking that until another day.

There was a bit of surface rust in the typical places: underneath the trim at the top of the windshield and around the wheel openings on the rear quarterpanel. The bottom of the doors looked okay as well as the rocker panel, but with rust you can never tell. Rust never sleeps and where you find a little, there is always more.

With these discoveries, we knew we had to stabilize the patient fast. Fortunately, we found a local shop that did body work and mechanical repair for reasonable prices.

It feels kinda funny, however, when you're telling them how special this Mustang is when you're surrounded by a bunch of Chevys. These guys were okay with it, however, and if they had any comments, they kept them to themselves.

The engine was tuned, the brakes redone and rust was sanded and repaired. We were pleased to find that we had caught the surface rust in time. There were no holes in the sheet metal and everything cleaned up just fine. We knew that investigating the small rust area around the windshield would require pulling the trim and most likely the glass. This demands some specialized expertise and tools, so we decided to put that off for a while.

Everything was looking fine until we found a major rust area on the underside of the rear deck lid. While there weren't any holes along the rolled edge on the thin lip that runs along the underside, the area just above this around the lock looked pretty bad. Our shop wanted to weld a plate to this area in case the metal was too thin to repair. While that might work well enough, we wanted something that would be better looking. An extended search for salvaged deck lids showed that none of them were as good as what we already had. We found that aftermarket suppliers such as Cervini's can supply us with a fiberglass replacement. The decision was thus made to just let the lid repairs go until we were ready to do the final bodywork.

Phase Two: Putting Together A Plan

Working on a project car is much like building a house. The more time and effort on researching and putting together a good set of plans, the better the result is going to be.

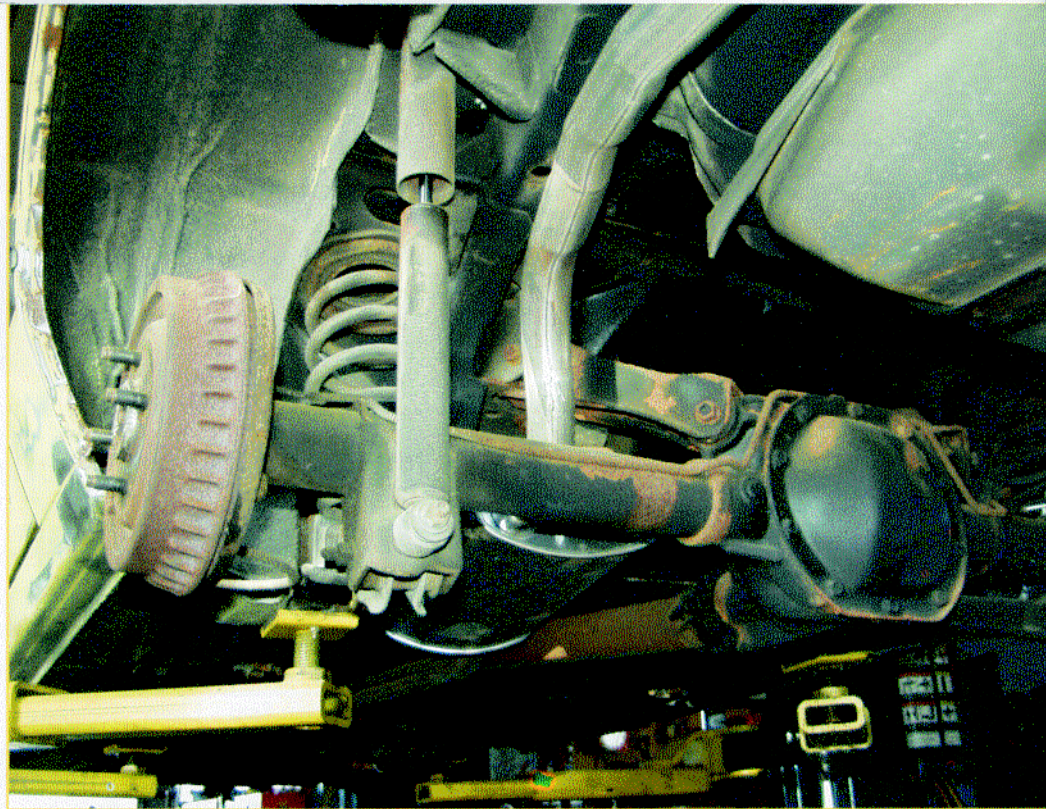
Our ultimate goal is to have a resto-mod that's safe, fun to drive and, of course, good looking. We definitely want to upgrade the brakes, suspension, engine, exhaust, interior and exterior. We may plan on doing the same with the rear end and transmission as well.

Even so, that plan will require vision - and revision(s) as the project proceeds. We found, for instance, that dumping our trusty little 3.3L six for a 5.0L engine would involve more than we initially expected. The job couldn't be done unless we replaced the front K-member. We investigated that possibility quite a bit, with mixed results. An Internet search of major salvage yards found that we could get a new engine cradle for a little less than \$200, however, finding an engine was another matter.

This is a situation where investing time into some careful research is important if you want to be happy with the end result. Most of the eighties vintage 302 engines have well in excess of 100,000 miles on them. While many of them will run reliably up to 150K, we didn't want to put an engine into the car that we'd have to keep throwing money at. In addition, many of these salvage engines came from something other than a Mustang, such as from a van or luxury car. Such a 302 engine would not have the 351W marine cam, so it would not be a High Output engine.

A new crate engine looked appealing, but we didn't want to have \$3 grand tied up in buying, shipping, adding front accessories, installing and tuning a crate engine. We even looked into throwing in a late model 5.0L and even e-mailed a well known and respected company about a wiring harness for our project car, but we never got the courtesy of a reply.

Continued on Page 61



Beginning stages of rust areas around the differential showed that this car had been sitting, but other than having to replace the muffler and tailpipe, everything was okay. Dropping the stock 7.5-inch rear end assembly for a heavier 8.8-inch rear would be a snap.



Peach State Stampede Grand National Mustang Show Augusta, Georgia

Bobby Jones Ford
Augusta, GA
Fairway Ford
Evans, GA
Freedom Ford
Thomson, GA



Friday, Aug 29, 2003
Registration 8am - 5pm
Vendor Setup 8am - 5pm
Tech Inspection 8am - 5pm
Hospitality Room 7pm - 9pm
(Radisson Riverfront Hotel)

Saturday, Aug 30, 2003
Registration 8am - 12pm
Vendor Setup 8am - 12pm
Tech Inspection 8am - 12pm
Judging 11pm - 5pm
Sock Hop Dinner & Dance
7pm @ the Bell Auditorium

Sunday, Aug 31, 2003
Show Hours 8am - 4pm
Judging (if Req) 8am - 12pm
Awards Ceremony 3pm
(Show Site)

Registration: Make Checks Payable to CSRA Mustang Club -- 1602 Hinton Wilson Rd -- Harlem, GA 30814

Name _____ MCA# _____ Exp Date _____
Address _____ City _____ State _____ Zip _____
Phone () _____ Year _____ Body Style (circle one) Coupe Fastback Hatchback Conv
VIN _____ Are you willing to judge? Yes No Are you a Gold Card Judge? Yes No

Car Registration	\$50.00	_____
MCA Members Deduct.....	- \$10.00	_____
Early Registration by 8/1/03 Deduct..	- \$ 5.00	_____
Vendor Spaces(10X20).....	X \$50.00	_____
Pony Corral.....	X \$30.00	_____
"Sock Hop" Tickets(Adults).....	X \$22.00	_____
"Sock Hop" Tickets(Under 10).....	X \$ 12.00	_____
Total Enclosed:		_____

Car Classes (Please Indicate)

Concours Trailered.*.....	_____
Concours Driven.*.....	_____
Unrestored.*.....	_____
Thoroughbred.*.....	_____
Street Driven.....	_____
Daily Driven.....	_____
Modified.....	_____
Retired *.....	_____
Second Generation (74 thru 78)...	_____
Third Generation (79 thru 93).....	_____
Fourth Generation (94 thru 01)...	_____
Current Year (02 thru Present)....	_____
Saleen/Saleen Trailered.....	_____
Other (Roush, McLaren, Boss, etc.)	_____

For More Information Contact:

Registration - Midgee Hazelrigs (706) 556-3755 Csr2003@aol.com
 Show Co-Chair - Keith Hazelrigs (706) 556-3755 hazelrik@aol.com
 Show Co-Chair - James Aldridge (706) 854-9597 jaldridge9@comcast.net
 Vendors/Pony Corral - Steve Prewitt (706) 860-4535 gtpony94@aol.com

* These classes will be parked inside the Civic Center. This parking will be reserved as registrations are received. Vehicles parked inside "MUST" remain in place throughout the show unless an emergency requires they be moved. Please check here if you are in one of these classes but don't want your car parked inside. Gas tanks "MUST" be less than 1/4 tank. If your gas tank has more than 1/4 indicated on the gauge, you will not be allowed in the Civic Center (City Ordinance), so please plan accordingly.

I agree to abide by all of the show rules and understand that I am responsible for my Car and Property. I agree to release from liability the CSRA Mustang Club, The Mustang Club of America, The Augusta-Richmond County Civic Center, and their representatives from any and all claims of injury, or lost and stolen property arising from this event.

Signature _____ Date _____



Return of the Saturday Night "Sock Hop"

(An Evening of FUN You Don't Want to Miss!)

Food, Music & Entertainment

featuring Acts/Skits, Dancing, and Contests
plus Dinner with "Old Fashion Soda Fountains"

All this for \$22 Adults
\$12 Child (under 12)

"Little did we know that
what awaited us was better
than some off-Broadway productions"

(Mustang Times, Teresa Vickery, Aug '99
1999 Southern National MCA Show
SOCK HOP)

Meat Loaf (Paradise)

Dolly Parton



Village People

Carol Burnett
(Prop Lady)

Although it's not required
bring your Dancing shoes and
best 50's-70's attire if you want
to have some "real fun"



Abbott & Costello

and other Acts!

Prizes for:

Best Costume, Twist Contest, Hula Hoop Contest!

Indoors at the Beautiful Bell Auditorium

(Register soon "Sock Hop" limited to 400 people)

HOTEL & MOTEL ACCOMODATIONS

RADISSON RIVERFRONT & COUNTRY SUITES HOTELS, AUGUSTA
CO-HOST HOTELS, 0.7 MILES FROM SHOW SITE

RADISSON RIVERFRONT HOTEL - \$92 + Tax per night

RESERVATIONS: PHONE (706) 722-8900

COUNTRY SUITES HOTEL - \$85 + Tax per night

RESERVATIONS: PHONE (706) 774-1400

ICE BREAKER - Friday, August 29th, 6-9 pm, Hospitality Room
RADISSON RIVERFRONT - Everybody Welcome!

RAMADA PLAZA HOTEL - \$89 + Tax per night (706) 722-5541 (0.2 Mi from Show Site)

COMFORT INN - \$65 + Tax per night (706) 722-2224 (1.0 Mi from Show Site)

HOLIDAY INN WEST - \$68 + Tax per night (706) 738-8811 (5.0 Mi from Show Site)

HOTELS: Please indicate that reservation is for the 2003 Peach
State Stampede (Mustang Grand National) to receive these rates.

One More Chance... Apply Now for MCA BOD's Position

MCA still has positions available on the Board of Directors. MCA is looking for people with a passion for Mustangs and the time to dedicate to steering the club in the right direction so families everywhere can enjoy this great hobby!

MCA has extended the deadline for biographies to August 31, 2003. All the Nominating Committee needs from you is a short biography (50 words or less) along with your MCA membership number. Remember that you must be an MCA member in good standing and should have reached your 18th birthday by October 1, 2003. Please submit biographies to:

Chad Odom, Nominating Committee, 107 Rockwood Drive, Greenville, SC 29605 or fax to 864-422-1701.

There are 12 positions open so get your bio's in now!

THE SEPTEMBER ISSUE OF MUSTANG TIMES WILL CARRY COMPLETE INFORMATION ABOUT THE 2003 MCA OFFICER ELECTIONS

Mustang/Ford Books

Ford Design Department, Design & Show Cars, 1932 - 1961

Authors Jim & Cheryl Farrell's 399 page hard cover table sized book has 900 photos of over 100 cars and features over 150 Ford designer, clay modelers and engineers. Many of the photos from Ford's Design Department's archives are shown for the first time in this book.

Check out: www.jandc Farrell.com
The Farrell's next book will begin with the Mustang design.

Upcoming Mustang Book

How would you like to be part of a collection of Mustang stories Roger Adkins is putting together? He's been reading and collecting stories about Mustangs and their owners for a long time. He has decid-

ed to put together the good ones in a book and try and attempt to have it published. Everybody's got a Mustang story, do you? Would you like to see it in print with photos of your car(s)? Check out; www.mymustangbook.com

Mustangs In Movies

Like movie chase scenes? Want to see where your favorite Mustang movies place on the list of movie chases? Go to; www.varaces.com

FORD ANNOUNCES ALL-NEW 3.5-LITER V-6 ENGINE

LIMA, Ohio, July 15, 2003
Ford Motor Company today announced it is investing \$335 million in its Lima (Ohio) Engine Plant to build an all-new, fuel-efficient 3.5-liter V-6 engine.

The sophisticated, all-aluminum dual-overhead-cam (DOHC) 24-valve Duratec 35 V-6 engine will power a variety of future Ford, Lincoln and Mercury vehicles, including passenger cars (Mustang?) and crossover vehicles. Annual production capacity is projected to be up to 325,000 engines a year. Production of the new engine will begin at the Lima plant by the end of 2005. "This new V-6 will be cutting edge, truly world-class," said Dave Szczupak, vice president, Powertrain Operations, Ford Motor Company. "Our engineers started with a clean sheet of paper to develop this new engine. It will power a variety of vehicles and includes advanced technologies such as variable-valve timing, a feature we are adding to a significant number of our engines."

A feature favored by many environmentalists, variable-valve timing helps to reduce emissions, improve fuel efficiency as well as idle smoothness, while at the same time maximizing performance. The variable-valve mechanism works by precisely controlling the engine's camshaft position at any given millisecond based on engine speed and load.

Ford's investment at the Lima Engine Plant continues Ford's move to a new cost-effective and quality-enhancing 'global' flexible manufacturing system.

Engine Birth History

Ford's engine birth history technology is currently used at Ford plants building its new global I-4 engine - Dearborn, Mich., Chihuahua, Mexico, Valencia, Spain and Mazda's plant in Hiroshima, Japan - as well as at Ford's Windsor and Essex (Canada) engine plants.

Each engine's birth history is recorded on a microchip that travels with the engine, or data is maintained in a database related to a bar code. Such data includes hundreds of metrics, including torque levels for specific bolts; crank journal clearances; pressure test results; and the amount of torque it takes to turn the crankshaft after all parts are bolted together.

The new V-6 engine, Ford's global rollout of its new flexible manufacturing system, and its quality initiatives, are all key components of Ford's product-led Revitalization strategy, according to Szczupak: "This is the most dramatic change in manufacturing since the introduction of the assembly line by Henry Ford. When you think about any great vehicle, it always has a great powertrain. It's the heart of the vehicle. What we're doing now with our engine manufacturing strategy will deliver more great new powertrains to our customers more quickly, at the highest quality levels, and at the same time, lower costs". The investment at Lima was made possible due in part to state and local tax incentive commitments.

_Courtesy, Dean Hillestad, Mustang Matters

Department of Corrections

The following page represents the complete and correct list of winners from the Great Smokey Mountain National Show, held in May, 2003.

Final Results: Smokey Mountain National Show, May 4, 2003

Concours Trailered

Class AT 1964 1/2- 1965 Closed

A. C. Harris Gold
Charles Turner Gold
Nick & Luana Kirby Gold

Class BT 1964 1/2-1965 Open

Jake Jarrell Gold
Randal Stone Gold
Dominick Affuso Silver
Robert Gerber Silver

Class CT 1966 Closed

Forrest & Pat Jackson Gold
George Southerland Gold
John Hall Gold
Greg Sullins Gold
Robert Gerber Silver

Class DT 1966 Open

William "Tom" Gerrard Gold
Earl Gurkin Gold
Pam Turner Gold
Ron Gillum Gold
Kerry Haggard Gold

Class ET 1967-1968 Closed

Dennis & Kelly Fields Gold
Barry Morrison Gold
Jeff Pace Silver

Class FT 1967-68 Open

Joyce Nichols Gold
Don Stewart Gold

Class GT 1969-70 Closed

Leslie Joyner Gold
Mark Maras Gold
George Summerlin Gold
Preston Morgan Gold
Carl Hartman Gold
Alan Rye Gold
Jay Murray Silver
Tony Ezell Bronze

Class HT

No Entries

Class IT 1971-73 Closed

Daryl Gray Gold
Russ Gilbert Gold
Paul Dutruch Silver
Mark Falin Bronze

Class JT 1971-73 Open

Frank & Kathryn Deibert Gold
Larry & Starr Kennedy Silver

Class KT 65-66 Shelby All

Stan Simm Gold

Class LT 1967-68 Shelby All

Harry Cook Gold
Jerry Trober Gold
Mike & Glenda Yoder Gold
Ronald Kinsberger Gold

Class MT 1969- 70 Shelby

Richard Berry Gold

Class NT 1969-71 Boss

Michael Hyde Gold
Bill Price Bronze
Tony Salony Bronze
David Scott Kauffman Bronze

Class OT 1974-78 All

Bill Maddox Silver

Class PT 1979- 1993

Joseph Beutler Gold

Concours Driven

Class AS

Matthew Michael Gold
Harris Roberts Gold
Jack McLemore Gold
Greg Patrick Gold
Clark Hollada Silver

Class BS

Dick Strawman Gold
Dave & Libby Phillips Gold
Randy Justice Gold
Mack Bone Gold
Herb Wallace Silver

Class CS

Jim Reynold Gold
John Walkers Gold
Bobby Dabbs Silver
J. D. Endsley Bronze

Class DS

Billy Beasley Gold

Class ES

Bill Cabaniss Gold
Stan & Ruth Bentley Gold
Andrew Siminero Gold
Bob Weiner Silver

Class FS

Johannie & Rachel Garner Gold
Vernon Elliott Silver

Class GS

Leah Gowen Silver
Tom Brooks Silver
Walter Stewart Silver

Class HS

No Entries

Class IS

Michael Briggs Gold

Class JS

No Entries

Class KS

Jim Chism Silver

Class LS

Mark Potter Gold

Class MS

No Entries

Class NS

Rick Dolson Bronze

Class OS

No Entries

Class PS

Bev Thornsberry Gold
Grace Basic Gold
Porter & Claudia Wallace Gold
John Garner Gold
Eddie & Meghan O'Neil Gold
Michael Wells Gold
Fred Foster Gold
Nancy Elledge Bronze

Unrestored

Class URA 64 1/2-68 All

Michael Murray Gold
John Howard Gold
James Berry Gold

Class URB 69-73 All

Richard Gaddis Gold
Natalie Gomez Gold
Eric Helms Gold

Class URC 74-93 All

Gary Dempsey Gold
Bill Rettig Gold
James & Janice Brittain Gold
Marilyn Newcombe Gold
Terry McCoy Gold
Fred Barkley Gold
Ray Taylor Gold
Charlie Thomas Gold
Carol Weeks Gold
Henry Gosnell Gold
Charles Young Gold
Sam Graybill, Jr. Gold
Henry Gaither Gold
Bob Masrdum Gold
Tim Ross Gold
Larry Kilgore Gold
Debbie Peyok Gold
Ricky Johnson Gold
Darrell Peyok Gold
Terry Hebert Bronze

Thoroughbred

Class THBA 64 1/2-73

Tom Mynes Gold
Al Friedel Gold
Bob Winiarczyk Gold
Tom Broadwater Gold

Street Driven

Class SDA

Robert Dedeluk First
Mary Burkhardt First
Frank Burnett First
Charles Baker First
Doug Mather First
Keith & Vicki Owens First
Raymond Helwig Second
Farrel Buis Third

Class SDB

Keith & Pat Suddeth First
Tom Gaido Second
Gary & Sue Allen Third

Class SDC

Johnny Lemons First
R. Hawsey Second
David Frailey Third

Class SDD

Larry Sigmon First
Wayne Moore Second

Class SDE

Anthony Thompson First
Joe Walters First
Jack Dunsmore First
Pamela Roundebush First
Gerald Nipper First
Ronny Smith Second
Terry Thompson Third

Class SDF

Jeff Sander First
James Brancheau First
Peggy Farmer First
James Muse Second
Larry Reel Third

Class SDG

Keith Hazelrig First

Class SDH

Ken Foley First
Elliott, Jr. Second
Kelly Barker Third
Cameron Wright Third

Daily Driven

Class DDA

Elly Tupper First
Bob Bloodworth First
Paul McCarty First
Connie Weiss First

Class DDB

Connie Seal First
Floyd Blum Second

Class DDC

Richard Mullis First
Larry Stein Second

Class DDD

No Entries

Class DDE

Kasey Schroeder First
Bob Sutton Second

Class DDF

No Entries

Class DDG

Louis McCoy First

Class DDH

No entries

Class DDI

Jim Sheats First
Jon Moles Second
James Aldridge Third
Frederick Schlesigel Third

Class DDJ

Mike Hudson First
Don Smith Second

Class DDK

Lisa Moles First
Albert Paulek First
Richard Soesbee III First
Gordon & Sharon Hall Second
Suzanne Beels Third

Class DDL

Noah Mays First
Carl Bishop First
Art Payne First
Meggan Gruver First
Mike Fuches First
Greg Cathey First
Lin Tornese Second
Ralph Chrisman Second
William Bagley Second
Kurt Anderson Third

Retired

Mike & Gloria Bazan
Dick & Millie Gillett
David Farmer
Mike Golliver

Larry Vanderwalker
Leonard Paquette

Modified Division

Class MA

Lonnie Tucker First
Aymert Villamil Second
Alfred DiBiaso Third

Class MB

Rob Maurer First
Mike Keown Second
Erin Green Second
Darren Mayer Third

Class MC

Bill Satterfield First
Rick Owen Second
Willie Joe Frost Third

Class MD

Denny Sluder First
Ken & Wanda Simmons Second
Tim & Lisa Wells First

Class ME

Ken Signor First
Charles & Starr Collins First
Dave Rice First
Bob & Julie Carrothers Second
Gary Kohlenberger Second
Milton Scott Third
James Smith Third

Fouth Generation

Class FGA

David Miller First
Louis & Beth Dyer Second
Lee Brown Third
John Dillion Third

Class FGB

Thomas Shaw First
Mickey Smith Second
Deborah Brown Third
Tim Noe Third

Class FGC

Allen Ackelson First
Ronald Bennett First
Mark & Lesley Hudson Second
Ronda Kiser Third

Saleen

Class SA

George Fastner First
Michael Donovan Second
Gary Alsobrooks Third

Class SB

Gene Smith First
Ken Clarkson Second

Class SC

Mitchell First
Eugene Kennedy First
Matt Wilson Second
Stacy Gregory Third

Class SD

Richard Mozeleski First
Ken McDowell First
Ben Moura Second

Division X Rousch

Class RA No entries

Class RB

E. S. Thrasher First
Carol Barker First

LMA

Donald Kasson First
Jerald Bryant Second
Karen & Norm Demers Third



For 40 years, every kid in America h



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mustangs worldwide

TEAM MUSTANG CENTER NEDERLAND - Meeting at Avenhorn, 1 June 2003

The Boothoorn's '69 Mach1



Cheyenne Shelby Boothoorn(right), enjoys the Mustang lifestyle as she follows her parents to a variety of shows across Europe (and even to the Ford Centennial!). This is the future of Mustanging...just like in the US.



Patrick Boothoorn (below, right) along with friends from the growing Mustang Center Nederlands Club, represent only a small portion of the thousands of enthusiastic Mustang fans scattered throughout Europe. Look for more Worldwide Mustang News, in future Mustang Times issues



Just as in America, springtime brings on the urge to get outside, drive the countryside and get together with friends. European Mustang enthusiasts enjoy sharing renovation techniques for their 'foreign' cars...as well as the thrill of driving the countryside. Just like the MCA slogan says... "A Mustang is a Mustang"...no matter where it is.



Patrick Boothoorn's convertible Cobra, enjoying the springtime weather.



The weather was surprisingly good when we left for another Mustang roundup of Team Mustang Center Nederland. This time it was held in the western part of the country. A nice temperature of 70 degrees did our cars very well on the 50 mile trip. I was proudly driving my winter blue '69 Mach1 428 CJ-R and my wife Astrid and our little daughter, Cheyenne Shelby, were following in their black '97 Cobra convertible. Life is good.

After cleaning the bugs and a bit of road dirt from the 428, the car was shining in the sun and the Cobra even more. Wow, those engines are clean. With just 22k miles on the odometer the car is still new. Astrid is polishing the car to be immaculate and Cheyenne is doing her share on the chrome bumpers of the 69. After building the club stand our team was ready for the day.

Every spring our members get their Stangs out on beautiful days like these. We are proud to say we are the second largest Mustang club in the world. Team Mustang Center Nederland has 1600 members. For the second year in a row, the gathering was held in the western part of the country.

Because of the location, the turnout was high for a local meeting (about 80 cars). People had the opportunity to talk to each other about their Stangs and restoration efforts during the past winter. At noon the cars left for a Pony Trail (30 miles) and local people who had never seen a Mustang, got to take a ride in one! The Pony Trail ended by 5:PM...closing a perfect day filled with Mustangs and good friends.

Article & Photos Submitted by
Patrick Boothoorn MCA # 33325
President Team Mustang Center Nederland
The Netherlands

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Quality 1964 1/2-73 Mustang Parts & Accessories



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UPDATE YOUR LIGHTING TODAY!

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220 Pages & over 1000 photos!

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of NEW parts not yet listed in our
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NEW!

3 POINT SHOULDER HARNESSES AND HEADREST SETS

Many colors and all body styles available.
Shoulder Harnesses available for all body styles-1964 1/2-73.
Headrest Sets available for 1964 1/2-67 models only.
Prices start at \$219.95 per set.



**New Ceramic Coated
Sets Now Available!**

TRI-Y HEADER SETS

Just like the original ones installed on 65-66 GT-350's.
Includes bolts, gaskets and collectors.

- EH-35 65-70 260,289,302 Black-painted.....\$139.95 set
- EH-351 65-70 260,289,302 Ceramic Coated-Silver.....\$249.95 set

H-Pipes, Complete Exhaust Systems, Hangers,
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**Lowest Prices
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Pads!

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69-70 Dash Pads

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Stampede



A Centennial Celebration **08.08.03 - 08.10.03**



OWNERS CLUB
SOUTHEASTERN MICHIGAN

MCA National Show featuring a tour of the Dearborn Assembly Plant, the "Birthplace" of the Mustang

Schedule of Events

Friday, August 8, 2003

REGISTRATION	8AM-5PM
TECH INSPECTION	8AM-5PM
PLANT TOUR	8AM-5PM
HOSPITALITY NIGHT	5PM-7PM

Saturday, August 9, 2003

REGISTRATION	8AM-NOON
TECH INSPECTION	8AM-NOON
JUDGING	11AM-5PM
FORMAL BANQUET	7PM

Sunday, August 10, 2003

SHOW	8AM-2PM
JUDGING (if needed)	8AM-NOON
AWARDS	2PM

Cars must be through registration by 11:00 AM on Saturday to be eligible for judging. All cars must have a fire extinguisher.

All registered vehicles must have proof of insurance. No pets, bicycles, skateboards or alcohol permitted at the show.

No swap meet or car corral has been scheduled for this show and there will be no cars for sale in the show area.

Host hotel and show site: **Hyatt Regency Dearborn**, Fairlane Town Center, Dearborn, Michigan, 48126 Phone: 313.593.1234
www.dearborn.hyatt.com **Special Room Rates:** \$109.00 + tax **Mention Mustang Show for rate** Toll Free: 800.233.1234

Registration: (Please PRINT)

Early registration deadline is July 1, 2003

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

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

Phone # (____) - ____ - ____ E-Mail Address: _____

Year _____ Body Style: (Circle One) Coupe Fastback Hatchback Convertible

Color _____ VIN # _____ Lic. Tag # _____

Make checks payable to: **MOCSEM, P.O. Box 652, Wayne, Michigan 48184**

General information: Hot Line: (313) 438-4174 Website: www.stampedetodearborn.com

Don't be left out, entries are limited to 500 cars !!

Entry Fees	Quantity	Cost	Total
Show Car Registration	_____	\$45.00	\$ _____
MCA Member Deduction	_____	-\$10.00	\$ _____
Deduct for Early Registration (before July 1, 2003)	_____	-\$5.00	\$ _____
Dearborn Assembly Plant Tour Tickets (limit 2)	_____	\$5.00	\$ _____
Banquet Tickets (each) - Adult Only	_____	\$35.00	\$ _____
Event T-shirts S/M/L/XL specify size and qty.	_____	\$15.00	\$ _____
Event T-shirts XXL	_____	\$18.00	\$ _____
	TOTAL ENCLOSED		\$ _____

Would you be interested in a trip to a casino on Friday night? Yes ___ No ___
If Yes, how many people would be interested in attending? _____

Judged Classes

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

Special Classes

- 65/66 Mustang Shelby Clone _____
- 25th Anniv. 1978 King Cobra _____

Special classes will be judged by MOCSEM judges

I agree to abide by all show rules and regulations and I understand that I am responsible for my vehicle and property. I agree to release all liability from the Mustang Club of America, Mustang Owners Club of Southeastern Michigan, Hyatt Regency Dearborn, Ford Motor Company and all personnel and sponsors for any damage, injury, lost or stolen property from this event.

SIGNATURE _____

DATE _____

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BALISH RICK	DEARBORN HTS	MI	BAZMAN DARRELL	CANTON	MO	KOWALSKI ANDREZEJ	ALBURQUERQUE	NM
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MICHELSON DAVID	SAGINAW	MI	RIDDLE MATTHEW	CLAYTON	NC	VANDBERG KRIS	STONY BROOK	NY
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HOLLAND ELAINE	YORK	PA	BLACK DANIEL	CONROE	TX	WHITING SHANE	OCONTO	WI
HOLLENBECK KEVIN	CLARKS SUMMIT	PA	BRADLEY JOHN	SUGAR LAND	TX	WIEDENHAFT RICHARD	GRAFTON	WI
HOUSTON BARBARA	JULIAN	PA	BRANNONTONY	BEEVILLE	TX	WIERSCHUK JEFF	SHEBOYGAN FALLS	WI
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3rd generation news & beyond

Contributed By: 3rd and 4th Generation Gold Card Judges; Stewart Jones & Terry McCoy, with Contributing Editors; Barry Bower & Bob Egleston

The answers to last month's quiz...keep this issue handy for reference whenever you need to settle a trivia argument.

- 01)-1983- What (1982-1993) year GT did not have fog lamps?
- 02)-1989-last year for the "pillow" style headrest?
- 03)-1989-First year for 140mph on production 5.0l?
- 04)-1983-Last year of the GLX?
- 05)-1986- Last year the lettering "GT" appeared on the deck lid?
- 06)-1984-Last year for the chrome block lettering "MUSTANG" on the deck lid?
- 07)-1984-Last year (1979-1993) that the lettering " GT" appeared on the front fenders?
- 08)-1983-What year had an emblem "Premium Sound" on the dash?
- 09)-1986-What year did the battery tray get moved to the drivers side?
- 10)-1993-What year did the wiper motor receive a black cover?
- 11)-1985-First year for headers?
- 12)-1995-Last year for headers on production V-8 mustangs?
- 13)-1997-Last year for the support brace in engine bay?
- 14)-1995-Last year of the 5.0L?
- 15)-1987-First year for power mirrors?
- 16)-1984-First year for the LX?
- 17)-1984-First year any Mustang had 5-lugs?
- 18)-1984-First year the mustang had power quarter Windows?
- 19)-1981-Last year of the "Ghia" Mustang?
- 20)-1980-First year for the halogen headlight on a mustang?
- 21)-1993-First year all convertibles had insulated tops?
- 22)-1984-Last year for the TRX rims?
- 23)-1991-First year for the 5-star rims?
- 24)-1985-First year for the lighted rearview mirror in convertibles?
- 25)-1984-Last year for the Turbo GT?
- 26)-1988-Last year that the 5.0l was an option?
- 27)-1979-First year for the serpentine belt?
- 28)-1988-Last year for the T-Roof?
- 29)-1989-First year of full production of mass air?
- 30)-1984-First year a mustang had a 16"rim?
- 31)-1983- First year that the "Blue Oval" appeared on the mustangs deck lid?
- 32)-1993-What year did the Mustang running horse appears in the front grill?
- 33)-1989-First year for the LX 5.0L series, not as an option?
- 34)-1983-Last year for the 8-track tape decks?
- 35)-1983-Last year for the four-speed manual transmission?
- 36)-1990-First year for the air bag?
- 37)-1990-What year deleted the armrest for half the production year?
- 38)-1990-93- what year(s) 1987-1993 did not have tilt steering?
- 39)-1984-Last year to use the pullout amp?
- 40)-1984-First year for the "quad-shock" set up?
- 41)-1991- What year did Robert Rewey & Neil Ressler form SVT?
- 42)-1993- Last year for the LX5.0l series?
- 43)-1989-Last year that the convertible had a remote (glove box) gas cap release?
- 44)-1992-Last year for the optional graphic equalizer?
- 45)-1993-Only year that the Cobra was not offered in a convertible form?
- 46)-1998-Only year the Cobra was offered in chrome/canary yellow "BZ"?
- 47)-To date, how many years was the Cobra offered as an R?
- 48)-1986-From 1979-1993, what was the last year that a Mustang had a hood scoop?
- 49)-1995-Last year that the Cobra shared a regular production hood?
- 50)-1984-First year that the convertibles had speakers in the back?
- 51)-1984-First year for the 4-way disk brakes on a mustang?
- 52)-1982-Last year that the carriage roof was offered?
- 53)-1994-First year for the heated back glass in a convertible?
- 54)-1990-First year the convertibles rear power window switches located in the speaker?
- 55)-1982-First year for "GT " badging on the passenger side dash?
- 56)-1983-First year (1979-) of the Holley four-barrel carburetor?
- 57)-1982-First year for the 5.0l as a "H.O."?
- 58)-1979-82- What years did the instrument clusters have a two piece circuit membrane?
- 59)-1979- what year was the door handles in the lower door instead of the upper?
- 60)-1980-81- what years did Not include the 5.0l in the line-up?
- 61)-1986-First year for the third brake light?
- 62)-1986- First year that ALL 5.0l received the "roller-cam"?
- 62)-1985-First year that the "roller-cam" appeared in the 5.0l?
- 63)-1998- What (1994-1998) year(s) was the clock in the radio?
- 64)-1982- What year did the "GT" name return to the Mustang?
- 65)-1982-After what year were mustangs solely produced from the Dearborn Assembly plant?
- 66)-1984-First year for the "dead pedal"?
- 67)-1981-First year for the t-tops?
- 68)-1995-Only year that the 351 was offered?
- 69)-1983- First year for fuel injection?
- 70)-1982-First year for factory installed traction bars?
- 71)-1994-First year for factory built convertible?
- 71)-1986-Last year for the center console message center?
- 72)-1985-First year for electronic tuned radio?
- 73)-1993-Only year for chrome wheels?
- 74)-1992-First year a convertible headliner was used?
- 75)-1991-First year for the twin spark-plugs in the four cylinder?
- 76)-1985-First year for the 8.8 rear axle?
- 77)-1986-First year for "true dual exhaust"?
- 78)-1990-Only year (1979-93) that you could get a black and white dash?
- 79)-1990-Last year for the 15" turbine wheels?
- 80)-1993-What was the first year for a CD player?
- 81)-1992-What was the first year for a power driver side seat?
- 82)-1996-What was the first year for the hydro boost brake system?
- 83)-2000-What year did the first model to have 18" wheels?
- 84)-1993-What year did the first model have 13" front brakes available?
- 85)-1998-First year that a/c was standard?
- 86)-1998-Last year for passenger side key lock?
- 87)-1987-First year for 4-speed automatic transmission?
- 88)-1984-First year for the Saleen Mustang?
- 89)-1993-Last year for the sunroof in a Mustang?
- 90)-1993-First year of Mustang with no back seat?
- 91)-1994-First year for SVT white instrument cluster?
- 92)-1999-First year for the IRS?
- 93)-1984-First year for a functional hood scoop?
- 94)-1986-First year all convertibles had a luggage rack on the decklid?
- 95)-1986-What year GT (1982-1986) had the hood graphic "delete"?
- 96)-1982-Last year for the Recaro seats?
- 97)-1983-Last year for "liftgate louvers"?
- 98)-1982-Last year for rear window wiper/washer?
- 99)-1981-Last year for the Cobra hood graphics option?
- 100)-1990-First year for factory clearcoat paint on the Mustang?
- 101)-1979-First year for the Premium Sound System?

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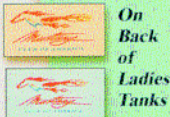
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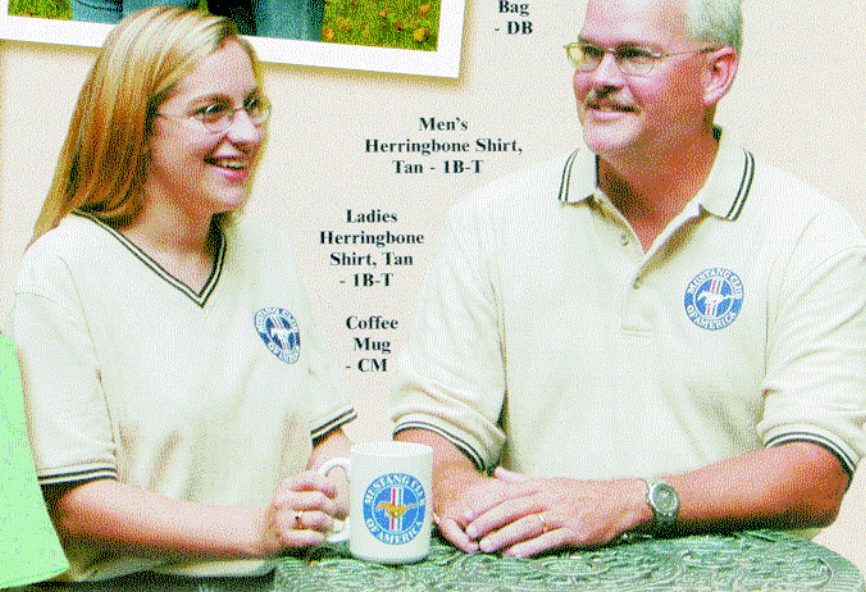
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Phone Number () _____

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

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

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

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

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

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

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

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

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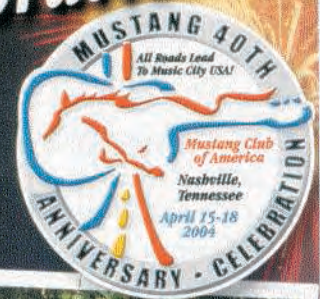
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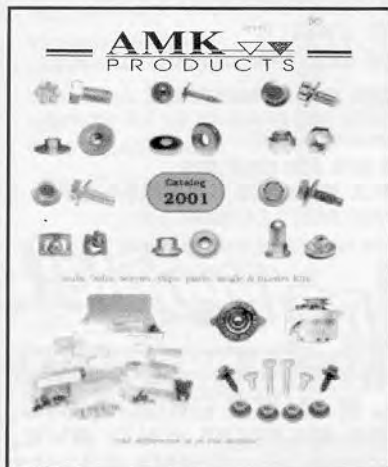
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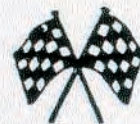
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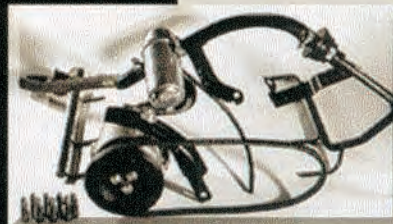


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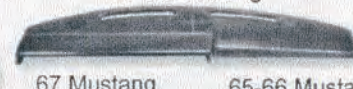
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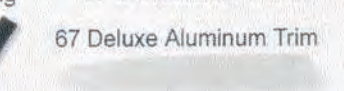
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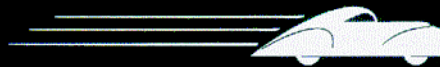
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Rod Short-Continued from Page 27

Nor could they talk to us on the phone for three minutes at a time without putting us on hold because they were so busy. That's not a situation we wanted to be in if we ever had a problem with their product.

Another, more cost effective option was to just keep the inline six and modify it for more performance. There are a number of Internet sites devoted to Ford six-cylinder performance and there seemed to be a number of Australian performance parts for this engine as well. One of the owners of these sites was a lot more responsive when asked to share their expertise. We'll talk more on the aspects of engine selection in our next installment.

Conclusion

While we're still putting together our master plan, we've got a number of parts and things already in the works which we'll be talking about in upcoming installments.

Tech Editor budgets do not allow for large expenditures on project cars, so we'll be soliciting manufacturers for their parts, ideas and some 'free' support.

The project will proceed as time allows...so look for more installments as they occur. Till then, we'll be driving our Fox body Project Car to work everyday...waiting to see if any more part fall off. Yee hah!

Special thanks to the following for their contributions to the project:

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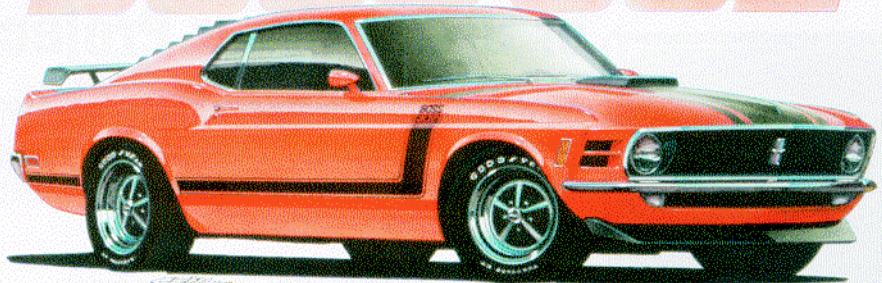
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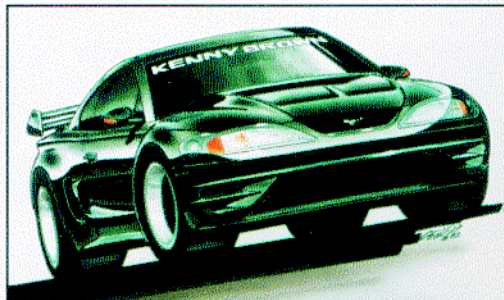
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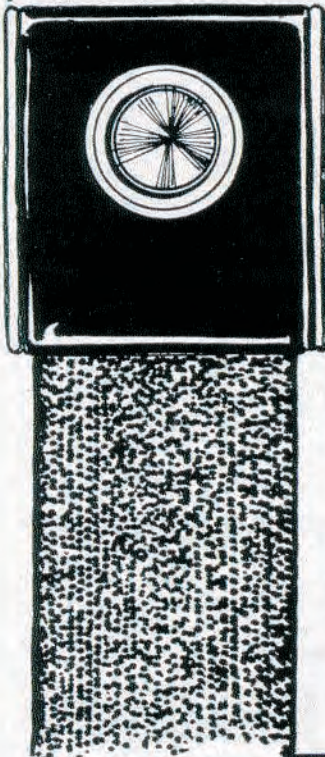
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