

Vol. 21 No. 5



MUSTANG TIMES

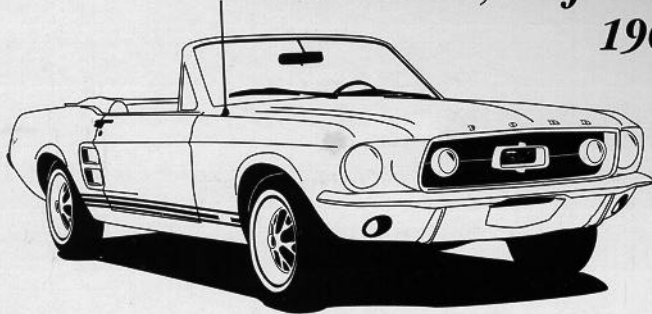
The Official Publication of The Mustang Club of America

May 1997



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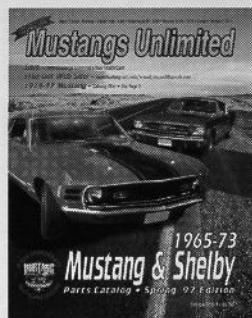
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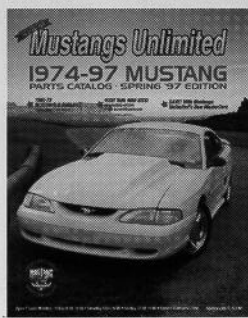


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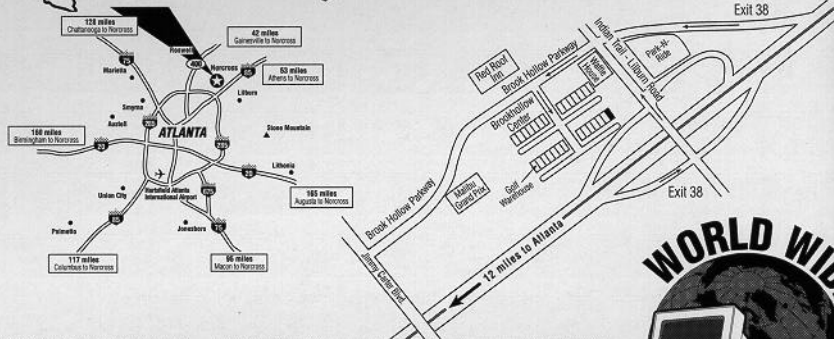
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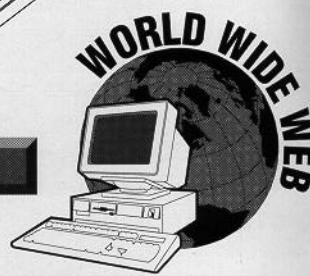
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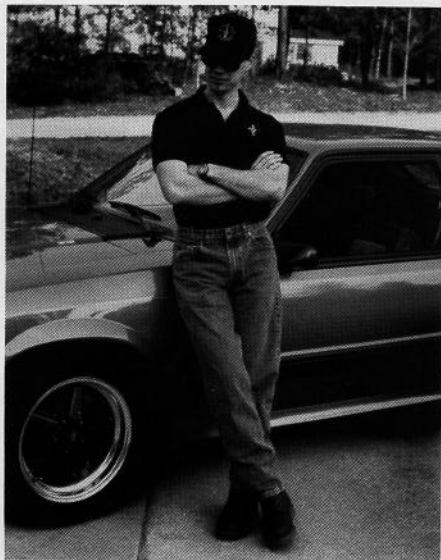


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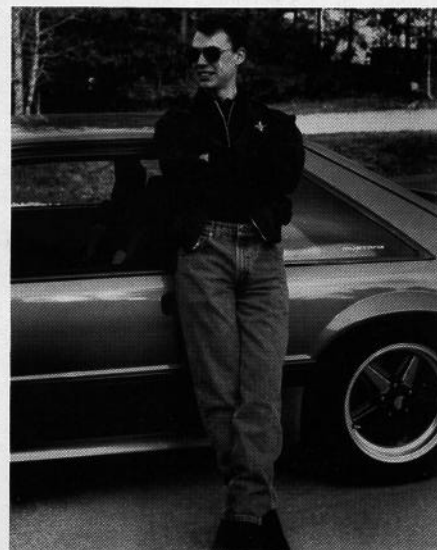
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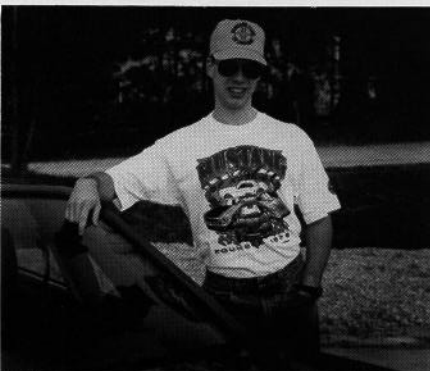
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Mustang Times

May 1997

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

Vol. 21, No. 5

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Send any correspondence pertaining to membership, renewals, club information, National Club business, or Mustang Times to : Mustang Club of America, Inc., 3588 Highway 138, Suite 365, Stockbridge, GA 30281.

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Future Visions Architectural Students Present Their Museum Dreams

After reading a small article on the Mustang Museum project, Thomas J. Nashlen, Chairman, Department of Architecture at Lawrence Technological University in Southfield, Michigan, decided to present his 4th-year undergraduate seniors with a challenge; design the ultimate Mustang Museum. Initially working independent of Mustang Museum, Inc., the 65 students were charged with designing a facility where enthusiasts could experience the Mustang rather than simply look at a display.

During the ensuing 15 weeks, students met with John Nagy, Chief City Planner for Dearborn, and learned a great deal about Mustang's past and its possible future courtesy of John Coletti, Manager, Ford's Special Vehicle Engineering Division.

Ultimately, the top nine proposals were presented to the Mustang Museum Board of Directors on January 9, 1997.

We are pleased to bring you photos of those proposals as well as a brief bit of information as to the students' inspiration and intentions. After looking over these outstanding designs, pick your favorite and cast your vote by calling the Mustang Experience hotline at (888) 687-8397 (toll free). Note that the projects are numbered which is how you will register your preference.

Please note: our black and white format will not do justice to these designs. Color renditions of these photos will probably appear in several of the commercial Mustang magazines. We encourage you to also examine these same designs in a color format. However, when casting your vote, if you are asked where you saw the designs, please be sure to mention *Mustang Times*.

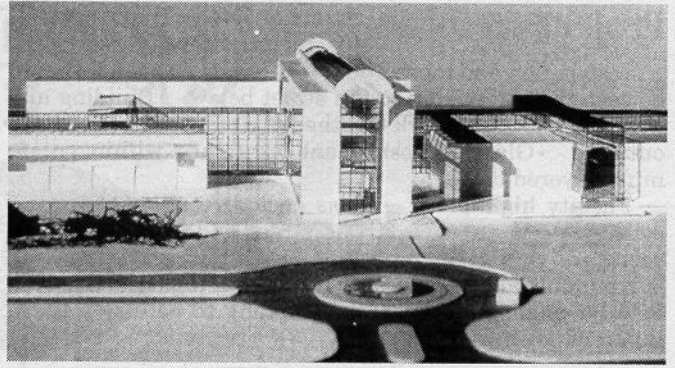
The Museum committee is very interested in our opinion on these proposals. Let's not disappoint them.

Project #1

Student: Keith Phillips
Instructor: Joseph Savin

Inspiration and motivation: • The structure is a tribute to the Machine Age that brought the world the automobile. • The rectilinear form of the building takes its basic design from the traditional factory which produced the Mustang. • The garage atmosphere reflects the pits at Indianapolis and Le Mans.

Facility highlights: • A reflecting pool shimmers before the general exhibition space. • The great hall and its barrel vaulted ceiling leads the eye through the space to the main entry which opens up to entire Museum. • An IMAX-type theater captures the Mustang's excitement on film. • Glass elevators lead to the second floor. • The building also encapsulates the Museum's archives, retail space, private offices, a lounge, and conference room.

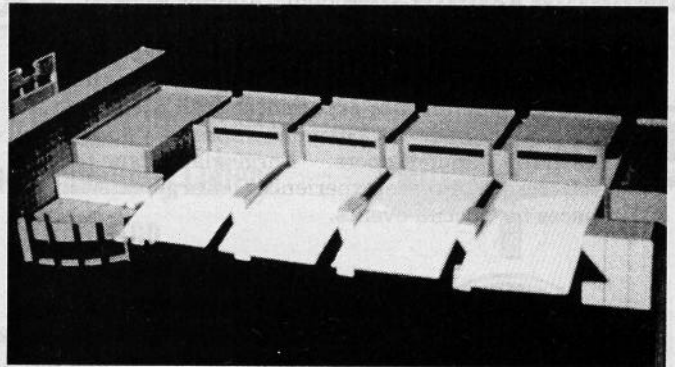


Project #2

Student: Jason Ruthig
Instructor: Thomas Nashlen

Inspiration and motivation: • Focus on the machine - the separation of space to relate to the many parts of the Mustang. • The dynamic sweeping forms of the Mustang. • The use of machine-related materials such as metal, glass, and concrete used to create dynamic exposed structure relating to the machine. • Clear, implied circulation in which to move through the building.

Facility highlights: • Integrated corral area through the use of regulating lines extending out from the building. • Sweeping roof features over vintage exhibits that continues out over part of the corral. • Clear story windows and skylights allowing natural light to enter the Museum in specific places. • Free planning for easy handling of large exhibits and cars.

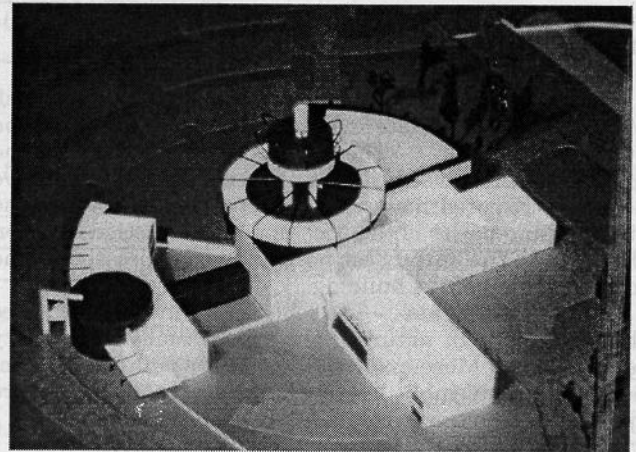


Project #3

Student: Timothy Gawel
Instructor: Larry M. Rockind

Inspiration and motivation: • A Museum that imitates and/or relates to the Mustang. • The chance to conceptually study the functions of the automobile. • Involvement with a world renowned corporation and vehicle. • To experiment with modern demands for visual excitement and hands-on exhibits.

Facility highlights: • Cylindrical glass ramp enclosure accentuates the circulation pattern. • Lookout tower enables an overall view of Mustang grounds and surroundings. • Strong verticality establishes a recognizable profile in the suburban setting. • Interplay of directional and dynamic light.

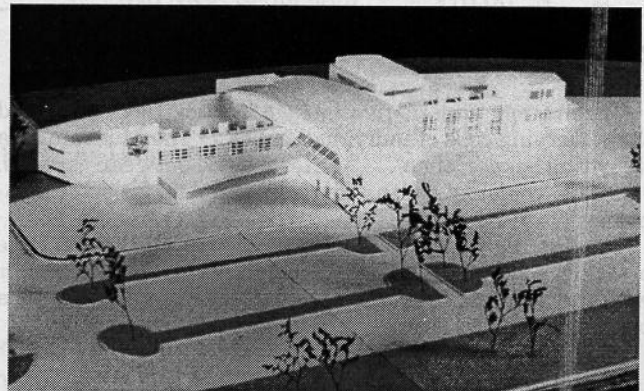


Project #4

Student: Karl D. Smith
Instructor: Joseph Savin

Inspiration and motivation: • The Mustang's performance, power, and agility. • Marketing videos and media clips of the Mustang. • Test drives of a Mustang King Cobra! • The hard work that people put into making the Mustang.

Facility highlights: • Dominant aerodynamic entry and atrium. • Transparent walkways that allow the public to experience what is happening outside. • Openness of the building which allows indirect natural light to flood the display areas inside. • The high visibility of the building from all sides.

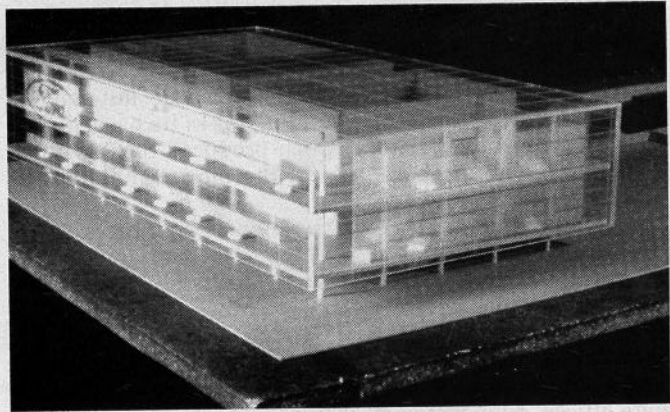


Project #5

Student: Robert Ban
Instructor: Steven Sivak

Inspiration and motivation: • Mustang collection should be seen in relationship to the street below. • Building and Mustang collection work together as a visual draw from the outside. • Glass enclosure and structure within create multi-layered depth.

Facility highlights: • Glass enclosure allows Mustang collection to be seen from the street and the street to be seen from within the Museum. • Building is visible from surrounding areas, especially when lit at night. • Variety of exterior exhibit spaces allow Mustang to be displayed in different settings.

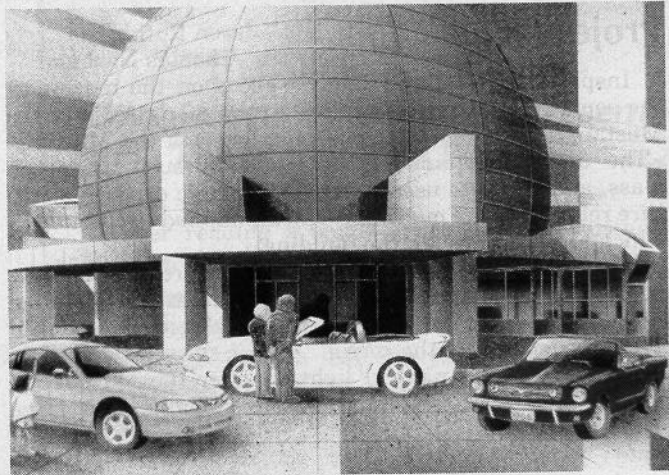


Project #6

Student: Andrew Cottrell
Instructor: Larry Rockind

Inspiration and motivation: • The Mustang's speed and power. • World-wide recognition of the Ford Mustang. • Past, present, and future experiences with the Mustang.

Facility highlights: • Continual interest of spaces and exhibits indoors and outdoors. • Large glass dome to draw people's interest into the experience. • Large exterior display spaces for special events.

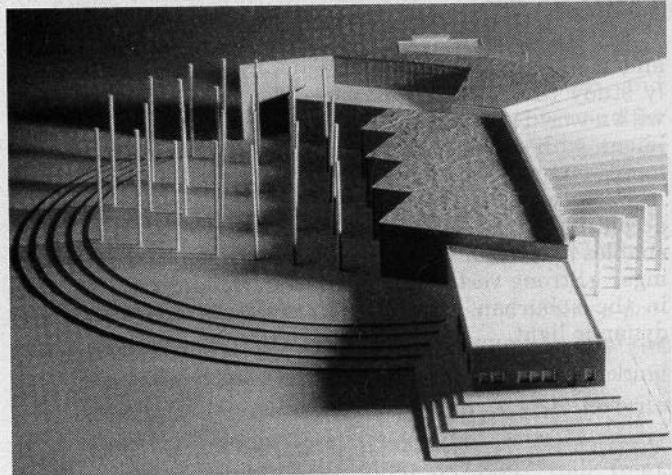


Project #7

Student: Jeremiah Doornbos
Instructor: Joseph Savin

Inspiration and motivation: • The elegant curves of the Mustang body translate into the expressive curves of the building's exterior. • The building's image reflects the Mustang's industrial birthplace as well as its expressive design. • Exposed materials and structure represent the strength and power of the Mustang. • Interaction between the car and the enthusiast needed to be expressed in the interior design of the building.

Facility highlights: • The lobby is an interactive space that is filled with natural light and becomes the activity center for the Museum. • Exhibit space pathway is symbolic of the assembly line. • A two-story Museum store space allows for views from an overhead walkway.

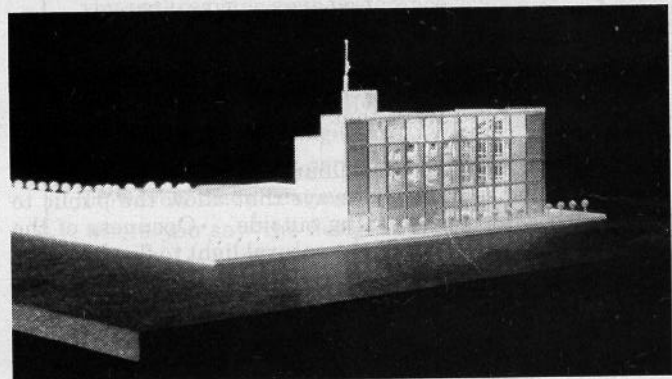


Project #8

Student: Arthur Klugo
Instructor: Steven Sivak

Inspiration and motivation: • "Match Box" cars and their carrying case of individual cubes. • The Museum as a "learning experience". • Interaction between spaces. • Classic "cruising" in the Sixties. • An expression of technology.

Facility highlights: • Mustang corrals that flow into the building. • An IMAX-type theater to provide the visitor with the ultimate Mustang experience. • The building as a beacon.



(continued on page 48)

MUSTANGS N 1997 West Coast Nationals S WEST



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Year _____ Model _____ Body _____ Color _____ VIN# _____

Show Class's (one car per registration)		Entry Fees
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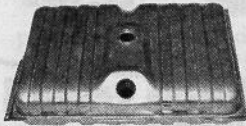
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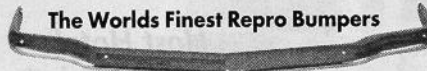
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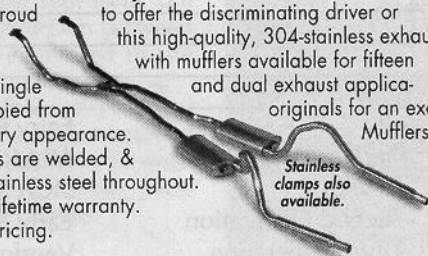


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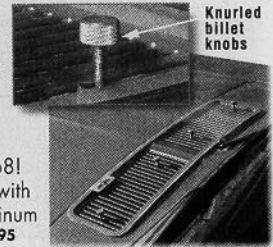
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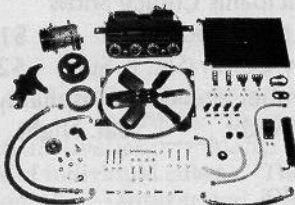
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 8:00 AM - 5:00 PM Registration & Technical

SATURDAY AUGUST 9

8:00 AM - 12 Noon Registration & Technical
 8:00 AM - 5:00 PM Show Hours
 10:00 AM Judges Meeting
 12 Noon - 5:00 PM Judging

SUNDAY AUGUST 10

8:00 AM - 2:00 PM Show Hours
 8:00 AM - 2:00 PM Judging
 12:30 PM Deli Buffet
 2:00 PM Awards Presentation

SHOW SITE & HEADQUARTERS

MeadowView Conference Resort and
 Convention Center, 423 - 578 - 6600

HOTEL ACCOMMODATIONS:

MeadowView Conference Resort , 423-578-6600
 Ramada Kingsport, 423-245-0271
 Comfort Inn Kingsport, 423-378-4418
 Ask for Mustang Club Rates

FOR INFORMATION CALL:

Bob Davis, 423-323-2262
 Max Epps, 423-357-6421

MAIL ENTRIES TO:

Bob Davis (Make checks payable to
 5031 Dublin Road First TN Regional Group)
 Kingsport, TN 37664
 E-mail: tarnoff@etsu-tn.edu

 Show Registration: Pre-registered entries must be postmarked by August 1, 1997

Name _____ MCA# _____ Exp. _____

Street _____ Phone _____

City _____ State _____ Zip _____

Would you assist in judging? _____ Are you a Gold Card Judge? _____

Show Classes (one car per form)

Year _____ Make _____ Body _____ Serial # _____

___ Saleen **Deli Buffet:** 20.00 X _____ = _____

___ Saleen Trailered Under Age 10, 10.00 X _____ = _____

___ Concours Trailered 3 and under Free X _____

___ Concours Driven **ENTREE FEE:**

___ Un-restored All Judged Class 35.00 _____

___ Thoroughbred MCA Members Deduct 10.00 (_____) _____

___ Street Driven (occasional) Early Deduct (by 8/1) 5.00 (_____) _____

___ Daily Driven Pony Corral 25.00 _____

___ Modified ERTL T-Model Commemorative Bank _____

___ Mustang II's (1974 - 78) (pick up at show) 22.00 _____

___ Retired **VENDOR SPACES: (15' x 20')**

___ Third Generation (1979 - 93) First Inside Space 100.00 _____

___ Fourth Generation (1994 - 95) 2nd & Plus Spaces 50.00 _____

___ Current Model (1996 - Present) Outside 25.00 _____

TOTAL \$ _____

I agree to abide by all show rules and I understand that I am solely responsible for my vehicle and merchandise. I agree to release the First Tennessee Regional Group, Marriott and the MeadowView Conference Resort and Convention Center, and all sponsors from liability for personal injury or loss or damage to property.

SIGNATURE _____ DATE _____

Neither Rain Nor Sleet Nor Harsh Words

The following letter was received by Tony Garcia, Publisher:

I am writing to you with regard to comments that you made in the Publisher's Corner article (March 1997), relating to "mail service" and delivery of *Mustang Times*.

As a subscriber of this publication and a rural letter carrier for the U.S. Postal Service, I found your remarks regarding postal employees' commitment to deliver second class mail "whenever they felt like sending it" not only inaccurate, but clearly irresponsible and unfounded. For your information, second class mail, which accounts for virtually every major publication mailed through the Postal Service, is delivered the same day it is received at local offices. In fact, local management is mandated to do so, with severe penalties for delayed delivery of this class mail.

As a person with the title Publisher, I would think you would be a little more careful to check the facts before you print something in your publication that has no truth to it. The credibility of any publication rests primarily on the publisher, and as such, I would think you would show just the slightest bit of integrity and not merely "spout off at the mouth", voicing your own opinions, however uninformed they may be.

With regard to mail being damaged in the mail stream, may I suggest you contact your local Postal District Office. Their number can be provided by your local postmaster. They have a Consumer Affairs Office, and a Business Center, which are both staffed with personnel who can investigate and resolve any problem that you may be encountering.

As a further suggestion, in the future, rather than alienating other Club members either in the Postal Service, or any other organization you should decide to degrade by using your publisher's position to grandstand

your own uninformed opinion, you may want to employ the same goal that the Postal Service always strives to maintain.....act professional!

June Bleakley, #33236

Geez, June, I certainly did not mean to infuriate you or any other members who might have ties with the post office. Contrary to what you mention in your letter, I have been working with the local post office for many months trying to resolve delayed deliveries and damaged magazines. I have contacted many different people and departments with very little or no success in resolving the problems we have been experiencing. Some never return messages while others pass my calls from one person or department to another. Seldom do I get any answers or resolutions and each month seems to bring about a new challenge.

Our office manager receives far too many calls from members who have not received their magazine. This information gets passed to me and I do my best to investigate why magazines are running late. Based on certain information, I can determine if the problem stems from the postal service or from some other part of the delivery chain. I have a long list of names and departments within the Postal Service with whom I have been in contact.

You mention local management in your letter. Is it possible that this is where the problem lies and not with the Postal Service as a whole?

Your harsh words about grandstanding and degrading organizations are not commensurate with my comments to which you are referring. Contrary to your opinion, my position on the problems that I am dealing with each month are very informed. I make every effort to ensure commentary is based on fact and not intended to be slanderous.

The fact is, we do have a problem with the delivery of the magazine.

As a member of the MCA and an employee of the Postal Service, could you be a part of the solution and help me get corrective actions taken to

resolve this problem? I would welcome your help and I know there are some members out there who would thank you too.

---Publisher

Numbers Don't Lie

This is in response to Bob Evans' question in the December 1996 issue of *Mustang Times* concerning how many 1978 King Cobra Mustangs were produced.

In late January of 1978 I picked up my new Bright Red, T-topped King Cobra from Rice & Holman Ford in New Jersey. Later that year, I sent a letter to Ford Motor Company asking how many 1970 Torino Cobras and 1978 King Cobras were produced, both of which I owned at the time. (I am now the proud owner of a 1989 SSC Saleen Mustang.)

Ford sent me a letter, of which I am enclosing a copy, which stated that 4,971 King Cobra Mustangs were produced in the 1978 model year.

Rich Faix, #36016
Philadelphia, PA

Thank you very much for the copy of this very important letter. It is dated August 24, 1978, and states in part, "Thank you for writing Ford Motor Company. In response to your first inquiry, the company produced 7,675 Fairlane Torino Cobras during the 1970 model year. Unfortunately, though, because our production records are broken down only by body types, we are unable to tell you how many of those were equipped with a 429 Super Cobra Jet engine. In addition, 4,971 Mustang II King Cobras have been manufactured during the current model year."

There you have it folks, straight from the horse's mouth. This is probably about as "official" as you can get.

---Editor

The Loss of a Friend

Clifford M. Zimmerman, 58 of 10257 Schantz Rd., Breinigsville, Pennsylvania, passed away February 19, 1997. His immediate family surviving is his wife of 37 years, Barbara Zimmerman, son Randal of North Huntingdon, Westmoreland County, Pennsylvania, daughter Cynthia Moyer of Wescosville, Pennsylvania, and four grandchildren.

Cliff was a very loyal member of the First Pennsylvania Mustang Club since 1979. He served as vice president from 1981-83 and president in 1983-84 as well as a board of directors member. Cliff was chairman of registration for all four Grand National shows, including the Northeastern Grand National held in September 1995 in King of Prussia.

He also organized and planned four mall car shows at the Whitehall Mall in Allentown. Every year you could count on seeing him directing show cars and vendors into the gate at our annual Coopersburg Car Show.

Cliff was a very thoughtful, caring and giving individual whom we will miss very much. But, if there are Mustangs in heaven, Cliff will be there in his beautiful red 1966 convertible.

Written by Carol Kish and submitted by Monica Ziobro.

International SN-95 Mustang Owners Club Registry

According to Frank McKnight of the above-named registry 6,370 GT-S Mustangs were produced from 11/28/94 through 8/11/95. Of that, 4,848 are five-speeds while 1,522 are automatics. Color break down has been determined as follows: 344 Canary Yellow, 25

Vibrant Red, 777 Rio Red, 1,123 Laser Red, 96 Sapphire Blue, 197 Bright Blue, 1,002 Deep Forest Green, 217 Teal, 312 Opal Frost, 1,430 black, and 847 Crystal White. So far 300 SN-95 owners have been registered.

For additional information contact the International SN-95 Mustang Owners Mustang Club Registry, 308 Lawson St., Hurricane, WV 25526.

Help Needed!

In early March we received an article and photos concerning a red 1973 convertible. However, the owner did not include his name or address!

The material was mailed from a business in Kettering, Ohio. The information on the convertible indicates it was originally purchased from Borchers Ford in Dayton Ohio.

If this sounds like your Mustang or if you think you know who the owner is, please let us know.

A Deadline By Any Other Name is Still the 15th

Based on the phone calls and letters received at Headquarters, and the not-so-subtle hints directed toward the editor, there is apparently a great deal of confusion surrounding our submission deadline.

The deadline as explained on page 48 for advertising also applies to everything else for the magazine, particularly Event Calendar listings.

It works like this: items (classifieds, events listings) received by the 15th of the month will appear in the issue mailed 45 days later. Material received by May 15 will

appear in the July issue, June 15 for the August issue, etc.

It is imperative to remember that all magazines deal with a pesky little thing called "lead time". We are fortunate in that ours is only 45 days.

An example of the problems we are experiencing is reflected in correspondence we received from a gentleman who wondered why his classified ad did not appear in the issue he requested. He indicated, therefore, that he would resubmit the ad for the May issue. However, his correspondence was not received in the MCA office until March 21, long past the March 15 deadline for the May issue.

The same general guidelines also apply to items submitted by fax or E-mail. All fax transmissions must be received no later than 5 p.m Eastern on the 15th of the month. All items sent via E-mail must be transmitted no later than 5 p.m. Eastern on the 15th. These requirements are necessary to allow adequate time for the material to be retrieved and forwarded to the editor.

Material other than advertising and events listings is used on a needs-and-space basis.

Whenever you submit anything to this publication, please be sure to keep a copy of the correspondence for your records or at least make yourself a notation as to the date it was mailed. Be sure to date your correspondence and allow at least four days for the postal guys to get the item to us. Any ads or events listings received in the MCA office after the 15th will be held for the next issue.

The following schedule is submitted for your information. Please photocopy this schedule and keep it handy for your reference. Remember, it takes a minimum of 45 days for *anything* to appear in Mustang Times.

News & Notes

Mustang Times Submission Deadlines

April 16-May 15 ---- July issue
May 16-June 15 ---- August issue
June 16-July 15 ---- Sept. issue
July 16-Aug. 15 ---- Oct. issue
Aug. 16-Sept. 15 ---- Nov. issue
Sept. 16-Oct. 15 ---- Dec. issue
Oct. 16 -Nov. 15---- Jan. '98 issue
Nov. 16-Dec. 15 ---- Feb. '98 issue

We Goofed!

In last month's issue we listed upcoming meeting dates and locations for the Mustang Museum Board of Directors. Well, we goofed! The major error is in the location of the Charlotte meeting. The following is corrected information:

Saturday, May 17
Charlotte, North Carolina
(1 p.m. to 5 p.m.)
Hilton at Executive Park
(704) 527-8000

Saturday, June 28
Chicago, Illinois
(1 p.m. to 5 p.m.)
O'Hare Hilton
(800) 445-8667

Our apologies for any inconvenience this may have caused.

And Speaking Of the Mustang Museum

The list of clubs and organizations donating funds for the Mustang Experience continues to grow. The following lists were compiled from information available to us as of March 15, 1997.

Gold Level (\$500 donation)

- * South Jersey Regional Mustang Club
- * Old Pueblo Mustang Club
- * Savannah Mustang Club
- * Mustang Club of Houston
- * North Texas Mustang Club

- * Vintage Mustang Club of Kansas City
- * Michiana Mustangs
- * Mid Florida Mustang Club
- * Lynchburg Area Mustang Club
- * Show-Me Mustang Club, Inc.
- * Derby Mustang Club, Inc.
- * Central Illinois Mustang Assoc.
- * Rocket City Mustang Club
- * The Wisconsin Early Mustangers
- * Northeastern Ohio Mustang Club
- * Lower Delaware Mustang Club
- * Mid Ohio Valley Mustang Club
- * Flag City Mustang Club
- * Oklahoma Mustang Club
- * Gulf Coast Region MCA
- * Cherokee Regional Mustang Club
- * San Antonio Mustang Club
- * Southern Arizona Mustang Club
- * West Michigan Mustang Club
- * Inland Empire Mustang Club
- * Mustang SVO Owners Association, Inc.
- * Rio Grande Mustang Club
- * Classic Mustangs of Tampa
- * Space Coast Mustang Club
- * Foothills Mustang Club
- * Southwest Performance Ford and Mustang Club
- * Music City Mustang Club

Platinum Level (\$1,000 donation)

- * Northeast Georgia Mustang Club
- * Georgia Regional Mustang Club

- * Northwest Arkansas Mustang Club
- * Mustang Owners Club of Southeastern Michigan, Inc.
- * Central Arkansas Mustangers
- * S. Central Kansas Mustang Club
- * Tara Mustang Club
- * Southeastern North Carolina Mustang Club

Founding Sponsors (\$5,000 donation)

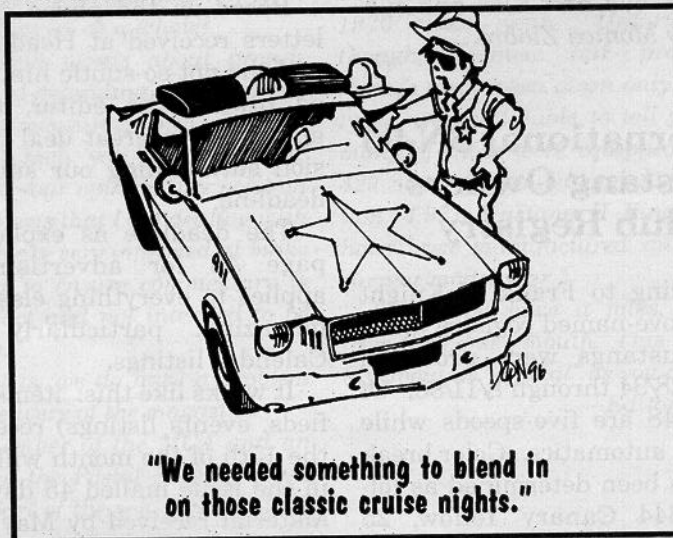
- * Mustang Club of America
- * National Parts Depot
- * Mustangs Unlimited, Inc.
- * Dura Automotive Systems, Inc.
- * Carolina Regional Mustang Club
- * MascoTech, Inc.
- * First Pennsylvania Mustang Club
- * Dobbs Publishing Group, Inc.
- * J. Walter Thompson USA
- * Ford Division-Ford Motor Co.
- * Roush Racing
- * Tennessee Valley Mustang Club

If your club or organization is interested in contributing to the Museum project, contact Bill Dillard at (706) 275-7626, John Coletti at (313) 248-4190, or send your check along with a letter to:

Mustang Museum, Inc.
P.O. Box 865
Dearborn, MI 48120-0865

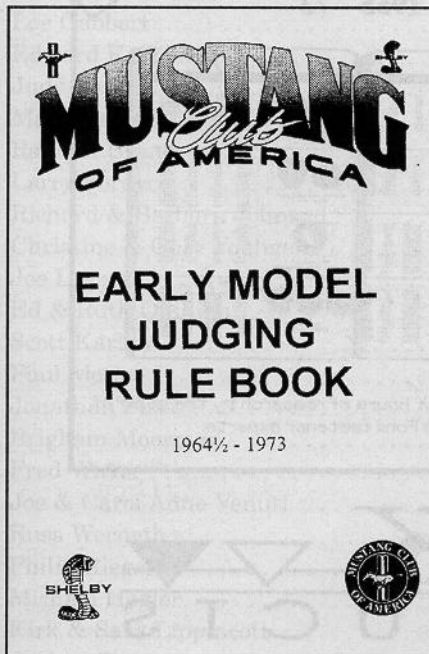
LOOSE BOLTS

by Don Bolt



"We needed something to blend in on those classic cruise nights."

1997-98 Mustang Club of America Judging Rules Books



At last the long anticipated revamped judging rules books are available.

There are two volumes this go-around. The first covers 1964 1/2 through 1973 and the second is for 1974 and up. When ordering please specify which book you require.

The cost is \$9.00 per book. (Yep, that means \$9.00 for the first volume and another \$9.00 for the second, if you want the complete set of rules.)

Send your request and payment to:
Mustang Club of America
3588 Highway 138, Suite 365
Stockbridge, GA 30281

Be sure to include your name, address, and which volume you are requesting.

GT/CS Registry

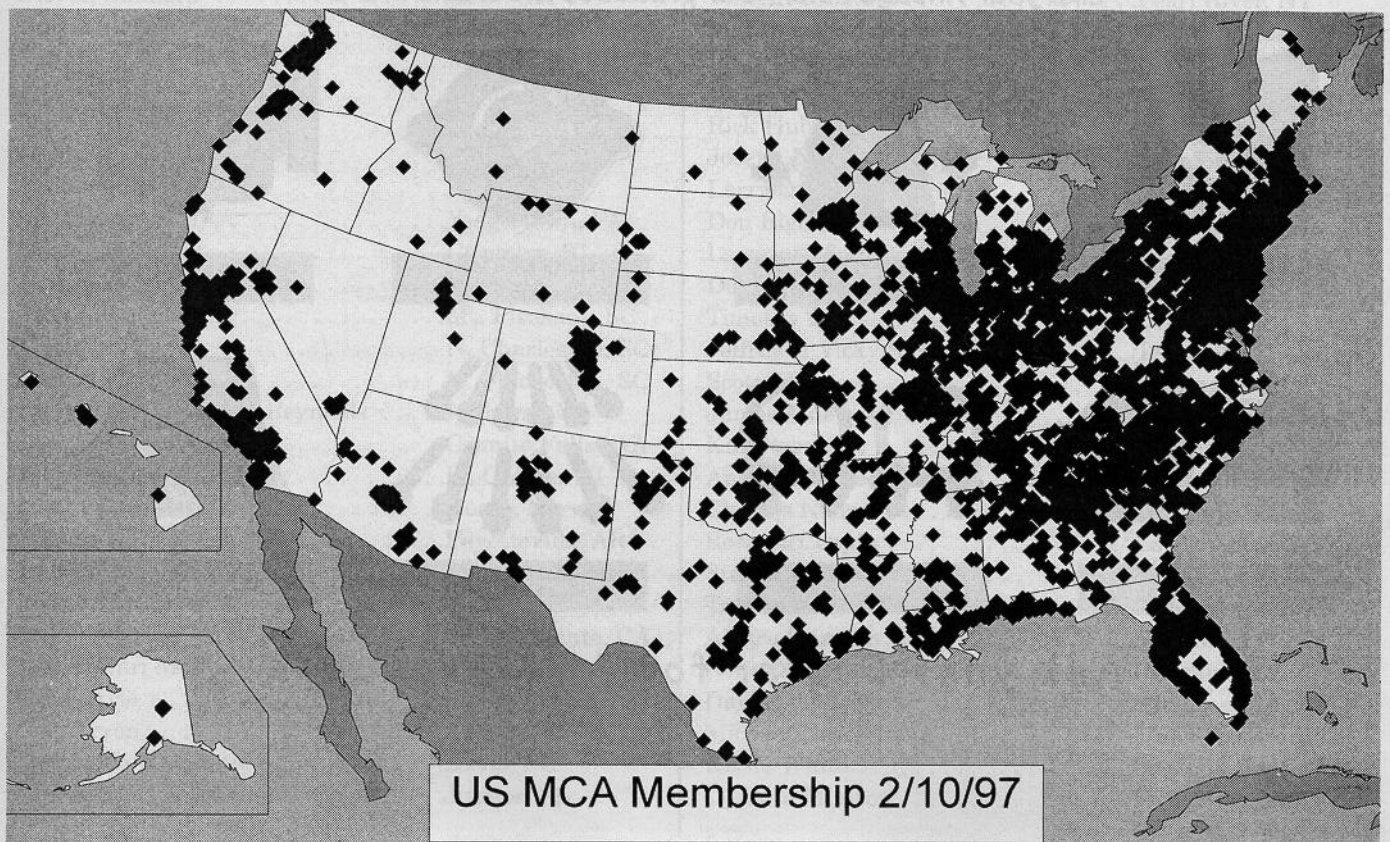
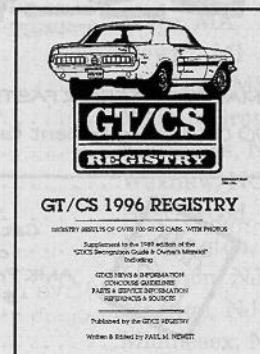
Now available is the 1996 GT/CS Registry.

Three years of research have culminated in what is probably the most comprehensive information ever assembled on the very

special California Special Mustang. Whether you own a California Special or are just interested in broadening your knowledge of the Mustang breed, this book is a must-have.

Price is \$16.95 per copy (California residents please add \$1.35 sales tax) plus \$2.00 shipping (\$5.00 for Priority Mail). Send your request and payment (made payable to Paul M. Newitt)

to:
Paul M. Newitt
GT/CS Registry
P.O. Box 2013
El Macero, CA 95618



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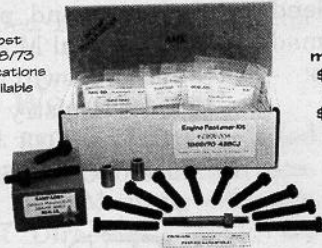


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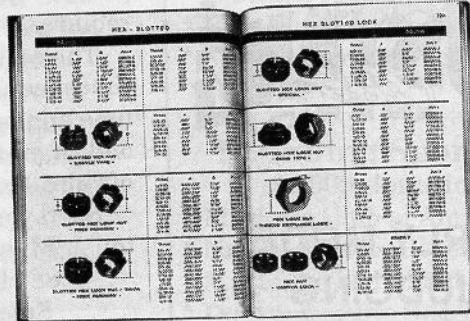
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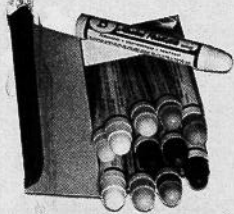


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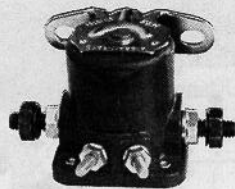
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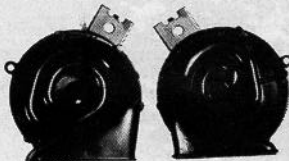
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Jeoffrey Bean	Martinsville, NJ	George Bradley	Flemington, NJ
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Dick & Jerie Nitchman	Jupiter, FL	Dorinda Munson	Port Orange, FL

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 Ben FerrellMadisonville, KY
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 Dean & Cindy HemphillLake Dallas, TX
 David FarleyMcAllen, TX
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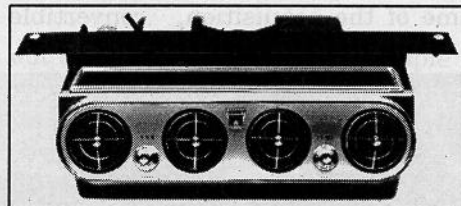
Marylu MartinOmak, WA
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 Kerry Powell Yukon, OK
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 Daniel Murphy Munhall, PA
 Chris & Tiffany Godshalk Plumsteadville, PA
 Bill Henderson Rogersville, TN
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One for Show & One for Go

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

Mike Fussell and his general manager at Robertson Optical Labs, Glenn Hollingsworth, often talked of cars. Glenn was busy working on a 1957 fuel-injected Chevy convertible and his daughter Kim drove a Mustang convertible. And Mike -- well, he admired the convertible. It seems that Kim was after her dad for something a little more modern to drive. After all, things do tend to go wrong with a much older vehicle. Even though Mike really didn't know anything about Mustangs, he did know that he would like to own the droptop.

Kim finally got her way and Mike became the proud owner of a 1966 Mustang convertible in July 1987. It was a little rough around the edges but time and a little elbow grease could remedy some of the problems.

At the time of the acquisition,

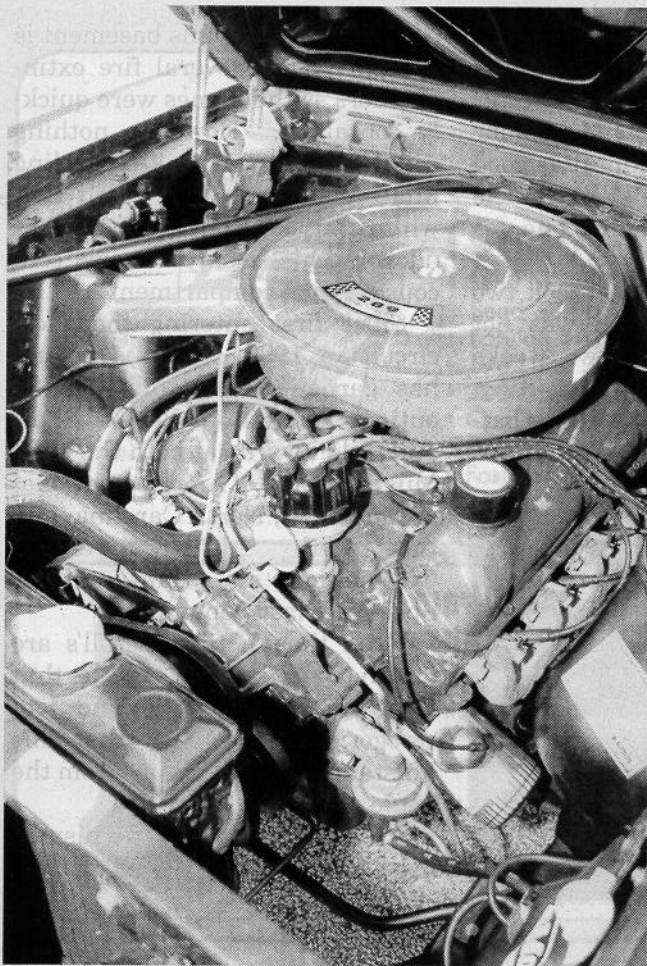
Mike and his wife, Candy, were knee-deep in building a new home. As fate would have it Mark Osborn, son of Jim Osborn of Jim Osborn Reproductions, lived in the Fussell's subdivision. After learning of the new addition to Mike's family, Mark began to bring home decals needed for the "driver" engine detailing project. Mike tells us, "Oddly enough when we finally moved, we were located right behind Jim's house! I had been to shows and seen a lot of nice cars but never thought about doing a concours restoration. Then one evening I was over at Jim's admiring his freshly painted Shelby convertible. He was detailing the undercarriage. Next thing I know I'm hooked. A few days later with the help of Jim and his other son David, the engine and transmission were pulled from my convertible and I was on my way.

Besides you can't bead-blast and clean up one part on a car and leave the one next to it dirty."

This of course necessitated new parts, body work, fresh paint, and a new top. The Lilburn, Georgia, resident acquired Ford parts with the help of Randy Church at Arrington/Blount Ford in Lawrenceville, while obsolete items were procured from Todd Welborn at Prestige Mustang in Clarkston and David Osborn with Southeastern Mustang Supply. Mike admits that some items are reproduction but only out of necessity as original parts were used wherever possible.

As a result of a past mishap, body work was needed in the form of a new quarter and tail panel as well as a door found in a salvage yard. Longtime Mustang enthusiast Paden Kersey of Thomaston, Georgia, handled the chores of





The 1966 model Mustangs featured three variations on the 289 theme. The 289 2V version, as shown here, was rated at 200 horsepower. An A-code 289 4V was rated at 225 horses, while the potent K-code High Performance 289 4V packed 271 horsepower.

body work and applying fresh coats of DuPont paint in the original shade of Nightmist Blue.

A new, white convertible top was installed by Custom Craft in Tucker.

The original C-code 289 2V, engine, which boasts 200 horsepower, was detailed in Mike's basement as was the C-4 automatic transmission and undercarriage.

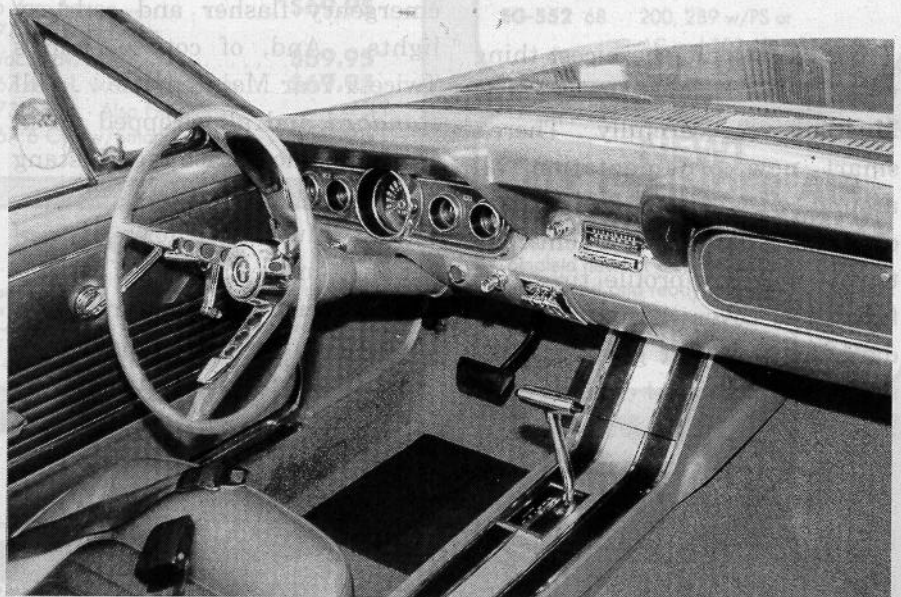
The standard blue interior, also refurbished by Mike, is sporty yet simple by design. Bucket seats feature knit-weave vinyl inserts in the center sections (as do the rear seats) while the door panels are enhanced by horizontal, embossed pleats. A change from the 1965 models is an all-new five-dial instrument bezel, glove box door, and a reshaped dash pad. The cir-



Mike revamped the standard blue interior in his home basement. Since the pony would also see road duty a full length console was added along with a replica Ford factory AM/FM radio perfect for those wind-through-the-hair excursions.

cular speedometer tops out at 140 mph, a designation previously reserved for GTs and those models with the Interior Decor Group.

Mike took a couple of liberties here and added a full-length console and a replica factory Ford AM/FM radio built by Special



Interests in California.

To add a bit of sparkle to the dark, gleaming exterior, GT fog lights were installed along with dual GT-style exhaust which, Mike points out, could be purchased over the counter in 1966 and is acceptable in Concours Driven classes.

Realizing that his restoration project would never be dubbed a "trailer queen", Mike used his head and purchased two sets of Styled Steel wheels. One set is

shod with 6.95 x 14 red-line tires for concours events, and the second with BFGoodrich tires better suited for road duty and popular vote shows. This is almost as good as having two of the same vehicle since the Fussell's have one for show and one for go.

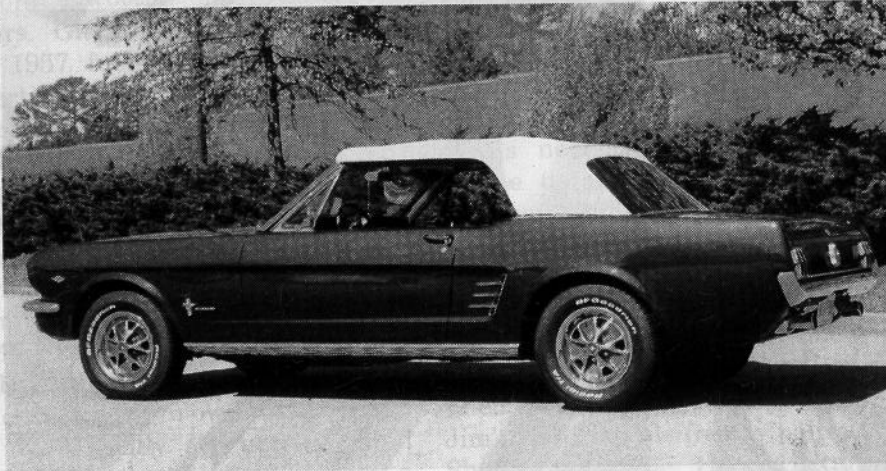
The entire restoration took two years to complete; and was not without a problem. Two weeks before the ragtop's first outing, Mike incorrectly hooked up a battery cable causing it to catch fire

and melt. Luckily his basement is equipped with several fire extinguishers so the flames were quickly contained. However, nothing could contain the sinking feeling Mike felt when he saw "all that white stuff" from the extinguisher adorning his freshly detailed concours engine compartment.

Since first entering the show circuit in 1993, the blue beauty has garnered 22 trophies in 23 outings including a Best of Show and Gold awards at both the 1996 Mustang Club of America national in Matthews, North Carolina, and the 20th MCA Anniversary Celebration at Atlanta Motor Speedway last September.

Even though the Fussell's are fortunate to have a vehicle that easily fits both "show" and "go" categories you can bet that this Mustang will never be far from the home garage.

And that's much to the dismay of its former owner, Glenn. MT



Here's What the 1966 Dealership Brochure Has to Say

If you thought we couldn't improve on a winner -- try Mustang '66!

For '66, we did the nicest thing we could think of -- we changed Mustang very carefully. There's smart new ornamentation all around, Also new (and standard) are a 5-dial instrument cluster, 14-inch low-profile tires and full wheel covers. But the standard features that give Mustang so much of its potent charm are all here. Plush bucket seats, pleated vinyl trim, sports steering wheel, 3-speed floor shift, frisky 200-cu. in. Six, padded instrument panel and sun visors, full carpeting,

heater-defroster, front and rear seat belts. Plus outside rearview mirror, windshield washers and electric wipers, backup lights, emergency flasher and courtesy lights. And, of course, Ford's Twice-a-Year Maintenance . . . all *standard* and all wrapped up in the kind of low price tag Mustang made famous.

And Mustang's long list of options -- more than 70 of them -- are here for '66 . . . with great new ones like the AM Radio/Stereo-sonic Tape System. And nearly all these options are available on all Mustangs. More than ever Mustang is designed to be designed by you!

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you've set off a lively conversation. All about fun . . . excitement . . . going places . . . doing things. Proof? Over 418,000 on the road in Mustang's first year, an all-time record! Why? Because Mustang is a personal luxury car, family car, performance car, or anything in between.

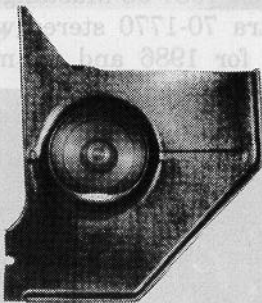
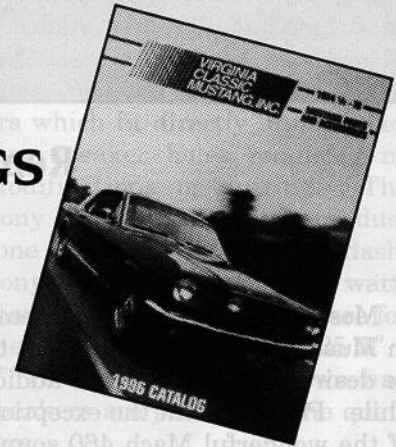
So don't be content to just talk about Mustang. From the following pages pick your model, pick your options, then head for your Ford Dealer!

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Mustang Times Goes in Pursuit of Sounds to Soothe the Savage Beast

Replacing Your Pony's Stock Stereo

by Tony Garcia

Most standard sound systems in Mustangs tend to leave a lot to be desired if you are a true audiophile. Possibly with the exception of the wonderful Mach 460 sound system in the new-generation Mustangs, many owners have removed the factory sound system in favor of an aftermarket version.

Most stock speakers are also lacking in what it takes to bring your sounds to life, and are usually scrapped also.

In this "how to" series we will take you through the steps necessary to replace the entire sound system in a typical 1987-93 Mustang hatchback. Our project car is a 1991 GT hatchback equipped with a stock AM/FM stereo cassette player with two dash speakers and two rear quarter speakers. There are factory-installed speaker grills on the doors, but no speakers are in place.

This month's installment will deal with receiver replacement. We will conclude the series in our June issue with information on speaker upgrades.

To get started, we contacted Sony to recommend a sound system that would allow us an installation with no cutting or obvious modifications to the vehicle. We chose to upgrade to a compact disc player from the standard-issue cassette deck.

New from Sony for 1997 is the CDX-3160 compact disc receiver. This unit features Sony's X-tal Lock™ tuner for superior radio reception as well as 18 FM + 6 AM presets, auto memory, 35Wx4 High Power output, loudness control, and fully electronic level controls for volume, bass, treble, balance, and fader. The CD specifica-

tions include 8X Oversampling digital filter, regulated 1-Bit Delta-Sigma D/A converter, and Active Servo Control to optimize tracking gain/offset. Track select, high speed search, intro scan, repeat, and shuffle play are desirable functions included for maximum CD enjoyment. There are

front and rear preamp outputs, high contrast negative LC display, full green key illumination, quartz clock, and for security, a fully detachable face and carrying case. The Metra 99-5025 stereo installation kit for 1987-93 Mustangs and the Metra 70-1770 stereo wiring harness for 1986 and up makes



Photo 1

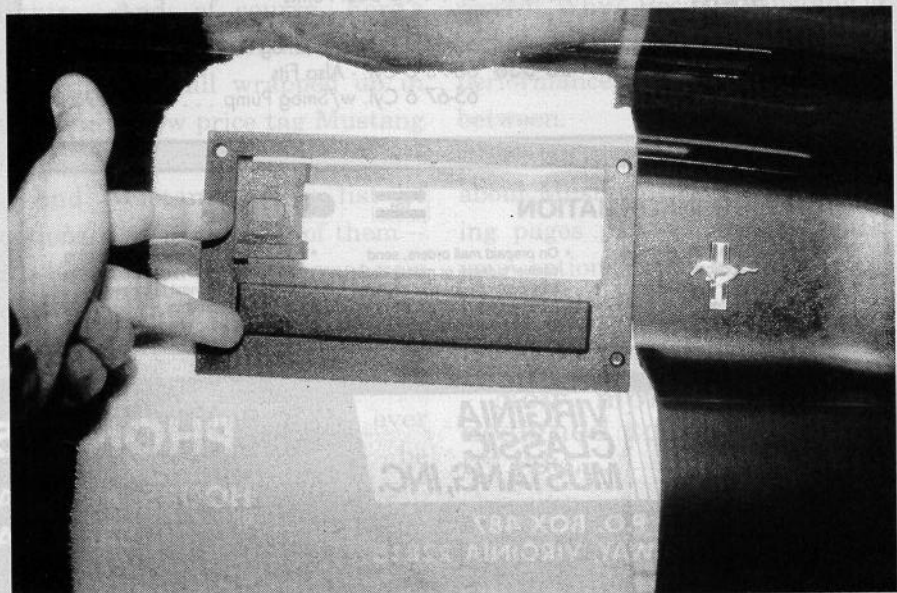


Photo 2

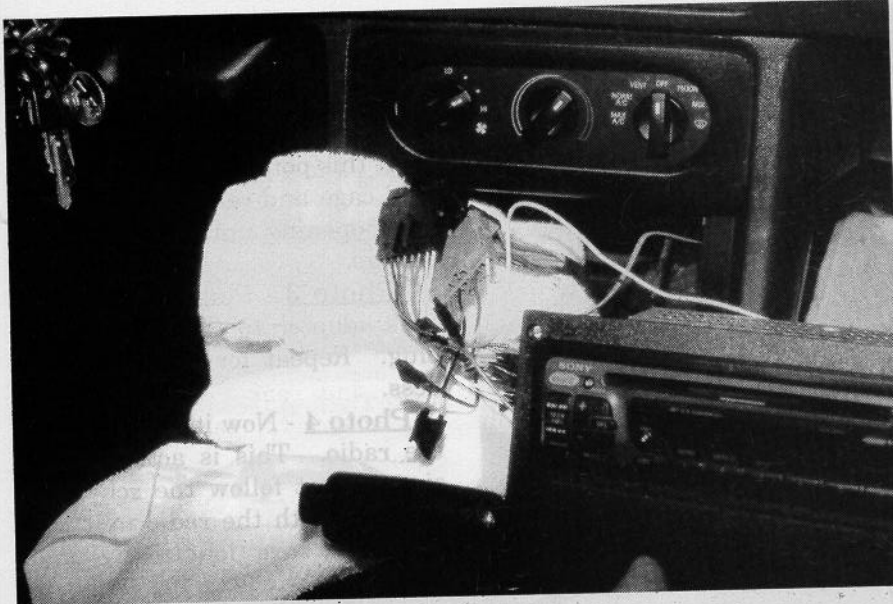


Photo 3

installation in the dash a cinch.

If you are also purchasing new speakers, you will find that Sony produces several excellent varieties. We used three sets of speakers which fit directly into the factory speaker holes requiring no modifications or cutting. The Sony XS-33 3 1/2" (40 watt) dual cone speakers are for the dash. Sony XS-6039 6 1/2" (160 watt) coaxial three-way speakers are for the doors and Sony XS-5725 5" x 7" (100 watt) coaxial two-way speakers are perfect for the quarters.

You can find these and other Sony electronics at most major car stereo retailers.

Photo 4

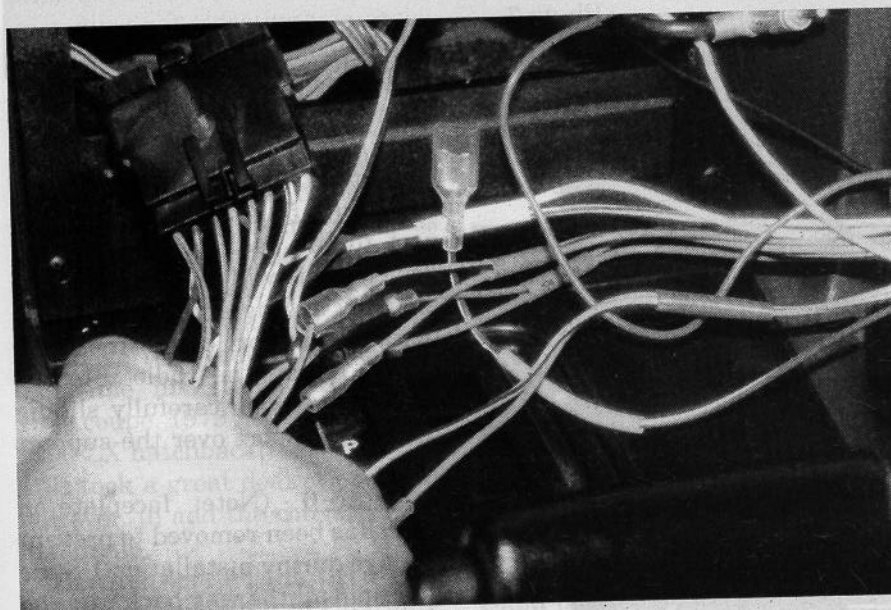


Photo 5

To get started, you will need to visit your local Ford dealer to purchase a Ford DIN radio removal tool. This item is only a few dollars and will allow you to easily remove the factory radio from its housing. Check with the shop foreman while you're there -- he might agree to quickly remove the unit from its mount without having to purchase the tool. The removal operation takes a mere three or four seconds to accomplish. (If you are removing the radio yourself, we encourage you to disconnect the positive terminal of your battery to safeguard your electrical system.)

Photo 1 - This is the factory unit coming out. Disconnect it by removing the antenna and two wiring harnesses from the back. However, do not cut the wires. You can reuse the plugs on the factory harness with the stereo wiring harness kit from Metra. Remove the radio.

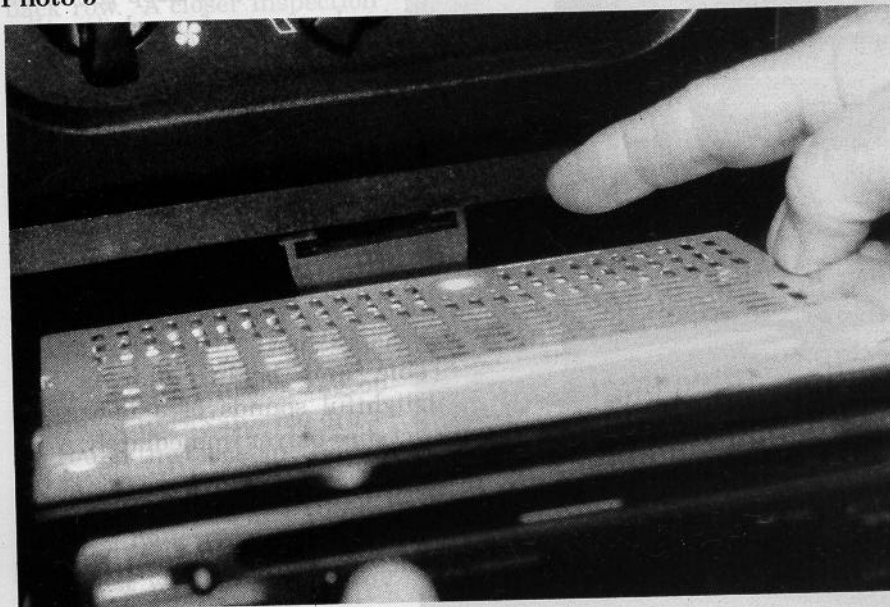


Photo 2 - Remove the shaft supports from the Metra housing faceplate to allow the CD player to fit properly. These will only remain if you are adding a radio that has shafts on either end. (Note: most aftermarket units today do not have these.) A pair of dikes or side cutters will work well for removing these supports. You will also need to insert the block-out plate on the bottom of your

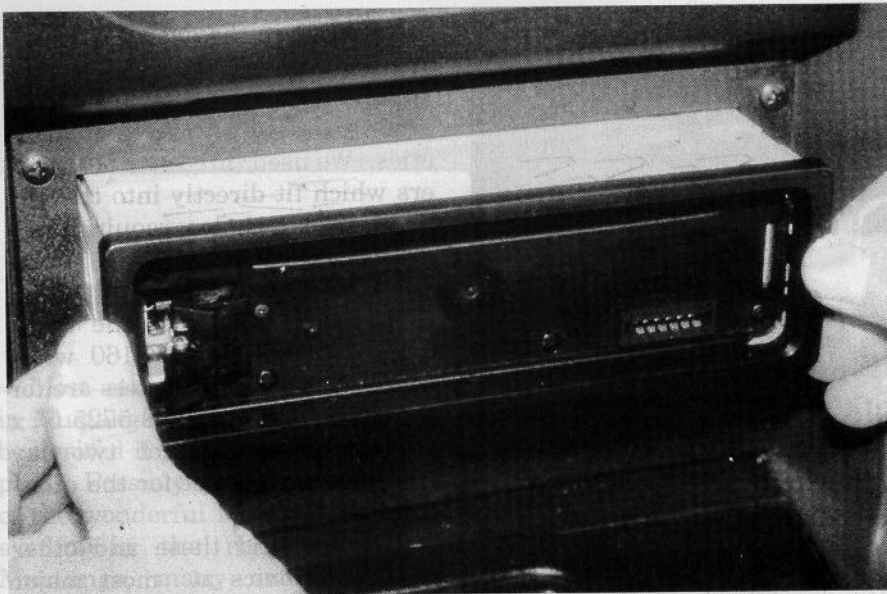


Photo 6

Photo 7



faceplate adapter. The small, storage compartment opening below your factory radio will no longer be there.

At this point you will insert the DIN cage and radio into the faceplate opening until the side clips engage.

Photo 3 - Plug the gray harness adapter to the gray factory plug. Repeat for the black harness.

Photo 4 - Now it's time to wire the radio. This is actually very simple; just follow the schematic supplied with the radio unit. All the wires are identically color coded. You will splice color for color. Simply connect the power, ground, memory, and speaker wires as applicable for your vehicle's speaker set-up. Twist the wires and wrap them snugly with electrical tape or add connector ends and join them together. We chose the twist-and-tape method.

Photo 5 - Attach the rear support to the radio using a screwdriver. This will hold the radio in place by sliding around a factory-installed support bar in the radio area. Install the radio into the dash opening by carefully sliding the rear support over the support bar.

Photo 6 - (Note: faceplate on radio has been removed to prevent damage during installation.) Slide the radio all the way back into the radio housing. Try reaching in behind the dash to keep the radio wiring harnesses from obstructing your ability to properly seat the radio in the dash opening. Carefully mark and drill four 1/8" holes to attach the faceplate to the dash using the screws provided with the new radio.

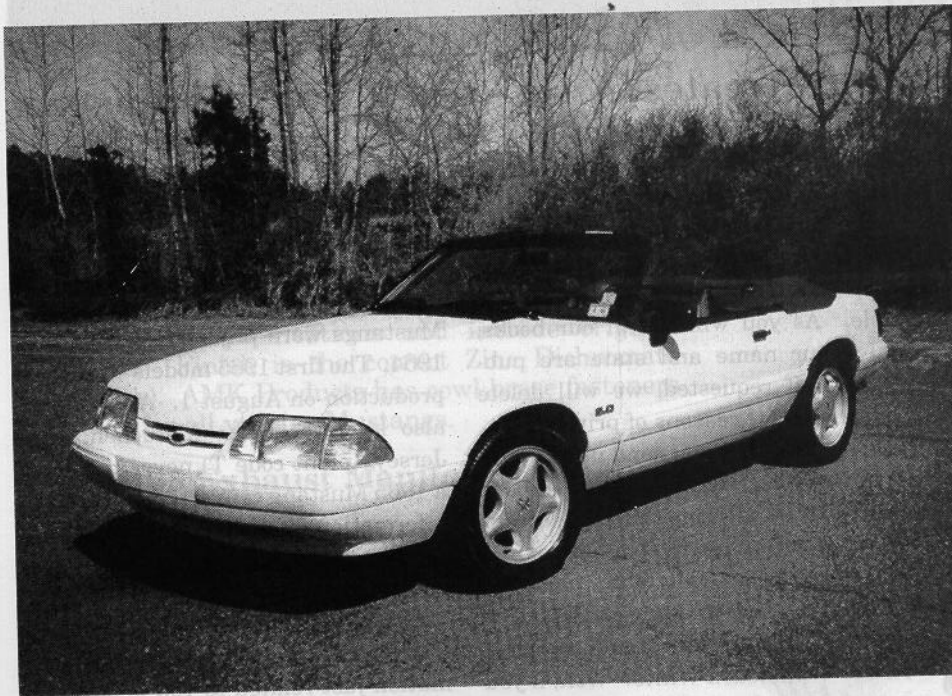
Photo 7 - At this point, your radio installation is complete. If you choose to use the factory speakers, just reattach the battery cable and begin enjoying the delightful sounds of a new compact disc player immediately.

In next month's installment we will guide you through speaker removal and installation. MT

Our Sources

Sony Electronics
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Circuit City
Kennesaw, GA



All Good Things Come to Those Who Wait

by Teresa T. Vickery
and
Bryan Helms

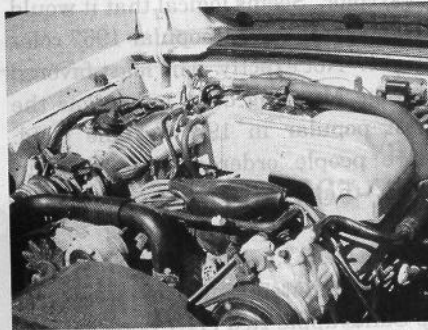
At the ripe old age of 26, North Carolina resident Bryan Helms is no stranger to the world of Mustang. He has owned an A-code 1965 2+2 for 13 years and also owns a 1965 coupe, 1993 LX hatchback, and the 1992 LX convertible featured here. (At one time his stable included a 1969 coupe, 1979 notchback, and a 1990 LX hatchback.)

It took a great deal of patience, however, to add the convertible to his lineup.

He first spotted the tired pony at a Ford dealership in Charlotte, North Carolina, parked in a back row. A closer inspection revealed a year-old Mustang with 12,000 rental car miles on the odometer. Originally a rental unit in Florida, the paint was peeling off both quarters, the door molding was coming off, the drip rails were pitted with rust and the "check engine" light wouldn't go off.

Despite all these shortcomings, the white ragtop appealed to Bryan. He drove it around the block and talked at length with a salesman about the situation. But in the end it seemed that the time just wasn't right so the car was left behind.

Every two weeks or so Bryan would go by the dealership to check on the LX. Finally, all his



stars were in alignment so a deal could be made. The pony went to

a new home in September 1993.

After all the body work, paint, and mechanical problems were remedied, the freshened pony was completely detailed from top to bottom just in time for the 30th Mustang Anniversary Celebration at Charlotte Motor Speedway in April 1994. It placed among the top five in its class and has been receiving awards ever since.

A lot of time, effort, and elbow grease went into returning the former rental car to factory condition. But then all good things come to those who wait. M/T



In Search of Mustangs

We Continue to Look to Our Greatest Asset - the Mustang Enthusiast

by Jim Smart and Jim Haskell

In Search of Mustangs is the registry and census dedicated to all 1964 1/2 through current Mustangs. Since our founding in 1979, we have constructed a database that encompasses more than 70,000 Mustangs worldwide. We owe our continuing growth to the Mustang Club of America and its many regional groups around the world. Without you, the enthusiast, this undertaking would not have been successful. If you've been following In Search of Mustangs since the beginning, you understand that this project has been an emotional roller coaster. It took us many years to get our data collection effort into published form, the Mustang Production Guide Series. Volumes 1 and 2, that were published in 1994-95. Both books have been successful and generated rave reviews from enthusiasts who have found them to be the most informative Mustang books in their personal libraries.

In Search of Mustangs' purpose is to document all known statistical information on surviving and non-surviving Mustangs and incorporate it into our vast database. With this information, we can determine frequency of options, build date codes, when certain events happened in production (such as the projected 1964 1/2 - 65 changeover date), where the survivors are, where the deceased are, and we make your Mustang official because its existence becomes documented for the hobby. With the data that you provide, you can read and see first hand, where your Mustang falls into the seven million strong production picture spanning 32 years. This in itself is awesome to behold when you start thumbing through the pages of the Mustang Production Guide.

Participation is doing your part to help us continue building the largest database ever compiled for a special interest automobile marque. Please help us out by sending your serial number (VIN) and the warranty plate/sticker codes located on the left-hand door jamb. Then we need your

name, address, and telephone number. Tell us as much as you can about your Mustang. Please include underhood body buck tag information where possible. As you will see in our books, only your name and state are published. If requested, we will delete your name for reasons of privacy.

The data that you send us becomes a valuable segment of a vast database that tells us all something important about Mustang production. For example, the database tells all of us something about the Mustang's most popular color. Were you thinking Rangoon Red or Wimbledon White? Well, if you were, you were only half right. Wimbledon White was the most popular 1964 1/2 - 65 Mustang color. Candyapple Red was the most popular 1966 color. Seems logical that it would have been the most popular 1967 color - right? Not exactly. The least favored vintage Mustang color today was the most popular in 1967 - Lime Gold. More people ordered Lime Gold in 1967 than Wimbledon White or Candyapple Red. According to our database, 15.7 percent of 1967 production was painted Lime Gold - followed by Candyapple Red (11.7 percent) and Dark Moss Green (11.6 percent). Wimbledon White trailed way behind in 1967 at just 8.8 percent of production. The least ordered 1967 color was Beige Mist at less than 0.5 percent.

Wimbledon White passed Lime Gold in the ratings for 1968 at 12.4 percent. Still, Lime Gold remained a popular color at 10.5 percent, closely trailing Wimbledon White. Like 1964 1/2-67, red continued to be a popular Mustang color. Candyapple Red for 1968 accounts for 11.0 percent, beating Lime Gold. Beiges were just not popular during the late 1960s - with Pebble Beige coming in at 0.8 percent for 1968. Vintage Mustang production paints a picture of emotions during the 1960s and early Seventies. Despite ever changing interests across the land, Mustangs have been ordered most in red and white, with very little exception to that rule.

Did you know that Ford scheduled the 1964 1/2 - 65 changeover date as August 1, 1964? According to Volume 1 of our book, the last 1964 1/2 Mustangs were produced on July 31, 1964. The first 1965 models witnessed production on August 1. And did you also know that the Metuchen, New Jersey, (plant code T) never produced a 1965 Mustang convertible? In-depth information published in the Mustang Production Guide proves these facts and many others. Both volumes of the book are a wealth of valuable production information. The statistical information just related to you is only one reason why your participation in the project is so important.

We have limited quantities of the first printing of the Mustang Production Guide Series, Volumes 1 and 2. Volume 1 covers 1964 1/2 - 66 and Volume 2 addresses 1967-73. We're offering special price incentives for MCA members and regional groups who order. We've discounted these books to just \$12.95 each for MCA members, plus \$5 shipping each via Priority Mail or UPS. Order Volumes 1 and 2 for just \$18.95, plus \$5 shipping and save \$15.95 when ordering both!

We're offering even greater incentives for MCA regional groups. Order at least 10 copies and we will ship them to you for just \$10.95 each, plus the appropriate shipping. Your regional group will, of course, keep any profits for its treasury. We will include In Search of Mustangs applications with your shipment.

For more information on In Search of Mustangs or how you can order your copy of the Mustang Production Guide, please contact us at In Search of Mustangs, Dept. MT, P.O. Box 883, Annandale, VA 22003. Or call us at (805) 582-1033.

For book orders, please make checks or money orders payable to the Mustang Production Guide.

AMK Products Announces New Products

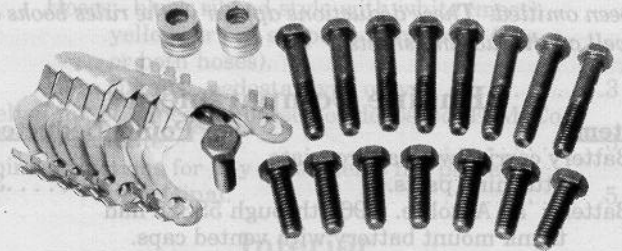
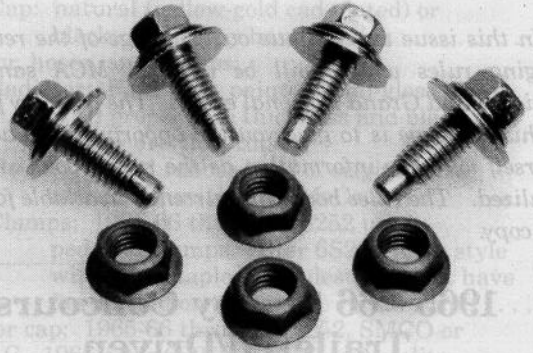
1967-69 Cowl Brace Fasteners

AMK's new cowl brace fasteners are made to the exact factory specifications and include original markings. Finish is the correct Zinc Dichromate (gold color). AMK Products has cowl brace fasteners available for all vintage Mustangs.

1958-65 Exhaust Manifold Fasteners

Also available are new exhaust manifold fastener kits which includes the original grade 5 bolts with the "F" on the head, lock tabs made to the Ford blueprint, and flat washers. Kits are available for 144/170, 260/289, and 352/390.

For information on these and other products contact AMK Products, 18600 E. 96th Street, Broken Arrow, OK 74012 or phone (918) 455-2651, Fax (918) 455-7441.



Vacuum Canisters for 1967-73 Mustangs and Cougars

Classic Auto Air is pleased to release this high quality reproduction of the hard to find 1967-70 Mustang/Cougar air conditioning vacuum canister. The 1971-73 canister is also available.

Rusted canisters and bad internal check valves are one of the main reasons for air conditioning and heat vacuum system problems and poor engine idle.

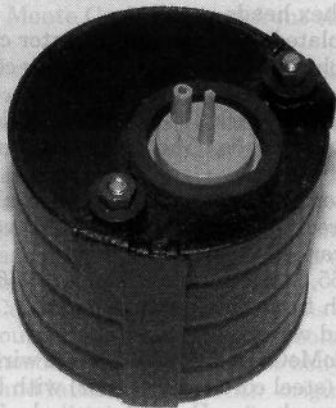
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Mustang 63D Registry becomes 1968 Mustang 63D Code Registry

The 63D is one of the rarest body style codes of all mass produced Mustangs ever made. In 1968 Ford produced only 256 of the 63D code deluxe interior, bench seat, fastback Mustangs. As of today, there are 15 63Ds known to be in existence (3/97).

63D refers to the Ford Motor Company designation (build code) for the body/interior of a 1968

Mustang. The 63D code indicated that the car was to be a 1968 Mustang fastback body with a deluxe bench seat Comfortweave interior. This code is embossed on a steel tag or patent plate riveted to the driver's door. 1968 was the only year any fastback Mustang had a bench seat. Further, only in 1968 did Ford offer the deluxe bench seat option in a fastback Mustang. A total of 2,379,906 Mustangs were produced between 1965 and 1969 (the bench seat production years); of these, we know from published Ford production numbers *(continued on page 56)*

1997-98 Mustang Club of America Judging Rules

In this issue we continue our coverage of the revamped judging rules which will be used at MCA sanctioned National and Grand National events. The primary purpose of this coverage is to give you the opportunity to acquaint yourself with the information as the rules books are being finalized. The rules books are currently available for \$9.00 per copy.

Due to the nature in which these classifications and rules are being finalized and formatted, we strongly encourage you to purchase the books which are now available. Do not rely solely on the material published in this magazine.

We have at last reached the conclusion of our rules coverage, ending with the concours Boss and Shelby divisions.

1965 - 66 Shelby Concours Trailer/Driven

**** Please note **** Due to space limitations, point deductions for Workmanship, Condition, and Cleanliness have been omitted. These deductions appear in the rules books as well as the judging sheets.

Engine Compartment

<u>Item</u>	<u>Points Deducted</u>
Battery carrier with appropriate attaching parts. . . . .	.3
Battery: all Autolite. 1965 through 5S328 had trunk mount battery with vented caps. Shelybs produced after 5S328 and all 1966 had standard front mounting as Mustang. Driven concours exception:	
Autolite. . . . .	.0
Motorcraft or black no-name battery. mandatory deduction . . . . .	.3
All other brands. mandatory deduction . . . . .	.6
Starter solenoid: correct Ford part number, mounted in original location. 1965 brown or black FoMoCo. 1966 black FoMoCo or Autolite. . . . .	.3
Battery cables and starter cable: routed in original position. Positive cable: 1965 through 5S328 used all black cables. 1965 from 5S328 and all 1966 used standard red FoMoCo cables with correct Ford stamped numbers and terminal covers. Terminal end may be tin-dipped or brass. Starter and ground cable: black FoMoCo with original mounting bracket. Fender shield or deflector on positive post optional. Cables printed as original. No paper sleeves. . . . .	.3
Alternator and starter:	
Alternator: natural color.	
Fan and Pulley: natural or black. No generators. . . . .	.3
Starter: black. . . . .	.3
Air cleaner: 14" open element air cleaner with chrome lid and cubic inch decal. Base: 1965-66 through 6S252, gold. After 6S328, Dark Ford Blue. Filter: correct style and type for year and model. . . . .	.4
Engine components to be painted:	
Engine color: 1965-66 through 6S252, black. 1966 after 6S252, Ford Corporate Blue. Same color as engine block: intake manifold bolts, thermostat housing, bypass hose	

and clamps (may be natural), water pump, timing cover, oil dipstick tube, oil dipstick handle.

Black components: fan, fan pulley, crankshaft pulley, alternator bracket and adjuster arm.

Black or natural components: engine mounts brackets, and harmonic balancer.

Engine components to be natural: bellhousing, accelerator linkage, distributor holddown bracket, fan spacer, alternator spacer - steel (natural) or aluminum (yellow/gold). Natural paint may be used as long as part retains original appearance.

Engine components to be plated or aluminum:

Aluminum: Cobra valve covers. 1965 - mid 1966, open letter. Mid 1966 - up, closed letter with black finish. All use cadmium plated standard grade 5 bolts with lock washers. Cobra intake manifold: S1MS, 1965 through 1966 6S252. S2MS after 6S252.

Cobra oil pan: S1MS. Oil pan bolts, 1965-66 through 6S252 use Phillips head and hex heads with star washers. After 6S252, all hex heads.

Chrome plated: oil filler cap, radiator cap (may be chrome or zinc). Air cleaner covered elsewhere.

Exhaust manifolds: black Tri-Y headers with small head bolts at heads. May have lock washers.

Distributor and cap:

Distributor: proper design and natural finish, correct for year and model. No vacuum advance.

Cap: 1965, black plastic with #1. 1966, black with #1 or black with Autolite.

Spark plugs and wires:

Wires: FoMoCo or Autolite. Black wires marked SX (steel core non resistor) with black or orange boots. Properly routed with correct attaching brackets.

Spark plugs: Autolite. Correct style and type for engine and year.

Coil: FoMoCo or Autolite with yellow ceramic top mounted in correct location with correct black or natural mounting bracket.

Fuel lines and attaching parts:

Rigid lines: original configuration and finish in original location with proper attaching parts. All Holley carburetor equipped used unique Shelby fuel line from pump to carburetor. Autolite, equipped as Mustang.

Flex lines: black with original factory markings and crimp style clamps. All 1966 without canister fuel pump must have carburetor mounted fuel filter.

Carburetor: proper type for year and engine. 1965-66 use Holley on all four-speeds and some automatics. All Paxton equipped and most automatics use Autolite. No Hertz cars equipped with Webbers or superchargers.	5	Master cylinder: black. Disc brake only. Some Hertz cars had dual reservoir split system master cylinders. Cap: natural (yellow-gold cad plated) or black. 1966 may have decal.	3
Fuel pump: Carter. 1965-66 through 6S252, with canister filter at pump. After 6S252, no canister. Original design, finish, and location.	3	Radiator, hoses, and clamps: Radiator: Ford type, painted semi-gloss black with proper core thickness and black rubber overflow tube. Hoses: molded rubber hose of original size and configuration. FoMoCo. Clamps: 1965-66 through 6S252 used pedestal clamps. After 6S252, wire style with wire staples or pedestal. Must have fan shroud on radiator.	6
Oil filter: engine block color or red or gold Rotunda. Motorcraft oil filters with raised Motorcraft logo on top are permitted. Must be painted block color.	2	Radiator cap; 1965-66 through 6S252, SMCO or AC. 1966 after 6S252, SMCO or Autolite. May use pressure release caps. 1965, Rotunda or FoMoCo. 1966, FoMoCo or Autolite.	2
Bolts in fenders: original color and style. Correct natural (phosphate and oil) finish., Star washers, disc washers, or combination acceptable.	1	Heater hoses and clamps: Hoses: black ribbed style with white (most), yellow, or red stripe to pump side (one or both hoses). Hose clamps: pedestal type only.	3
Inner fender bolts: natural (phosphate and oil) finish. Installed from engine side out.	1	Belts: ink stamped, embossed or debossed, FoMoCo or Autolite.	3
Voltage regulator: (non electronic) 1965-66 through 6S252, black FoMoCo. 1966 after 6S252, black FoMoCo or blue or black Autolite.	2	Point deductions for any other items not proper or original.	5
Horns: black. Original design mounted in original location with proper mounting brackets:	1		
Windshield washer assembly, windshield reservoir assembly, mounting brackets, hoses, and pump: Original type and finish mounted in original location. Washer bag: 1965-66 through 6S252 black with white print and screw lid. 1966 after 6S252 black with white or gold print. Both flip lid.	3		
Fire wall and inner fender panels: painted semi-gloss black.	3		
Sound deadener: at proper locations on the fire wall.	1		
Export brace, Monte Carlo bar, and front shock brackets: Export brace: one piece painted semi-gloss black with fire wall reinforcement welded and sealed at cowl. Bolts at fire wall are equally spaced, flathead standard no-vendor mark cadmium plated or standard Ford. Front shock upper bracket: with welded-on washer reinforcement, painted semi-gloss black. Monte Carlo bar: painted semi-gloss black mounted with natural Ford bolts.	3		
Underside of hood: semi-gloss black or body color.	1		
Hood release and latches (if present): original style. Natural (phosphate and oil). 1965-66 through 6S252, no hood latch. 1966 after 6S252, as Mustang. Early 1965 production used black prop rod.	1		
Hood hinges and springs: natural (phosphate and oil). 1965 early production did not use hood springs. Later 1965 production used special springs and no prop rod. 1966 (without all-steel hood) hood springs are special smaller diameter springs on both sides. 1966 all-steel hood as Mustang.	2		
Decals: service specification decal, battery test decal, Autolite spark plug decal, cubic inch air cleaner decal, oil cap decal.	3		
Wiring: proper gauge and color code. Mounted in original location with proper attaching clips. Black plastic wrapping must be as original.	4		
Steering column: color of interior.	1		
		Interior	
		Seats and seat belts: Mustang seat correct for year. Seats: 1965-66 used black standard interior. Exceptions in decoder data. 1966 through 6S252 had 1965 interior. Seat belts: 3" competition style with eye-bolt style anchors.	4
		Door and kick panels, quarter panel, and package shelf: Door panels: correct for car. Black standard only. Exceptions in decoder data. 1965-66 through 6S252 had 1965 interiors. Package shelf: correct style and type for year, painted semi-gloss black. All 1965 and some non Hertz 1966s were equipped with rear package tray in place of rear seat.	5
		Door weatherstrip and scuff plates with proper label: original style and finish in original location. Scuff plate label: debossed. 1965-66 through 6S252 "Shelby American Inc. Los Angeles California". 1966 after 6S252 "Shelby America Inc".	3
		Door hardware: includes latching mechanisms and hinges. Original style mounted in original location.	3
		Tire pressure decals: 1966 only. In glove box on back left corner or on inside of glove box door.	1
		Painted surfaces, door edges, and jambs: includes door ends and bottom. Painted same as exterior.	2
		Windlaces and sun visors: as original, mounted in proper location.	2
		Headliner or underside of soft top: convertible rear window hold-up strap. No hole, no strap.	2
		Carpet: original molded type and correct color for interior.	5
		Windshield trim, inside mirror, top latches, visor brackets: original style and finish mounted in original location.	4
		Dash covering: not as original.	3

Dash hardware, steering column, and wheel assembly: original style and finish, mounted in original location.	
Steering wheel: 1965, real wood-rimmed only. 1966, plastic woodgrain wheel, standard. Real wood steering wheel was dealer installed option. All with special center cap. No real wood on GT350H. Hertz cars had brake warning decal on dash. . . . 4	
Tachometer and gauge pod: original style and finish mounted in original location.	
Tachometer: 1965 8000 rpm tachometer and oil pressure gauge mounted with tach in fiberglass pod on dash pad. 1966 9000 rpm tachometer mounted on top of dash. 4	
Radio: Ford, correct for year. dial face may begin with either 5 or 6. Radio names may be other than Ford and may vary. May have radio delete. 2	
Painted surfaces, dash color: (low luster), correct for year. 1	
Underdash area, pedal assembly, fire wall cover, and shifter: original style and finish mounted in original location. Brake pedal must indicate disc brakes. Must have hand choke mounted under dash. 4	
Point deductions for any other items not proper or original. 5	

Exterior

Body workmanship and fit: smoothness of sheet metal, alignment of hood, trunk, doors to body, attachment and alignment of chrome parts to body. 25	
No orange peel in paint: up to 3	
Stripes: proper style and type for year.	
Side stripes: 1965 through 6S252 painted blue with GT350 decal. 1966 after 6S252 stripe and GT350 decal.	
LeMans stripes: optional. Usually dealer installed. 6	
Convertible top: proper material for year. No plexiglass or glass rear window. 3	
Hood, scoops, and fiberglass body panels: proper material and style for year and model. 5	
Headlamps and doors:	
Headlamps: clear, legal, matching bulbs by either manufacturer or FoMoCo script.	
Doors: proper style and finish for year.	
Concours Driven may use matching halogen headlights with no deduction. 4	
Parking, tail, backup, running, tag lights: original design for year. Backup light rubber gasket, black. Tag light wire must have braided cover. 3	
Bumpers, guards, bolts, and brackets: proper style and finish for year, mounted in original position. Rubber grommet in bumper guard. 5	
Other chrome trim and molding: includes outside mirrors, hood pins, and emblems. Proper style and finish for year, mounted in original location. Rear GT350 emblems, if required, mounted with pins. 5	
Antenna: (if required) round base. Round mast. Beveled silver cap. 2	
MCA window decal: required. 1	
Windshield, quarter windows, and other glass: must be Carlite glass. Quarter windows, 1966 only, plexiglass curved outward in center and may have vendor logo. 4	

Point deductions for any other items not proper or original. 5
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Undercarriage

Undercoating: no undercoating allowed in Concours Trailered Classes only. 5
Undercarriage:
Undercoated Cars: everything must be covered except drive shaft, transmission, rear end housing, exhaust pipes, mufflers, springs, and plates. Gas tank, fully undercoated or have overspray around leading front edge and two sides. Must show some evidence of overspray. Convertible plate must be undercoated.
Non undercoated cars: undercarriage painted red oxide, dark gray or black primer with some body color fading to tunnel and pinch weld paint overspray. Majority were red oxide. Convertible plate, black or natural. 15
Wheel wells:
Rear wheel housing: blacked out with sound deadener. Body color or black overspray acceptable.
Front fender: top side may be blacked out with sound deadener or show signs of primer and some body color overspray. Splash guards, black with some sound deadener. Inner fenders, wheel side, could show blending of body color, primer or engine compartment color with deadener overspray.
Lower pinch welds: from front wheel well to rear valance, black or body color if dark color. 5
Rigid fuel and brake lines: steel. Proper natural finish routed in original location. 2
Flexible fuel and brake lines: black rubber with correct markings. Differential vent, black, mounted in proper location. 1
Gas tank: original type and finish. May be undercoated as above. Must have drain plug. 2
Suspension:
Natural parts: strut rods, idler arms, pitman, steering box, tie rods, drag links, strut washers, sway bar hardware, spring seats and spindles, rear leaf springs, shock plates, U-bolts.
Coil springs: black or natural.
Control arms: natural or black with natural ball joint ends. All 1965-66 through 6S252 had front suspension lowered one inch.
Black: sway bar and front brake backing plates, dust shields. All use special one-inch diameter sway bar.
Traction bars: 1965 through early mid 1966 had override traction bars painted semi-gloss black. Mid 1966-up had underide traction bars painted semi-gloss black.
Rear axle limiting cables: natural. All 1965 through 1966 6S252. 10
Transmission and linkage:
Transmission: exterior surface natural. 1965 through mid 1966 use aluminum case. Borg Warner T-10. Mid 1966-up use cast iron T-10. Automatic transmission available after 6S252.
Linkage: natural. 2

Transmission cross brace support: correct style painted semi-gloss black.	1
Drive shaft and U-joints: mounted properly. Original type. No grease fittings. Natural finish. 1965-66 through 6S252 had drive shaft loop.	2
Third member: must be 9" unit. Painted red oxide primer. May have natural machined surfaces. 1965-66 through 6S252 use locker rear ends. Attaching bolts, correct finish.	2
Rear end housing: must be 9" unit. Painted semi-gloss black. Brake backing plates: semi-gloss black. Wheel cylinder, brake lines, and mounting bolts: natural.	2
Shock absorbers: 1965-66 through 6S252 had orange Koni shocks with eagle-style decal. Most with Koni shocks had special large head shock bolts in front. Some were as Mustang. 1966 after 6S252 used special blue FoMoCo or black Autolite adjustable shocks. (Both originally made by Gabriel.) Koni shocks were available as a dealer installed option on 1966 Shelys. Driven Concours exception: Black Motorcraft. mandatory	2
Non Ford or non Gabriel shocks. mandatory	4
Wheels: proper size and correct style for year and make. 1965-66 through 6S252 wheels are silver painted 15" steel wheels or optional 15" Cragar five-spoke design. 1966 after 6S252, standard wheels are gray painted Magnum 500. 14" chrome Magnum 500s on all Hertz cars and optional on others. Cast aluminum ten-spoke wheels were optional. Early 1966s could have 15" Cragar wheels as an option.	5
Center caps and lug nuts: correct style for year with proper color center cap inserts. Lug nuts: all chrome plated.	5
Tires: proper size and style for year and make. 1965 through early 1966, 7.15 x 15 Goodyear Blue Dot. All other 1966 with 14" wheels, 6.95 x 14 Goodyear Blue Streak. Driven Concours exception: Original size repros.	0
Comparable size radials or belted tires. mandatory	2
All five tires must match.	5
Exhaust system: all dual exhaust. Proper material, correctly mounted with proper attaching hardware. Aluminized system accepted. No stainless steel except on Driven Concours. 1965: side exiting exhaust painted black. Exception, cars delivered with Mustang-style dual exhaust with turn downs. 1966: Mustang style dual exhaust with turn downs. With correct H-pipe of proper material and finish. Muffler: may be plain no-name if proper style and length.	8
Bushings, grommets, brake adjusting access hole plugs, attaching nuts, bolts, washers, etc.: original style and finish.	3
Point deductions for any other items not proper or original.	5

Trunk

Mat and cardboard: proper style and type material for year, mounted in original location. Gray plaid, molded rubber type.	5
Spare tire and wheel: proper type for year and	

model. Cars with optional wheels may have optional wheel or standard steel wheel for spare.

Wheels: correct finish, mounted in original location with clamping parts of original style and finish. 1965 and some early 1966 on rear package tray with correct cover. ...	3
Jack assembly and lug wrench: original style and finish mounted in original location. Lug wrench, correct for style of wheel.	4
Painted surfaces in trunk: must match exterior color of cars. Folddown door must match interior color.	3
Trunk weatherstrip and jacking instructions: original style.	2
Taillight body, gas filler neck, trunk latch, flex hose: original design and finish. Taillight body must have proper push-on type connections. All cars have luggage guard plastic strip on driver-side wheel well. All convertibles have well liner springs.	4
Point deductions for any other items not proper or original.	3

1967-68 Shelby Concours Trailered/Driven

Engine Compartment

Battery carrier: with appropriate attaching parts. Heat shield on AC and big block cars.	3
Battery: Autolite.	6
Driven Concours exception: Autolite.	0
Motorcraft or black no-name battery. mandatory	3
All other brands. mandatory	6
Starter Solenoid: black Autolite with Ford parts number mounted in original location.	3
Battery cables and starter cable: routed in original position. Positive cable: red with correct Ford stamped numbers. Terminal end may be tin-dipped or brass. Starter and ground cables: black Autolite with original mounting bracket. Cables printed as original. No paper sleeves except for KR starter cable.	3
Alternator and starter: Alternator: natural color. Alternator fan and pulley: natural. Starter: black.	2
Air cleaner and attaching items: proper type for model, painted proper color. 1967 GT350, round 14" chrome lid and blue base. 1967 GT500, oval natural aluminum. 1968 GT350 and GT500, oval aluminum, painted black with natural reliefs. KR, Dark Ford Blue Ram-Air unit and snorkel.	4
Engine components to be painted: Engine color: Dark Ford Blue. Same color as engine block: intake manifold, (except 1967 GT350 and GT500, 1968 GT350 after May 15), thermostat housing, bypass hose and clamps (or natural), water pump assembly, timing cover, oil pan, oil dipstick tube, oil dipstick handle (except KR which had chrome dipstick and handle). Black components: fan, fan pulley, crankshaft pulley, alternator bracket, AC brackets.	

Black or natural components: engine mount brackets, alternator adjustment arm, harmonic balancer, PS brackets (except aluminum).	
PS pump: black or teal blue. ....	.5
Engine components to be aluminum:	
Intake manifold: 1967, all models. 1968 GT350 after mid May.	
Valve covers: 1967 GT350, black finish with natural fins. 1967 GT500, all natural. 1968, black finish with natural fins. ....	.3
Engine components to be natural: bellhousing (may have block color overspray on GT500), accelerator linkage, distributor holddown bracket, alternator spacers (GT350 yellow-gold, GT500 pink), PS spacer. Natural paint may be used as long as part retains original appearance. ....	.3
Exhaust manifolds: natural or natural paint. May show engine color overspray. Washer (ramp-lock) style locks. No sheet metal locks. ....	.2
Distributor and cap:	
Distributor: Autolite, proper design and natural finish, correct for year and model. 1967, no vacuum advance. 1968, all have vacuum advance.	
Cap: black with raised AUTOLITE letters. ....	.2
Spark plugs and wires: Autolite with black or orange boots, properly routed with correct attaching brackets. Thermactor cars must use correct routing brackets. 1967 289 HiPo wires are marked SX (steel core non resistor). Spark plugs: correct type and style for engine and year. ....	.3
Coil: Autolite, yellow ceramic top mounted in correct location with correct black or natural mounting bracket. ....	.2
Fuel lines and attaching parts:	
Rigid lines: original configuration and finish, in original location with proper attaching parts. 1967 used unique Shelby rigid lines on Holley-equipped cars. 1968, as Mustang.	
Flex lines: black with original factory markings. No inline fuel filters. All filters at carburetor except 1967 GT500 at fuel pump. ....	.2
Carburetor: proper type for year and engine. 1967 GT350 use Holley or Autolite, GT500 use Holley. 1968 GT350 use Autolite until May 15. After this date, automatics continued to use Autolite. Manual transmission cars with either. 1968 GT500 and KR use Holley. All Paxton cars use Autolite. ....	.5
Fuel pump: Carter, original design, natural finish and location. Fuel filter only on 1967 GT500 fuel pump. ....	.2
Oil Filter: engine block color or white with Autolite design. Motorcraft oil filters with raised Motorcraft logo on top are permitted. Must be painted block color. ....	.2
Emission system: smog pump, pulleys and attaching parts or IMCO system. Correct style, finish, and design for year.	
1967: all as serial number. See decoder data.	
1968: all DSO. Thermactor systems on all manual transmission-equipped GT350 and all GT500s and KR. IMCO systems on 1968 GT350 with automatic.	
Thermactor finishes:	
Natural: pump housing backfire valve, pulley bolts, and hoses.	
Black: pump rear plate, adjusting arm, air filter canister (no air cleaner on 1968s), pulley and 1967 gulp valve mounting bracket.	
Block color: air supply manifolds, check valves and 1968 gulp valve mounting bracket.	
Clamps: all gold dichromate Wittek type except 1967, wire clamps at pump to filter canister hose. 1968 may use pedestal, pump to gulp valve. ....	.8
Bolts in fenders: original color and style. 1967 correct natural (phosphate and oil) finish. 1968 clear cadmium (silver). All disc washers. ....	.1
Inner fender bolts: 1967, correct natural (phosphate and oil) finish. 1968, clear cadmium (silver). 1967, installed from engine side. 1968, in either direction. All must be consistent. ....	.1
Voltage regulator: (non electronic) 1967, blue or black Autolite with screws. 1968, blue Autolite with rivets. ....	.2
Horns: black, original design mounted in original location with proper mounting brackets. ....	.1
Windshield washer assembly, windshield reservoir assembly, mounting brackets, hoses, and pump: original type and finish, mounted in original locations.	
Washer bag or bottle: early 1967 black bag with white or gold print and flip lid. 1967-68 plastic container. ....	.2
Export brace and front shock brackets: bolts in fire wall for export brace were flathead standard no-vendor mark cadmium plated or standard Ford. Front shock upper bracket was welded-on washer reinforcement, painted black. All had one-piece export brace painted semi-gloss black. ....	.2
Fire wall and inner fender panels: painted semi-gloss black. ....	.2
Sound deadener: at proper places on fire wall. ....	.1
Underside of hood: 1967, semi-gloss black or body color. 1968, most are exterior color. Others black except for inside of Ram-Air duct. ....	.1
Hood release, hood pins and/or latches: original style, natural finish. ....	.2
Hood hinges and springs: natural (phosphate and oil). Hood springs: 1967, special smaller diameter on both sides. 1968, as Mustang. ....	.1
Decals: service specification decal, battery test decal. 1967 GT350 only - Autolite spark plug decal. 1967 GT350 only - cubic inch air cleaner decal except early 1967 GT350 used "Cobra Powered by Ford" decal. 1968 KR only - Autolite replacement parts decal. All 1968, emission tune-up decal. ....	.3
Wiring: proper gauge and color code, mounted in original location with proper attaching clips. Black plastic wrapping must be as original. ....	.3
Steering column: color of interior. ....	.1
Master cylinder and power brake unit:	
Master cylinder: black.	
Cap: cadmium plated cap or black.	
Booster: black. ....	.3
Radiator, hoses, and clamps:	
Radiator: Ford type, painted semi-gloss black with proper core thickness and black rubber overflow tube.	
Hoses: molded rubber hose of original size and configuration. 1967, FoMoCo. 1968, FoMoCo or Autolite.	
Clamps: pedestal or wire style. AC and big-block cars must have fan shroud on radiator. ....	.6

Radiator cap: SMCO or Autolite. Zinc or chrome plated Autolite. All KR's chrome. Autolite pressure release caps allowed.	2
Heater hoses and clamps:	
Hoses: black ribbed style with white or red stripe to pump side (one or both hoses). May be orange or yellow stripe with AUTOLITE logo.	
Hose clamps: pedestal only.	3
Belts: ink stamped, embossed, or debossed. FoMoCo or Autolite.	3
Aluminum ID tag: correct location and visible (1968 only).	1
Point deductions for any other items not proper or original.	5

Interior

Seat style, grain, and seat belts: 1967 very early and very late may use smooth Mustang upholstery. All others use special Comfortweave. 1968 early cars use deluxe Mustang. All others use special Comfortweave.	4
Door, kick panels, quarter panel and package tray: correct color and style for interior.	5
Door weatherstrip and scuff plates with proper label: original style and finish in original location. Scuff plate labels, embossed. 1968 "Shelby Automotive, Inc.".	3
Door hardware: includes latching mechanisms and hinges. Original style mounted in original location.	3
Shelby tire pressure decal: inside glove box. No Ford or Mustang decal.	1
Painted surfaces, door edges, and jambs: includes door ends and bottom. Painted same as exterior.	2
Windlace and sun visors: not as original.	2
Headliner or underside of soft top: convertible rear window hold-up strap. No hole, no strap.	2
Carpet: original molded type and correct color for interior.	5
Windshield trim, inside mirror, top latches, visor brackets: original style and finish, mounted in original location. 1967, twist-type or flip-type color-keyed to interior. 1968, flip tab color-keyed to interior.	4
Dash covering: not as original.	3
Dash hardware, steering column, and wheel assembly: original style and finish, mounted in original location.	
Steering wheel: 1967, real wood. 1968 use deluxe Mustang wheel with Shelby emblem.	4
Shelby gauges or gauge pod and console: 1967, oil and amp gauges mounted under dash in original black housing. 1968, oil and amp gauges mounted in console of original type and style. Console: 1968 only.	3
Radio: Ford, correct for year. May be AM, AM/8-track. 1967, AM/FM, not stereo. 1968--up may be AM/FM stereo with correct door speakers.	2
Painted surfaces, dash color: (low luster) correct for year.	1
Underdash area, pedal assembly and fire wall cover: original style and finish, mounted in original location. Disc or power brakes, pedal must indicate.	4
Point deductions for any other items not proper or original.	5

Exterior

Body workmanship and fit: smoothness of sheet metal,

alignment of hood, trunk, doors to body, attachment and alignment of chrome parts to body.

No orange peel in paint: up to	3
Stripes: original type and material, placed in proper locations.	
Side stripes: 1967, all models, no center stripe between door and letters. 1968, letters centered between door and wheel opening.	5
Hood, scoops, and fiberglass body panels: proper material and style for year and model.	5
Convertible top: proper material for year, black or white.	4
Headlamps and doors: headlamps, clear, legal, matching bulbs by either manufacturer or FoMoCo script. Doors, proper style and finish for year.	
Concours Driven may use matching halogen headlights with no deduction.	4
Driving lights: 1968 only, mounted in original manner, matching bulbs. Marchal or Lucas with clear lens.	2
Parking, tail, back-up, running, tag lights: original design for year.	
Taillight frames: no black paint.	
Back-up light rubber gasket: gray.	3
Bumpers, guards, bolts, and brackets: proper style and finish for year, mounted in original position. Must have rubber grommet in bumper guard or rubber strip.	5
Other chrome trim and molding: including outside mirrors. Proper style and finish for year, mounted in original location. Gas splash guard required behind rear bumper.	5
Antenna: 1967, as Mustang. 1968, rear mount on left side, round base. Some as Mustang. Dealer installed, location may vary.	
MCA window decal: required.	1
Windshield, other glass and/or plastic: must be Carlite glass. Convertible rear windows, plastic or optional glass. Convertible rear window is not necessarily Carlite or Prestolite.	4
Point deductions for any other items not proper or original.	5

Undercarriage

Undercoating: no undercoating allowed in Concours Trailered Classes only.	5
Undercarriage:	
Undercoated cars: everything must be covered except drive shaft, transmission, rear end housing, exhaust pipes, mufflers, springs, and plates. Gas tank fully undercoated or have overspray around leading front edge and two sides. Must show some evidence of overspray. 1968 convertible plate must be undercoated.	
Non undercoated cars: undercarriage painted red oxide, dark gray, or black primer with some body color fading to tunnel and pinch weld paint overspray. 1968 convertible plate, black or natural.	15
Wheel wells:	
rear wheel housing: blacked out with sound deadener. Body color or black overspray acceptable.	
Front fender: top side may be blacked out with sound deadener or show signs of primer and body color overspray. Splash guards, black	

with some sound deadener. Inner fenders, wheel-side could show blending of body color, primer, or engine compartment color with deadener overspray.	
Lower pinch welds: from front wheel well to rear valance, black or body color if dark color. . . . .	.5
Rigid fuel and brake lines: steel. Proper natural finish, routed in original location. . . . .	.2
Flexible fuel and brake lines: black rubber, original factory markings. Differential vent, black rubber mounted in proper location. . . . .	.1
Gas tank: original type and finish. May be undercoated as above. Must have drain plug. . . . .	.2
Suspension:	
Natural parts: strut rods, idler arms, pitman, steering box, tie rods, drag links, strut washers, sway bar hardware, PS control valve, steering cylinder, spring seats and spindles, rear leaf springs, shock plates, U-bolts.	
Coil springs: black or natural.	
Control arms: all natural or black with natural ball joint ends.	
Black: sway bar and front brake splash shields. 1968 may be black or natural. . . . .	.10
Transmission and linkage: exterior surface natural. Four-speeds use standard Mustang shifter. Automatic filler tubes: all models black except KR, yellow. . . . .	.2
Transmission cross brace support: 1967, black. 1968, black or natural. . . . .	.1
Drive shaft and U-joints: mounted properly. Original type and finish. No grease fittings. . . . .	.2
Third member: must be 9" unit, painted red oxide primer. May have natural machined surfaces. Attaching bolts, correct finish. . . . .	.2
Rear end housing: must be 9" unit, painted semi-gloss black. Brake backing plates: semi-gloss black. Wheel cylinder, brake lines and mounting bolts: natural. . . . .	.2
Shock absorbers: 1967, black special adjustable Autolite. 1968, blue Autolite adjustable. 1968 KR four-speed rear use black standard Autolite. (Adjustable shocks originally made by Gabriel.) Orange Koni shocks with eagle-style were dealer installed options on 1967 Shelbys	
Driven Concours exception:	
Motorcraft painted correct color. . . . .	.2
Non Ford shocks. mandatory . . . . .	.4
Wheels: proper size and correct style for year and make. Standard steel wheels, both years. 15 x 6 1/2 painted semi-gloss black. 1967, 15 x 7 Magstar five-spoke and ten-spoke cast aluminum optional. 1968, ten-spoke cast aluminum optional. . . . .	.5
Hubcaps, center caps, and lug nuts: (if visible) correct style for year with proper color center cap inserts on Styled Steel. Hubcaps: 1967, chrome T-Bird style hubcaps on steel wheels. 1968, mag style hubcaps on steel wheels. Center caps with optional wheels correct style for year and type. . . . .	.5
Tires: proper size and style for year and make. 1967, E70 x 15 Goodyear Speedways. 1968, E70 x 15 Goodyear Speedways or E70 x 15 Goodyear Polyglas BSW. Radials, optional,	

correct size only. No P-metric radials allowed. Driven Concours exception:	
Original size repros. . . . .	.0
Comparable size radials or belted tires. mandatory . . . . .	.2
All five tires must match except with Space Saver option. . . . .	.5
Exhaust system: proper material, correctly mounted with proper attaching hardware. 1967, standard GT exhaust with chrome tip extensions. 1968, standard GT exhaust with chrome tip tube in tube style. KR as Mustang GT. Aluminized systems accepted. No stainless steel exception Driven Concours. Muffler: may be plain with no name if proper style and length. . . . .	.8
Bushings, grommets, brake adjusting access hole plugs, attaching nuts, bolts, washers, etc: original style and finish. . . . .	.3
Point deductions for any other items not proper or original. . . . .	.5

Trunk

Mat and cardboard: proper style and type material for year, mounted in original location. 1967, gray plaid stitched with burtex backing. 1968, gray splatter design with burtex or dark gray felt mat. All cars with mats have trunk mat underlayment. . . . .	.5
Spare tire and wheel: proper type for year and model. Cars with optional wheels may have optional wheel or standard wheel for spare. Wheels: correct finish, mounted in original location with original style and finish clamping parts. . . . .	.3
Jack assembly and lug wrench: original style and finish mounted in original location. 1967 with Magstars must have correct four-way-style lug wrench with bell shaped end. . . . .	.3
Painted surfaces in trunk: must match exterior color of car. Fastback rear door with fold-down is interior color. 1967, trunk lid bolts may be painted or natural. . . . .	.3
Trunk weatherstrip and jacking instructions: original style. Jacking instruction may be on trunk lid or elsewhere in trunk. . . . .	.2
Taillight body, taillight covers, gas filler neck, trunk latch, flex hose: original design and finish. No worm-type clamp. All cars must have gray or black luggage guard plastic strip on driver-side wheel well. Taillight covers or cardboard. 1968 only with gray-blue or black face. . . . .	.4
Point deductions for any other items not proper or original. . . . .	.3

1969-70 Shelby Concours Trailered/Driven

Engine Compartment

Battery carrier: with appropriate attaching parts. Heat shield required on GT500 and all AC-equipped cars. . . . .	.3
Battery: Autolite. Street Driven Concours exception:	
Autolite. . . . .	.0
Motorcraft. mandatory . . . . .	.3
All other brands. mandatory . . . . .	.6
Starter solenoid: black Autolite. Correct type and Ford part number, mounted in original location. . . . .	.3

Battery cables and starter cable: routed in original position.		oil filters with raised Motorcraft logo on top are permitted. Painted block color.	2
Positive cable: red with correct Ford stamped numbers. Terminal end may be tin-dipped or brass.		Emission system: GT500, Thermactor. GT350, IMCO. Correct style, finish, and design for year and model.	
Starter and ground cable: black Autolite. Original mounting bracket. Cables printed as original. No paper sleeves, except 428CJ starter cables which may have printing or sleeves.	3	Thermactor finishes: Natural: pump, bypass valve, pulley bolts, and hoses. Black: adjusting arm, mounting plate, and pulley. Block color: air supply manifolds, bypass valve mounting bracket. Clamps: gold dichromate Wittek type. May use pedestal style, pump to bypass valve hose.	8
Alternator and starter: Alternator: natural color. Alternator fan and pulley: natural. Starter: black.	2	Bolts in fenders: original color and style. Clear cadmium (silver), disc washers.	1
Air cleaner and attached items: proper type for model, painted proper color.	4	Inner fender bolts: clear cadmium (silver), installed in either direction. All must be consistent.	1
Engine components to be painted: Engine color: Dark Ford Blue. Same color as engine block: intake manifold, thermostat housing, bypass hose and clamps (or natural), water pump assembly, timing cover, oil pan, oil dipstick tube, oil dipstick handle except for Cobra Jet with chrome dipstick and handle. Black components: fan, fan pulley, crankshaft pulley, alternator bracket, AC brackets, York and Tecumseh AC compressors. Black or natural components: engine mount brackets, harmonic balancer, PS brackets (except aluminum). Carburetor plate color of block or natural. PS pump black or teal blue.	5	Voltage regulator: (non electronic) blue Autolite with rivets.	2
Engine components to be natural: bellhousing valve covers (GT350 black wrinkle with natural fins with cadmium-plated grade 5 bolts and washer, GT500 bare aluminum with standard Mustang bolts), accelerator linkage, distributor holddown bracket, alternator spacers, PS spacer. Natural paint may be used as long as part retains original appearance.	4	Horns: black. original design mounted in original location with proper mounting brackets. GT500 with Drag Pak mounted on passenger side. Must have jumper wire and reinforcement. Driver-side reinforcement with AC.	1
Exhaust manifolds: natural or natural paint. May show engine color overspray. Washer (ramp-lock) style locks as Mustang.	2	Windshield washer assembly, windshield reservoir assembly, mounting brackets, hoses, and pump: original style and finish. Mounted in original location. Plastic container.	2
Distributor and cap: Distributor: proper design and finish, correct for year and model. Cap: black Autolite and distributor. Must have vacuum advance. 1970 GT500 may have #C9 or #D0 part number.	2	Fire wall and inner fender panels. painted semi-gloss black.	2
Spark plugs and wires: Autolite with black or orange boots, properly routed with correct attaching brackets. Spark plugs: Autolite. Correct style and type for engine and year.	3	Sound deadener: at proper locations on the fire wall.	1
Coil: Autolite. Yellow ceramic top, mounted in correct location with correct black or natural mounting bracket.	2	Shock upper bracket: with washer reinforcement, painted semi-gloss black. Reinforced shock tower braces. No one-piece export brace from factory.	1
Fuel lines and attaching parts: Rigid lines: original configuration and finish in original location with proper attaching parts. Flex lines: black with original factory markings. Routing either front or rear of distributor. Clamps: spring style.	2	Underside of hood: low gloss black.	1
Carburetor: proper type for year and engine. GT350 use Autolite. GT500 use Holley. 1970 may have #C9 or #D0. 1969 GT500 with Drag Pak option and 1970 GT500 must have manual choke.	5	Hood release, latch, and latch support: Release and latch: original style, natural. Latch support: painted correct color.	2
Fuel pump: Carter. Original design, finish and location.	3	Hood hinges and springs: natural (phosphate and oil).	2
Oil filter: engine block color or Autolite. Motorcraft		Decals: service specification decal, battery test decal, cubic inch air cleaner decal, Autolite replacement parts decal, emission tune-up decal.	3
		Wiring: proper gauge and color code, mounted in original location with proper attaching clips. Black plastic wrapping must be as original.	3
		Master cylinder and power brake unit: Master cylinder: black. Cap: cadmium-plated cap or black. Booster: black.	3
		Radiator, hoses, and clamps: Radiator: Ford type, painted semi-gloss black. Proper core thickness and black rubber overflow tube. Hoses: molded rubber hose of original size and configuration, FoMoCo or Autolite. Wire hose clamps with wire staples. All AC and big-block cars must have fan shroud on radiator.	6
		Radiator cap: Autolite, zinc or chrome-plated. Cobra Jet models have chrome radiator caps. Autolite pressure release caps may be used.	2
		Heater hoses and clamps: Hoses: black ribbed style with orange Autolite logo. No stripe or combination of both. Clamps: pedestal only.	3
		Belts: ink stamped, embossed, or debossed. Autolite.	3

Aluminum ID tag: correct location and visible.	1
Point deductions for any other items not proper or original.	5

Interior

Seat style, grain, and seat belts: correct style and grain for year and model. Fastbacks use Mach 1 interior. Convertibles use deluxe Mustang interior.	4
Door, kick panels, quarter panel, and package tray: correct color and style for interior.	5
Door weatherstrip and scuff plates with proper label: original style and finish in original location. Scuff plates labels: Shelby Automotive, Inc.	3
Door hardware: includes latching mechanisms and hinges. Original style mounted in original location.	3
Shelby tire pressure decal: inside glove box. No Ford or Mustang decal.	1
Painted surfaces, door edges, and jambs: includes door ends and bottom. Painted as exterior.	2
Windlace and sun visors: not as original.	2
Headliner or underside of soft top: convertible rear window hold-up straps (no hole, no strap).	2
Carpet: original color and molded type. Fastbacks use Mach 1 with inserts. Convertibles use black standard Mustang.	5
Windshield trim, inside mirror, top latches, visor brackets: original style and finish mounted in original location. Flip tab color keyed to interior.	2
Dash covering: not as original.	3
Dash hardware, steering column and wheel assembly: use Mustang Rim-Blow with Shelby emblem. Original style and finish. Mounted in original location. Must have black steering wheel wrap. No real wood wheels.	4
Radio: Ford, correct for year. May be AM/FM or AM/8-track stereo with correct door speakers.	2
Painted surfaces, dash color: (low luster) correct for year.	1
Underdash area, pedal assembly, fire wall cover and shifter: original style and finish. Mounted in original location. Disc or power brakes, pedal must indicate.	3
Console and gauges: original type and style mounted in correct location. All use 1969-style console.	2
Point deductions for any other items not proper or original.	5

Exterior

Body workmanship and fit: smoothness of sheet metal, alignment of hood, trunk, doors to body, attachment and alignment of chrome parts to body.	25
No orange peel in paint: up to	3
Stripes: original type and material, placed in proper locations. 1970 with two black hood stripes.	6
Hood, scoops, and fiberglass: proper material and style for year and model. 1970 may have front chin spoiler.	5
Convertible top: proper material for year, black or white.	4
Headlamps and doors: headlamps, clear, legal, matching bulbs by either manufacturer or FoMoCo script. Doors, proper style and finish for year.	4
Fog lights: Lucas with clear lens, mounted below front bumper.	2
Parking, tail, back-up, running, tag lights: original design for year. Taillight frames: outer rim painted black. Back-up light rubber gasket: gray.	3

Bumpers, guards, bolts, and brackets: proper style and finish for year, mounted in original position. Gas splash guard behind front bumper required. Front bumper must have rubber shield.	5
Other chrome trim and molding: including outside mirrors. Proper style and finish for year, mounted in original location.	5
Antenna: rear mount on left side. Some may be in front fender. Round base, screw-in separate cable, retractable with tear drop shaped tip.	2
MCA window decal: required.	1
Windshield, other glass and/or plastic: must be Carlite glass. Convertible rear window, plastic or optional glass. Convertible rear window may not be Carlite or Prestolite.	4
Point deductions for any other items not proper or original.	5

Undercarriage

Undercoating: no undercoating allowed in Concours Trailered Classes only.	5
Undercarriage: Undercoated cars: everything must be covered except drive shaft, transmission, rear end housing, exhaust pipes, mufflers, springs, and plates. Gas tank fully undercoated or have overspray around leading front edge and two sides. Must show some evidence of overspray. Convertible plate must be undercoated. Non undercoated cars: undercarriage primer red oxide, dark gray, or black with some body color and pinch weld paint overspray. Depending on model, sound deadener sprayed in tunnel feathering towards rockers. Convertible plate, black or natural.	15
Wheel wells: Rear wheel housing: blacked out with sound deadener. Body color or black overspray acceptable. Front fender: Top side may be blacked out with sound deadener or show signs of primer and body color overspray. Splash guards, black with some sound deadener. Inner fenders, wheel side, could show blending of body color, primer or engine compartment color with deadener overspray. Lower pinch welds: from front wheel well to rear valance, black or body color if dark color.	5
Rigid fuel and brake lines: steel. Proper natural finish, mounted in original location.	2
Flexible fuel and brake lines: black rubber, original factory markings. Differential vent, black mounted in proper location.	1
Gas tank: original type and finish. May be undercoated as above. Drain plug optional. Some 1970 cars delivered to California may have vapor return systems.	2
Suspension: Natural parts: strut rods, idler arms, pitman, steering box, tie rods, drag links, strut washers, sway bar hardware, PS control valve, steering cylinder, spring seats and spindles, rear leaf springs, shock plates, U-bolts. Coil Springs: black or natural. Control arms: all natural or black with natural ball joint ends. Black: sway bar and front brake backing plates/dust shields. Must have special Shelby-	

only leaf springs.	10
Transmission and linkage: exterior surface natural.	
Inspection plates: black, blue, or natural according to application.	
Automatic filler tubes: black (except GT500 yellow).	
Linkage: natural.	3
Transmission cross brace support: natural.	1
Drive shaft and U-joints: mounted properly. Original type. No grease fittings. Natural finish.	2
Third member: must be 9" unit, painted red oxide primer. May have natural machined surfaces. Attaching bolts, correct finish.	2
Rear end housing: must be 9" unit, painted semi-gloss black.	
Brake backing plates: semi-gloss black.	
Wheel cylinder, brake lines, and mounting bolts: natural.	2
Shock absorbers: early 1969, blue Autolite. Late 1969-70 were white Autolite with Shelby decal. (Both originally made by Gabriel.)	
Driven Concours exception: correct colored	
Motorcraft. mandatory	2
Non Ford shocks. mandatory	4
Wheels: proper size (15 x 7), correct style for year and make. Special cast five-spoke wheels with chrome rim or chrome Magnum 500s.	5
Center caps and lug nuts: correct style for year with proper color center cap inserts on Styled Steel.	5
Tires: proper size and style for year and make. E70 x 15 Goodyear Polyglas standard. F60 x 15 no-size Goodyear were optional early and standard in later production. Radials, optional, correct size only. No P-metric radials allowed.	
Driven Concours exception: original size reproductions.	0
Comparable size radials or belted tires. mandatory	2
All five tires must match except with Space-Saver option.	5
Exhaust system: proper material, correctly mounted with proper attaching hardware. Standard Mustang exhaust for engine with rear collector mounted behind valance with twin center-mount exhaust ports. Aluminized systems accepted. No stainless steel except on Driven Concours. Muffler may be plain with no name if proper style and length.	8
Bushings, grommets, brake adjusting access hole plugs, attaching nuts, bolts, washers, etc: original style and finish.	3
Point deductions for any other items not proper or original.	5

Trunk

Mat and cardboard: proper style and type material mounted in original location. Gray splatter design with burtex backing. All cars with mats have trunk mat underlayment.	4
Taillight cardboard: proper type and gray/blue finish, mounted in original location.	1
Spare tire and wheel: proper type for year and model. Cars with optional wheels may have optional wheel or standard wheel for spare. Wheels: correct finish mounted in original location with clamping parts of original style and finish. Space-Saver, optional. Required inflator bottle. Felt mat between jack and tire required for Space-Saver and Styled Steel only.	4
Jack assembly and lug wrench: original style and finish, mounted in original location.	2

Painted surfaces in trunk: must match exterior color of car. Fastback rear door with folddown is interior color.	3
Trunk weatherstrip and jacking instructions: original style.	2
Taillight body, gas filler neck, trunk latch, flex hose: original design and finish. No worm type clamp. Gas filler neck may be vented.	4
Point deductions for any other items not proper or original.	3

1969-71 Boss Concours Trailered/Driven

Engine Compartment

Battery carrier: including heat shield and attaching parts. 1970-71 must have "L" bracket. If hole is present, must have bracket.	3
Battery: Autolite.	
Driven Concours exception:	
Autolite.	0
Motorcraft or black no-name battery. mandatory	3
All other brands. mandatory	6
Starter solenoid: black Autolite. Correct type, Ford part number, mounted in original location.	3
Battery cables and starter cable: routed in original position.	
Positive cable: red with correct Ford stamped numbers. Terminal end may be tin-dipped or brass.	
Starter and ground cable: black. Autolite with original mounting bracket. Cables printed as original. No paper sleeves except Boss 429.	3
Alternator and starter:	
Alternator: natural color.	
Fan and pulley: natural or dichromate (gold).	
Starter: black.	3
Air cleaner and attaching parts: proper type for model. Painted proper color except with engine dress-up kit. Proper air cleaner decal. 1971, no decal.	4
Engine components to be painted:	
Dark Ford Blue: engine block, heads, thermostat housing, water pump assembly, timing cover, oil pan, oil dipstick tube, oil dipstick handle.	
Black components: fan, fan pulley, crankshaft pulley, alternator bracket.	
Black or natural components: engine mount brackets, harmonic balancer, PS brackets (except aluminum). Carburetor plate color of block or natural. PS pump black or teal blue.	5
Engine components to be natural: bellhousing, accelerator cable and linkage, distributor holddown bracket, alternator spacers, PS spacer. Natural paint may be used as long as part retains original appearance.	5
Engine components to be aluminum: all intake manifold, valve covers (except 1969 Boss 302, chrome).	5
Exhaust manifolds: natural or natural paint. May show engine color overspray. Washer (ramp-lock) style locks as Mustang.	2
Distributor and cap:	
Distributor: Autolite. Proper design and natural finish correct for year and model. Must have vacuum advance.	

Cap: black with raised AUTOLITE letters.	3
Spark plugs and wires: Autolite, with black or orange boots. Properly routed with correct attaching brackets.	
Spark plugs: Autolite. Correct style and type for engine and year.	3
Coil: Autolite. Yellow ceramic top, mounted in correct location with correct black or natural mounting bracket.	2
Fuel lines and attaching parts:	
Rigid lines: original configuration and finish. In original location with proper attaching parts.	
Flex lines: black with original factory markings.	
Clamps: spring style.	2
Carburetor: proper type for year and engine. 1969-70, Holley. 1971, Autolite.	5
Fuel pump: original design. Natural finish and location.	3
Oil filter: engine block color or white with Autolite markings. Motorcraft oil filters with raised Motorcraft logo on top are permitted. Must be painted block color.	2
Emission system:	
1969-70: all with PCV and thermactor. Correct style, finish, and design for year and model.	
Thermactor finishes:	
Natural: pump housing, bypass valve, pulley bolts and hoses.	
Black: adjusting arm, pump rear cover, mounting plate and pulley.	
Block color: bypass valve mounting bracket (302s). Clamps, gold dichromate Wittek type.	
1971: all with PCV and IMCO. All years PCV valve. 1970 California cars and all 1971 must have proper size charcoal canister mounted in proper location and vapor return lines.	8
Bolts in fenders: original color and style. 1969-70, clear cadmium (silver), disc washers. 1971, gold cadmium.	1
Inner fender bolts: 1969-70, clear cadmium (silver). 1971, gold cadmium. Installed in either direction. All must be consistent.	1
Voltage regulator: (non electronic) blue Autolite with rivets.	2
Horns: black. Original design mounted in original location with proper mounting brackets. Horns, passenger side. 1969-70 Boss 429 all and some 302s. 1971, as Mustang, marked "HI" and "LO".	1
Windshield washer assembly, windshield reservoir assembly, mounting brackets, hoses, and pump: original type and finish, mounted in original location. All use plastic container and black washer hose. 1971, concours, #D1TE-CA. Thoroughbred, #D1TE-BA.	2
Fire wall and inner fender panels: painted semi-gloss black. One-piece black export brace on Boss 429 only.	3
Sound deadener: at proper places on fire wall.	1
Underside of hood: same color as car.	1
Hood release, latch, and latch support: original style. Natural only. Latch support painted.	2
Hood hinges and springs: natural (phosphate and oil). 1971 must use proper flat wire springs. Driven Concours may use natural paint.	2
Decals: service specification decal, battery test decal, cubic inch air cleaner decal, Autolite replacement parts decal, emission tune-up decal.	3

Wiring: proper gauge and color code. Mounted in original location with proper attaching clips. Black plastic wrapping must be as original.	3
Master cylinder and power brake unit:	
Master cylinder: black.	
Cap: cadmium plated cap or black. 1971, Trailer Concours: cap must have USE ONLY ESA-M6C25-A BRAKE FLUID CAUTION.	3
Radiator, hoses, and clamps:	
Radiator: Ford type. Painted semi-gloss black. Proper core thickness and black rubber overflow tube.	
Hoses: molded rubber hose of original size and configuration, FoMoCo or Autolite.	
Clamps: wire style with wire staples. Must have fan shroud on radiator.	6
Radiator cap: Autolite. Autolite pressure release caps allowed.	2
Heater hoses and clamps:	
Hoses: black ribbed style. Stripe, 1969-70, orange or yellow. 1971, yellow. All with Autolite logo.	
Hose clamps: pedestal only.	3
Belts: ink stamped, embossed, or debossed. Autolite.	3
Aluminum ID tag: correct location and visible.	1
Point deductions for any other items not proper or original.	5

Interior

Seat style, grain, and seat belts: Mustang seat correct for year. Belts correct for year and model.	5
Door, kick panels, quarter panel, and package tray: correct color and style for interior.	5
Door weatherstrip and scuff plates with proper label: original style and finish in original location. Scuff plate labels, blue.	3
Door hardware: includes latching mechanisms and hinges. Original style mounted in original location.	3
Tire pressure decal: 1969 on left door. 1970 on right door. 1971, right-side door jamb.	1
Painted surfaces, door edges, and jambs: includes door ends and bottom. Painted same as exterior.	2
Windlances and sun visors: not as original.	2
Headliner: proper type and style for car.	2
Carpet: original molded type.	5
Windshield trim, inside mirror, visor brackets: original style and finish, mounted in original location. Flip tab color keyed to interior.	2
Dash covering: not as original.	3
Dash hardware, steering column, and wheel assembly: original factory wheel. No wood wheels, No add-on items, factory or dealer, with proper documentation. Export speedometers may be in kilometers.	4
Radio: Ford. Correct for year. May be AM, AM/FM, or AM/8-track stereo with correct door speakers.	2
Painted surface, dash color: (low luster) correct for year.	1
Underdash area, pedal assembly, fire wall cover, shifter, and console: original style and finish, mounted in original location. If disc or power brakes, pedal must indicate. Console: 1969-70 optional.	4
Point deductions for any other items not proper or original.	5

Exterior

Body workmanship and fit: smoothness of sheet metal, alignment of hood, trunk, doors to body, attachment and alignment of chrome parts to body. ....	.25
No orange peel in paint. up to .....	.3
Spoiler and Sports Slats: front spoiler, ABS plastic. Rear spoilers and rear slats, low-gloss black. Original type and material placed in proper locations. Sports Slats option 1969-70 only. ....	.5
Stripes and exterior decals: original type and material. Placed in proper location. ....	.6
Headlamps and doors: headlamps, clear, legal, matching bulbs by either manufacturer or FoMoCo script. Doors, proper style and finish for year. Concours Driven may use matching halogen headlights with no deduction. ....	.4
Parking, tail, back-up, running, tag lights: original design for year. Back-up light gray rubber gasket. ....	.3
Bumpers, guard, bolts, and brackets: proper style and finish for year mounted in original position. 1969-70 gas splash guard required behind rear bumper. ....	.5
Other chrome trim and molding: including outside mirrors. Proper style and finish for year. Mounted in original location. ....	.5
Antenna: rectangular base, round mast. ....	.2
MCA window decal: required. ....	.1
Windshield and other glass: must be Carlite glass (script or block). ....	.4
Point deductions for any other items not proper or original. ....	.5

Undercarriage

Undercoating: no undercoating allowed in Concours Trailered Classes only. ....	.5
Undercarriage:	
Undercoated cars: everything must be covered except drive shaft, transmission, rear end housing, exhaust pipes, mufflers, springs, and plates. Gas tank fully undercoated or have overspray around leading front edge and two sides. Must show some evidence of overspray.	
Non undercoated cars: undercarriage primer either red oxide, dark gray, or black with some body color and pinch weld paint overspray. ....	.15
Wheel wells:	
Rear wheel housing: blacked out with sound deadener. Body color or black overspray acceptable	
Front fender: top side may be blacked out with sound deadener or show signs of primer and body color overspray. Splash guards, black with some sound deadener. Inner fenders, wheel side, could show blending of body color, primer, or engine compartment color with deadener overspray.	
Lower pinch welds: from front wheel well to rear valance, black or body color if dark color. ....	.5
Rigid fuel and brake lines: steel. Proper natural finish, routed in original location. ....	.2
Flexible fuel and brake lines: black rubber. Original factory markings. Differential vent, black, mounted in proper location. ....	.1
Gas tank: original type and finish. May be undercoated as above. Drain plug, 1969, optional. 1970-71, no drain plug. 1970 cars with DSO 71 or 72	

may have special tank with vapor return system. ....	.2
Suspension:	
Natural parts: strut rods, idler arms, pitman, steering box, tie rods, drag links, strut washers, sway bar hardware, PS control valve, steering cylinder, spring seats and spindles, rear leaf springs, shock plates, U-bolts.	
Coil springs: black or natural.	
Control arms: all natural or black with natural ball joint ends.	
Sway bar: 1969-70, black. 1971, natural. 1970-71 rear sway bar, black. ....	.10
Transmission, linkage, and speedometer cable:	
Exterior surface: natural.	
Shift linkage: natural. Manual shift linkage must have lower boot.	
Speedometer cable: must have correct housing and of proper type. Boss 351 and Drag Pak cars must have speed reducer. ....	.3
Transmission cross brace support: natural. ....	.1
Drive shaft and U-joints: mounted properly. Original type, no grease fitting, natural finish. ....	.2
Third member: must be 9" unit, painted red oxide primer. May have natural machined surfaces. Attaching bolts, correct finish. ....	.2
Rear end housing: must be 9" unit, painted semi-gloss black.	
Brake backing plates: semi-gloss black. Wheel cylinder, brake lines, and mounting bolts natural. ....	.3
Shock absorbers: black Autolite.	
Driven Concours exception:	
Black Motorcraft. mandatory ....	.2
Non Ford shocks. mandatory ....	.4
Wheels: proper size and correct style for year and make. ....	.5
Hubcaps, center caps, trim rings, and lug nuts: correct style for year with proper size center cap on Magnum 500s. ....	.5
Tires: proper size and style for year and make. Radials, optional, correct size only. No P-metric radials allowed.	
Driven Concours exception:	
Original size repros. ....	.0
Comparable size radials or belted tires. mandatory ....	.2
1969 F60 x 15 BSW.	
1970-71 F60 x 15 BSW with raised white letters.	
All five tires must match except with Space-Saver option. ....	.5
Exhaust system: proper material, correctly mounted with proper attaching hardware. Muffler may be plain with no name if proper style and length. Aluminized systems accepted. No stainless steel except on Driven Concours. ....	.8
Bushings, grommets, brake adjusting access hole plugs, attaching nuts, bolts, washers, etc.: original style and finish. ....	.3
Point deductions for any other items not proper or original. ....	.5

Trunk

Mat and cardboard: proper style and type material mounted in original location. Mat, 1969-70, gray splatter design with burtex backing. 1971, no mat. All cars with mats have trunk mat underlayment. ....	.3
Spare tire and wheel: proper type for year and model.	

Cars with optional wheels may have optional wheel or standard wheel for spare.

Wheels: correct finish, mounted in original location with clamping parts of original style and finish. Space-Saver wheel optional. Required inflator bottle. Felt mat between jack and tire required for Space-Saver and Styled Steel only.
1971, F78 x 14 Space-Saver only. 3

Jack assembly and lung wrench: original style and finish mounted in original location. 3

Painted surfaces in trunk: must match exterior color of car except fold-down door or rear seat hardware. 1969-70 Boss 302s have low-gloss black overspray. 1971, all dark gray spatter paint on

trunk floor. Paint must cover galvanized plugs and have overspray on filler boot. 3
Trunk weatherstrip and jacking instruction: original style. 2
Taillight body, gas filler neck, trunk latch, flex hose: original design and finish. No worm-type clamp. 4
Point deductions for any other items not proper or original. 3

**The End
At Last!**

Judging Tests

Have you considered trying your hand at judging? Perhaps you've helped out at a few local shows and now you think you're ready to judge at the larger shows. If so, the MCA wants you! There is always a need for certified judges whether at MCA-sanctioned national events or regional shows and events. Contact the appropriate person listed below for your certification test, and test your knowledge.

1964 1/2 - 65 and 1966

Jim Fannin
RR 3, Box 109
Bloomington, IL 61704
(309) 829-3359

1967-68

Dave Zimmerman
6 Tainter St., Box 213
Peapack, NJ 07977
(908) 234-0535 (6 - 9 p.m. Eastern)

1969-70 and Boss

Wes Alford
7537 Cross Village Dr.
Germantown, TN 38138
(901) 755-7018

1971-73

Tom Podemski
1526 Calvert St.

South Bend, IN 46613
(219) 289-1920 (eve. & weekends)
(219) 234-5419 Fax

(John Stastny is an assistant test administrator for 1973-73 and Boss 351.)

Shelby

Jeff Speegle
1223 Huntington
Manteca, CA 95336
(209) 239-6050

Street Driven

Jack Penn
1605 Jones Ave.
Duncan, OK 73533
(405) 255-4277
(405) 255-0174 Fax

1974-78

Tom Podemski
1526 W. Calvert St.
South Bend, IN 46613
(219) 289-1920 (eve. & weekends)
(219) 234-5419 Fax

1979-93 and Saleen

Randy Church
P.O. Box 318
Mt. Airy, GA 30563
(706) 776-7379

(Stuart Akers is an assistant test administrator for Saleen.)

1994-Up

Jack Boscic
7206 Goddard
Shawnee, KS 66203
(913) 631-2027 (6 - 9 p.m. Central)

*To all the individuals who worked tirelessly to make the revised
1997-98 Mustang Club of America Judging Rules
a reality, you have my heartfelt thanks and appreciation.
Without the dedication of such members our organization would not
be able to enjoy a reputation as having
the finest Mustang judging rules available anywhere.*

*With sincere thanks,
Floyd Scranton
National Head Judge*

J.C. Taylor Antique Auto Insurance Information Sheet

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

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

Applicant _____ Date of Birth _____ Occupation _____

Address _____ Zip _____

Phone Number () _____

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

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

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

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

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

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

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

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

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

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

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

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

Physical Damage

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

Physical Damage (Collision)—Annual Rate—\$0.35 per \$100 of insurance for each vehicle. NO DEDUCTIBLE. 25 yrs. or older
(Note—Collision is not written as a singular coverage but is available with Comprehensive.)

Physical Damage (Comprehensive Includes Fire and Theft)—\$0.70 per \$100 of insurance for each vehicle. Less than 25 yrs.

Physical Damage (Collision)—\$0.70 per \$100 of amount of insurance for each vehicle. Less than 25 yrs.

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

ANTIQUE AUTOS TO BE INSURED

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

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

Use separate sheet for additional cars to be insured.

An application may be forwarded to you for additional information.

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

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

NOT AVAILABLE IN ALL STATES.

Signature: _____ Date: _____

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

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



320 South 69th Street
Upper Darby, Pennsylvania 19082

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

Event Calendar

1997 MCA National Events

May 2-4, 1997

Virginia Beach, Virginia
Hosted by the Southeastern Virginia Mustang Club.

May 16-18, 1997

The "Western National Event" originally scheduled for this date in Vacaville, California, has been canceled.

ChangeChangeChangeChangeChange

The national show in the state of Washington has been changed. Please see show flyer this issue.

July 11-13, 1997

Olympia, Washington
Hosted by the Mustangs West Car Club
Contact: Mark Folden (360) 736-5722

ChangeChangeChangeChangeChange

August 8-10, 1997

You are invited to the First Tennessee Regional Group of the Mustang Club of America 20th Anniversary National Show and Swap Meet. The event will be held at the new MeadowView Conference Resort and Convention Center in Kingsport, Tennessee. For further information call Bob Davis (423) 323-2262 or Max Epps, Show chairman (423) 357-6421.

August 29-31, 1997 Grand National

Mustang, Oklahoma
Hosted by the Oklahoma Mustang Club

Shows at a Glance

May 3	Union City, GA
The TARA Mustang Club	(770) 471-4927
May 10	Huntsville, AL
Rocket City Mustang Club	(205) 751-0542
May 11	Newark, DE
First State Mustang Club	(302) 738-5402
May 17	Rocky Mount, NC
Tarheel Mustang Club	(919) 446-6639
May 17	Bessemer, AL
Birmingham Mustang Club	(205) 424-8742
May 17	Augusta, GA
CSRA Mustang Club	(706) 790-9557
May 18	Centereach, L.I., NY
Long Island Mustang Club	(516) 349-0120
May 18	Dayton, NJ
Garden State Region Club	(908) 469-4169
May 18	Delmar, DE
Lower Delaware Mustang Club	(302) 284-8199
May 18	Virginia Beach, VA
Mustang Club of Tidewater	(757) 420-1489

May 18	Cudahy, WI
Wisconsin Early Mustangers	(414) 567-2622
May 25	Kimberton, PA
Valley Forge Mustang Club	(610) 363-7589
May 25	Sumter, SC
Central SC Regional Group	(803) 258-3839
June 1	Van Nuys, CA
Mustang Owner's Club	(818) 991-6937
June 1	Terre Haute, IN
Wabash Valley Mustang Club	(317) 832-8080
June 7	Calhoun, GA
Cherokee Regional Club	(706) 629-9176
June 7	Harrison, AR
Ozarks Regional Mustang Club	(501) 743-6342
June 8	Manchester, CT
Mustang Car Club of New England	(508) 674-5462
June 8	St. Louis, MO
Show-Me Mustang Club	(314) 828-5781
June 8	Decatur, IL
Central Illinois Mustangers	(217) 546-7337
June 14	Winchester, KY
Bluegrass Mustang Club	(606) 273-8866
June 15	Boalsburg, PA
Centre Region Mustang Club	(814) 238-7792
June 20-22	Indianapolis, IN
Mustang Club of Indianapolis	(317) 244-6558
June 21	Pella, IA
Southern Iowa Mustang Club	(515) 628-2751
June 21	Milpitas, CA
Vintage Mustang Owners Assoc.	(408) 227-1078
June 28	N. Wilkesboro, NC
Gate City Triad Mustang Club	(910) 838-4155
June 29	Jefferson City, MO
Central Missouri Mustang Club	(573) 893-3027
July 5	Albuquerque, NM
Rio Grande Mustang Club	(505) 294-7902
July 11-12	Dublin, OH
Classic Mustang Club of Ohio	(614) 895-7059
July 13	Hackettstown, NJ
Garden State Region Club	(201) 933-6915
July 19	Alton, IL
Southern Illinois Must. Assoc.	(217) 839-2058
July 19-21	Bellevue, WA
Mustangs Northwest	(206) 298-3604
August 1-2	Wichita, KS
South Central Kansas Club	(316) 522-7682
August 2	Chesapeake, VA
Mustang Club of Tidewater	(757) 548-8734
August 3	Bourbonnais, IL
Northern Mustang Corral	(815) 932-5285
August 3	Cincinnati, OH
Tri-State Mustang Club	(513) 874-7441
August 9-10	Muncy, PA
North Central Mustang Club	(717) 584-5547

August 10 **Livonia, MI**
 Mustang Owners Club of
 Southeastern Michigan (313) 728-3685

August 16 **South Bend, IN**
 Michiana Mustangs (219) 874-4488

August 17 **Coopersburg, PA**
 First Pennsylvania
 Mustang Club (610) 252-6264

September 14 **Newark, DE**
 First State Mustang Club (302) 738-5402

September 19-21 **Channel Islands, CA**
 Mustang Owner's Club (818) 991-6937

September 19-20 **Amarillo, TX**
 Texas Panhandle Mustang Club (806) 353-0164

September 20 **Cherokee, NC**
 Northeast Georgia Mustang Club (770) 938-5177

September 21 **Randolph, NJ**
 Garden State Region Club (210) 267-7146

September 26-27 **Nashville, TN**
 Music City Mustang Club (615) 790-7817

October 11 **Lynchburg, VA**
 Lynchburg Area Mustang Club (804) 239-1594

MCA Events

May 3 **Union City, GA**
 The TARA Mustang Club hosts the 5th Annual Mustang Show at Shannon Southpark Mall sponsored by Gene Evans Ford. I-85 South and Highway 138 in Union City, Georgia. Modified MCA judging rules. Registration from 9 a.m. until noon. Show hours 10 a.m. - 5 p.m. Awards 4:30 p.m. Open to all Mustangs, Shelbys, Cobras, and special interest Fords. For more information, call Kenny Newcombe (770) 471-4927 or Micki Wright (770) 914-9827.

May 10 **Huntsville, AL**
 Rocket City Mustang Club to host the 17th Annual Mustang & All-Ford Show & Swap Meet sponsored by Woody Anderson Ford and Sears. To be held in Sears parking lot of Madison Square Mall (Hwy. 72) University Drive and Rideout Road. Free admission to spectators. For more information contact Vickie Denton (205) 751-0542, Pat Tompson (205) 828-7275, or Jim Picard (205) 379-3681.

May 11 **Newark, DE**
 The First State Mustang Club is sponsoring an All Ford Popular vote show at Winner Ford on Cleveland Ave. Trophies for 27 classes, including four modified. Registration is \$10.00 per vehicle. For further information contact Rick Langshaw (302) 738-5402.

May 17 **Rocky Mount, NC**
 The Tarheel Mustang Club will hold its 11th Annual

Mustang and All Ford Show at Tarrytown Mall in Rocky Mount, North Carolina. This is an MCA regional event. All cars will be judged and trailered cars will be judged separately. Entry fee is \$20 with proceeds going to Boy Scout Troop 9108. For information call Bill (919) 446-6639, Don (919) 398-4405, or Kevin (919) 237-7024 after 6p.m. EDT. Door prizes will be awarded. Show hours 8 a.m. - 4 p.m.

May 17 **Bessemer, AL**
 The Birmingham Mustang Club and the Alabama Regional Shelby American Auto Club will host the 11th Annual Spring Car Show and Shine at Long Lewis Ford in Bessemer, Alabama. All Mustangs and Fords welcome! Registration is \$5. For information contact Joe Molina (205) 424-8742, Geary Beaulieu (205) 979-3865, or John Farr (205) 734-2613.

May 17 **Augusta, GA**
 CSRA Mustang Club and Bobby Jones Ford will host "benefit" Mustang and Ford-powered Car Show at the Sam's Club Warehouse parking lot, 596 Bobby Jones Expressway from 8 a.m. until 4 p.m. Dash plaques, trophies, door prizes, auction, vendors, and live band. Admission free to the public. For information call (706) 790-9557, (706) 855-5783 or write to Car Show c/o Beverly Prewitt, 4399 Forrest Dr., Martinez, GA 30907 or E-mail GTPONY94@AOL.COM.

May 18 **Delmar, DE**
 The Lower Delaware Mustang Club hosts the 2nd Annual Super Ford Sunday at U.S. 13 Dragway. (Rain date, May 26.) People's Choice, club participation award, 27 classes, dash plaque for first 200 show cars, all brand drag races throughout the day. For show information contact Ernie Baynum (302) 284-8199 (Ebaynum@BDSNET.com), Adham Ramese (410) 860-9584 (Aramses@DMV.com), Ken Cannon (302) 422-2179.

May 18 **Virginia Beach, VA**
 The Mustang Club of Tidewater is hosting the Annual Spring Car Show at the Super K-Mart on Holland Road. This show is open to vehicles of all makes and models. For more information, please call Marshall Winslow at (757) 420-1489.

May 18 **Cudahy, WI**
 The Wisconsin Early Mustangers and Ed Witt's Venus Ford announce the 15th Annual All Ford Show and Swap Meet at 2727 E. Layton Ave. Dash plaques to the first 250 entries. Over 75 trophies in 29 classes. Show registration \$6.00 (preregistration before May 1, \$4.00). For information call (414) 567-2622 or

Event Calendar

write The Wisconsin Early Mustangers, 2511 W. Carrington Ave., Oak Creek, WI 53154.

May 18 Dayton, NJ
The Garden State Region Mustang Club presents the Fourth Annual Mustang & Fords Spring Round-Up at Dayton Ford, Route 130, Dayton, New Jersey, on Sunday, May 18, 1997; rain date Sunday, June 1, 1997. Registration opens at 9:00 a.m., judging starts at noon. For show information contact: Sue Danner (908) 469-4169 or Ken Olsen (201) 368-2832.

May 18 Centereach, Long Island, NY
The Long Island Mustang and Shelby Owners Club is proud to announce the 14th Annual Mustang Showdown at McCarville Ford, 2686 Middle Country Rd., Centereach, Long Island, New York 11720. There will be classes for all Mustangs, classics, and late models, Saleens, and SVTs. For show information contact Phil at (516) 349-0120 or Mike at (516) 628-8615.

May 25 Kimberton, PA
The Valley Forge Mustang Club will hold its 16th annual car show at the Kimberton Fairground, Rt. 113 (south of Phoenixville, Pennsylvania). The trophies are sponsored by Sloan Ford. 1965-73 judged and 1974-present popular ballot. For more information and flyer, write VFMC, 322 Colonial Drive, Exton, PA 19341 or call (610) 363-7589 after 5 p.m.

May 25 Sumter, SC
The Central South Carolina Regional Group is hosting the McLaughlin All Ford Show on May 25. The show will be held at McLaughlin Ford of Sumter and is open to all Ford and Ford-powered makes and models. For more information, write Central South Carolina Regional Group, P.O. Box 2614, Columbia, SC 29202 or call Dave Phillips at (803) 258-3839 or Donna Bailey at (803) 635-7032.

June 1 Terre Haute, IN
The Wabash Valley Mustang Club presents the 2nd Annual March of Dimes Benefit Car Show at the Rose-Hulman Institute of Technology Campus in Terre Haute, Indiana. Participant voting, many prizes and activities, over 20 classes (Ford and Special Interest). For additional information call Carol Wallace (317) 832-8080.

June 1 Van Nuys, CA
Mustang Shoot-out Car Show hosted by the Mustang Owner's Club of California, an MCA regional club. Factory stock and personalized classes. Mustangs

from 1964 1/2 - 1997. Information: MOCC (818) 991-6937.

June 7 Calhoun, GA
Cherokee Regional Mustang Club will host their 17th Annual Mustang Show at Parkway Ford in Adairsville, Georgia. Classes for all Fords, Mustangs, Cobras, Shelys, and Saleens. For more information call Richard Jones (706) 629-9176 or Barry Hobgood (706) 629-1967.

June 7 Harrison, AR
Ozarks Regional Mustang Club hosts the 3rd Annual Mustang and Open Car Show at Wal-Mart Supercenter, Highway 62-65 North, Harrison, Arkansas. Modified MCA rules and classes for Mustangs and 25 open classes. All vehicles judged. Registration 8 - 11 a.m. Awards 3:30 p.m. Preregistration \$12, day of show \$15. Music and door prizes throughout the day. Call Rhonda Prouty at (501) 743-6342 or Gary Richart (501) 741-6845.

June 8 Manchester, CT
20th Annual Spring Round-up hosted by the Mustang Car Club of New England at Mustangs Unlimited, 185 Adams Street, approximately one mile south of I-84 at Exit 62. Three divisions, 24 classes, for all years of Mustangs, Shelys, Cougars, and special interest Fords, stock modified or custom. Entry fee \$10. Spectators free! (Sorry no vendor spaces.) Information MCCNE (508) 674-5462 anytime including day of show, or Joe Dinella (203) 348-3144 (days), (203) 322-4916 evenings.

June 8 St. Louis, MO
All-Ford Car Show hosted by the Show-Me Mustang Club and Lou Fusz Ford, Chesterfield, Missouri. Classes for all Fords, three trophies per class, barbecue, etc. For further information contact Jim Sills (304) 828-5481.

June 8 Decatur, IL
The Central Illinois Mustangers will host their 19th Annual Mustang/All Ford Show at Northtown Ford, 455 Pershing Road, Decatur, Illinois from 8 a.m. until 3:30 p.m. As a judged show, trailered cars will be separated from street cars. For additional information contact Mark Patrick (217) 546-7337 or Floyd Scranton (217) 877-0604.

June 14 Winchester, KY
The Bluegrass Mustang Club will present the Annual Father's Day Show at Cole Ford/Mercury, 1010 Bypass Road in Winchester, Kentucky, 9:00 a.m. until 4:00 p.m. Door prizes will be awarded. Trophies for the top 50. For more information con-

tact Todd Glenn at (606) 273-8866 or fax (606) 245-1783, Norm Bush at (606) 745-1428 or Cole Ford at (606) 744-8878.

June 15 Boalsburg, PA
 Father's Day Ford Show hosted by the Centre Region Mustang Club. This annual event will be held at the PA Military Museum, Rts. 322 and 45, three miles south of State College, PA. Many past participants say this is one of the nicest locations for a car show. Open to all antique and classic Ford vehicles including trucks and Ford-powered street rods, and with 19 classes of vehicles, this is the only all-Ford show in Central Pennsylvania. Registration fee-spectators admitted free! Food available. Museum admission, door prizes, goody bags, and dash plaques (first 100 entrants) and much more. Information - Dan (814) 238-7792 or Ray (814) 353-0494.

June 20-22 Indianapolis, IN
 The Mustang Club of Indianapolis will hold their 18th Annual Mustang and All Ford Show and Swap Meet across from the Brickyard Golf Resort and Inn at the Indianapolis Motor Speedway. Suppliers and vendors are welcome. Over 130 awards will be presented. For additional information contact Tim Neeley (317) 244-6558, Jerry Sullivan (317) 244-2935, or Rita Merrick (317) 888-0224.

June 21 Milpitas, CA
 20th Annual Vintage Mustang Owners Association at the Great Mall of the Bay (former site of the San Jose Ford assembly plant). Information - Mel (408) 227-1078 or Jim (408) 970-0773.

June 21 Pella, IA
 2nd Annual Southern Iowa Mustang Club All Ford Show and Swap, Business 163 E. in Pella, (next to Wal Mart). Classes for all Ford powered vehicles. For information contact Bill (515) 628-2751 evenings.

June 28 N. Wilkesboro, NC
 Yadkin Valley Motor Company and the Gate City Triad Mustang Club will host a Mustang show at Yadkin Valley Company, 1422 Second St., N. Wilkesboro, North Carolina. All classes and modified judging from 8:30 a.m. until 3 p.m. For further information contact John Kilby (910) 838-4155, (910) 838-4286 fax, or YVMC1915@AOL.com E-mail.

June 29 Jefferson City, MO
 The Central Missouri Mustang Club presents the annual All Ford Car Show at Capital Mall in Jefferson City, Missouri. A total of 23 classes which include 13 Mustang classes. Participant judged.

Registration 9 a.m. until noon, \$12 includes t-shirt to first 120. Vendors welcome at \$12, cars for sale \$12. Over 135 entries historically; event follows Super Cruise, largest cruise in Missouri, over 300 cars. For information call Stu Dunkel (573) 893-3027.

July 5 Albuquerque, NM
 The Rio Grande Mustang Club "Mustang Enchantment '97" Car Show. All classes of Mustangs including Special Interest Fords. MCA and modified MCA rules judged and participant voting. Vendors welcome. Door prizes. Show and banquet at the Pyramid Crown Plaza Hotel. For information contact Frank (Mac) McMullan (505) 294-7902, Walt Gerhard (505) 872-0916, or Wally Short (505) 299-4573.

July 11-12 Dublin, OH
 Mustang Show, over 20 classes as the featured marquee at the Annual Arthritis Foundation Friday Nite Cruise and Saturday Show at Wyndham Hotel, formerly Stouffers. Mustang show hosted and judged by Classic Mustang Club of Ohio. For information contact Mark Morley (614) 895-7059.

July 13 Hackettstown, NJ
 The Garden State Region Mustang Club will host Fords of Summer '97 at Knechel Ford, 100 Main Street (Route 46), Hackettstown, New Jersey. There will be judging by owner's ballot. (Rain date July 20.) For additional information contact Mike DeLiberto (201) 933-6915 or Dave Zimmerman (908) 234-0535.

July 19 Alton, IL
 20th Annual Mustang Round-Up. Open to all Mustangs and Fords. Hosted by Southern Illinois Mustang Club and Roberts Ford at Alby Street and Homer Adams Parkway (Route 3 and Route 111), Alton, Illinois. For information, please call Jay Reid (217) 839-2058 or Ollie Schwallenstecker (618) 585-3081.

July 19 - 21 Bellevue, WA
 Mustangs Northwest presents "Roundup '97", the 17th Annual Mustang Roundup and All Ford Picnic. Host hotel - Best Western Bellevue Inn, 11211 Main Street, Bellevue. July 19 - judged show; preregistration required at \$30 per car. July 20 - people's choice show; \$10 per car at gate. July 21 - open track event at SIR; \$75 per car. (Schedule permitting, Steve Saleen will be giving three hot laps for \$25 with proceeds going to the Alpine Boys Ranch in Leavenworth.) For additional information, call or write Mustangs Northwest, P.O. Box 53145, Bellevue, WA 98015, (206) 298-3604.

Event Calendar

August 1 - 2 **Wichita, KS**
Annual Mustang and Ford-Powered Car Show & Swap Meet. Hosted by South Central Kansas Mustang Club, held indoors at the Kansas Coliseum Pavilion, Wichita, Kansas. Judged Mustang classes. All Ford vehicles welcome. For information call Rick (316) 522-7682 or Mike (316) 682-3484.

August 2 **Chesapeake, VA**
The Mustang Club of Tidewater is hosting its Annual Mid Atlantic Car Show at the Chesapeake City Park on Greenbrier Parkway. This show is open to vehicles of all makes and models. For more information, please call Bill Saddler at (757) 548-8734.

August 3 **Bourbonnais, IL**
Northern Mustang Corral hosts its 7th Mustang and Ford Show. 32 classes, 22 for Mustangs alone. Music and games; food on site and restaurants within walking distance. Dash plaques for the first 100 cars. Participant judging, well organized. Modified MCA rules per inspection for class, club discretion for classes. Recommended hotels in walking distance of shopping mall. \$10 registration fee, \$8 preshow post-marked by July 26. At Court Street Ford, 558 Latham Dr. For more information call Terry Hebert (815) 932-5285 or Jeff Henderson (815) 476-0108.

August 3 **Cincinnati, OH**
17th Annual All-Ford Show hosted by the Tri-State Mustang Club at Eastgate Mall, I-275 at State Route 32 (Exit 63B - Batavia) Rt. 32 to Eastgate Blvd. Open to all Mustangs and Ford-powered cars. For information call Gene Kennedy (513) 874-7441 or Farrel Buis (513) 821-4928.

August 9-10 **Muncy, PA**
The North Central Mustang Club presents "Fords at the Mall" All Ford-Powered Car Show. 36 Mustang and Ford-powered show classes, SCCA autocross, door prizes, vendors, pig roast, etc. For information contact Tom Shreiner (717) 584-5547 or Rod Dieffenbacher (717) 435-0807.

August 10 **Livonia, MI**
Mustang Memories hosted by the Mustang Owners Club of Southeastern Michigan at historic Wilson Barn in Livonia, Michigan. Over 300 cars present for the 1996 event. For information call (313) 728-3685.

August 16 **South Bend, IN**
Michiana Mustangs will host the 14th Annual All-Mustang Show at Montgomery Wards Auto Express, 1390 E. Ireland Rd. in the Scottsdale Mall, South Bend, Indiana. Judged and participant voting divi-

sions, dash plaques, door prizes. For more information, contact Bob Christena (219) 874-4488, Vic Garrison (219) 326-8773, or Carl Kindig (219) 256-2173.

August 17 **Coopersburg, PA**
The First Pennsylvania Mustang Club hosts the 21st Annual Antique and Classic Car Show at Southern Lehigh Living Memorial Park on Rt. 309 in Coopersburg, Pennsylvania. For further information contact Carol Kish at (610) 252-6264.

September 14 **Newark, DE**
The First State Mustang Club is sponsoring an All Ford Popular vote show at Winner Ford on Cleveland Ave. Trophies for 27 classes, including four modified. Registration is \$10.00 per vehicle. For information contact Rick Langshaw (302) 738-5402.

September 19-20 **Amarillo, TX**
Ford Fun-Day '97 Annual Car Show and Swap Meet with pony corral hosted by the Texas Panhandle Mustang Club and John Chandler Ford. For information contact Bill Howell (806) 353-0164 or Jerry James (806) 293-2447.

September 19-21 **Channel Islands, CA**
18th Annual West Coast MCA Regionals. Hosted by the Mustang Owners Club of California at the Casa Sirena Resort on the Water. Friday night social/square dance, Saturday show and awards banquet. Information: MOCC (818) 991-6937.

September 20 **Cherokee, NC**
Cherokee in the Fall. The Northeast Georgia Mustang Club hosts the 24th annual Shelby-Mustang Meet in Cherokee, North Carolina. Classes for all Shelybs, Cobras, Mustangs, and Saleens. For more information contact Butch Hollingsworth at (770) 938-5177.

September 21 **Randolph, NJ**
The Garden State Region Mustang Club presents the Eighth Annual Fords at Trebour Mustang & Ford Car Show at Jack Trebour Ford, 906 Route 10 West, Randolph, New Jersey, on Sunday, September 21. Rain date September 28. Registration opens at 9a.m., judging starts at noon. To ensure a place on the field at this very popular show, early registration is encouraged. For show information contact: Ed Gaczek (201) 267-7146 or Wendy Bradshaw (201) 666-8022.

September 26-27 **Nashville, TN**
Music City Mustang Club hosts the 17th Annual

Show and Swap Meet at the Sears Parking lot, Cool Springs Mall, 12 miles south of Nashville. Hospitality dinner Friday night. Registration Friday from 1 p.m., Saturday from 8 a.m. Contact Joe Spivey (615) 790-7817 or Jim Chism (615) 446-0520.

October 11 **Lynchburg, VA**
The Lynchburg Area Mustang Club presents the Lynchburg Area Mustang Show at the Forthill Village Shopping Center in Lynchburg, Virginia. For information contact Owen Tomlinson (804) 239-1594 after 3 p.m.

Non MCA Events

May 2-4 **Las Vegas, NV**
8th Great American Classics Event Car show at Ford Country, Valley Auto Mall. Hosted by Mustang Club of Las Vegas. For information and registration package write Phil and Candy White, 8017 Harbor Oaks Circle, Las Vegas, NV 89128 (702) 869-8430.

May 10 **Clarksville, IN**
Falls City Mustang Club will host its annual Mustang and All Ford Show at the River Falls Mall, parking lot, located on Hwy. 131, Clarksville, Indiana. The event is sponsored by Norton's of Louisville, Ky. Registration and a tour of the Ford Truck Assembly Plant Friday evening. Special rates at Holiday Inn Lakeview (812) 283-4411. Dash Plaques and show T-shirts all preregistered. 35 classes and special awards. For more information contact Dave Creamer (812) 948-6257 or Charlie Smith (812) 283-6543.

May 18 **Roanoke, VA**
The 9th Annual Mustang Round-Up hosted by the Roanoke Valley Mustang Club held next to Tire America at Valley View Mall. Entry fees are \$10 until May 1 then \$15; \$20 vendors. Registration from 8 a.m. - 11 a.m. the day of show. Classes for all years of Mustangs including Popular Vote, Special Interest, and Modified. Swap meet and concessions available. Portion of proceeds go to The Rescue Mission of Roanoke, Inc. For more information call (540) 772-4696 or (540) 977-2206.

June 1 **Canada**
Forest City Ford Club at Grand Bend Drag Strip. All proceeds to Track 3 Skiing For The Disabled. Information: Paul Prince (519) 641-8011.

June 12-15 **Steamboat Springs, CO**
1997 Rocky Mountain Mustang Roundup Committee representing six Denver area Mustang clubs presents the 9th Annual Rocky Mountain Mustang

Roundup in Steamboat Springs, Colorado. For information call Lynn Kay at (303) 451-9296 or Joe Miklos at (303) 424-2002.

June 14 **Grand Rapids, MI**
16th Annual Mustang and All-Ford Car Show & Swap Meet hosted by the West Michigan Mustang Club at Tony Betten Ford, 3/4 mile north of I-96, Exit 33 (Plainfield Ave.). Information: Ron Stratton, 3835 E. Norwalk, Grand Rapids, MI 49508, (616) 246-6919 or Ron Wilton (616) 455-3836.

June 21-22 **Canada**
Forest City Ford Club presents Fourth Ontario All Ford Extravaganza at Fanshawe Conservation Area. Proceeds to Sunshine Foundation and other charities. Information: Paul Prince (519) 641-8011.

June 29 **South Burlington, VT**
Third Annual All Ford Show hosted by the Green Mountain Mustang Club to be held at Heritage Ford, Shelburne Road, South Burlington, Vermont. Trophies and door prizes. For information call Ken Atkins (802) 655-1280 or David Hillman (802) 985-9523.

July 5 **Deadwood, SD**
Second Annual Mustang Show, Shine & Cruise hosted by Rapid Mustang Club of the Black Hills. Room reservations only (800) 695-1876. Show information (605) 343-2734, evenings.

July 27 **Port Orchard, WA**
The Kitsap Mustang Club will hold its annual Participants Choice Mustang Show "Mustangs on the Waterfront". Registration is \$10 per entry. Preregistration (by July 15) is \$8 per entry. Spectators are free. Hours are 10 a.m. - 4 p.m. No trailered vehicles please. For car show information contact Tony Jaramillo at (360) 379-1000 or Ole Watson at (360) 876-1577. Or write Kitsap Mustang Club, P.O. Box 3024, Bremerton, WA 98310.

August 2 **Owensboro, KY**
The 18th annual Owensboro Antique Auto Show will be held on the campus of Owensboro Community College. Four Mustang classes, along with classes for production cars 1900-1997. Each entry has a chance to win a set of Goodyear tires. For information contact Bob at (502) 685-4205.

August 9 **Cody, WY**
8th Annual BHBMA Mustang Auto Show. People's Choice awards, trophies awarded in seven classes of Mustangs. Also Ford-powered cars and trucks.

Event Calendar

Gateway to Yellowstone Park. For information contact BHBMA, P.O. Box 606, Cowley, WY 82420, (307) 548-6836 or (307) 527-7447.

August 16 **Galesburg, MI**
Fifth Annual All Ford Car Show & Swap Meet at Advantage Ford in Galesburg, Michigan. Sponsors are Mid Michigan Mustangs and Advantage Ford. For information contact John Newberry, 82 N. Main St., Quincy, MI 49082, (517) 639-4703 after 4 p.m.

August 24 **Wisconsin Dells, WI**
12th Annual Dells All Ford Show. Sponsored by the Dells Auto Museum and the Northwoods Region SAAC. Vehicles must be Ford or Mercury powered. Show held on Museum grounds in Wisconsin Dells. Dash plaques to first 125 cars. Trophies awarded for various popular vote classes. Disc jockey 39 and Holding, door prizes and food available. For information contact Lance (414) 648-2151 (days) or (414) 648-8762 (nights).

August 29-31 **Spokane, WA**
18th International Mustang Meet at Riverfront Park

in downtown Spokane, Washington, hosted by the Inland Empire Mustang Club. Classes for all Mustangs, stock and modified. For more information, contact Steve at (509) 327-1201 or Jim at (208) 687-2429 or mail P.O. Box 13591, Spokane, WA 99213.

September 6 **Kokomo, IN**
The Kokomo City of Firsts Mustang Club will host the 14th annual Mustang Show and Swap Meet at Kokomo Auto World, formerly Kokomo Ford Dealer, 8 a.m. - 4 p.m. with registration from 8 a.m. - 10 a.m. First, second, and third place awards in 20 Mustang classes. Voting will be by participants only. All vendors are welcome with free set-up space. For more information contact Kenneth Thompson at (765) 457-8717.

If your club has an event planned for 1997, send us all the pertinent details for inclusion in this calendar. Please keep the listing as brief as possible. And be sure to allow plenty of time before the event dates (a good rule of thumb is 60 to 90 days.) Also, be sure to indicate whether or not your club is MCA affiliated.

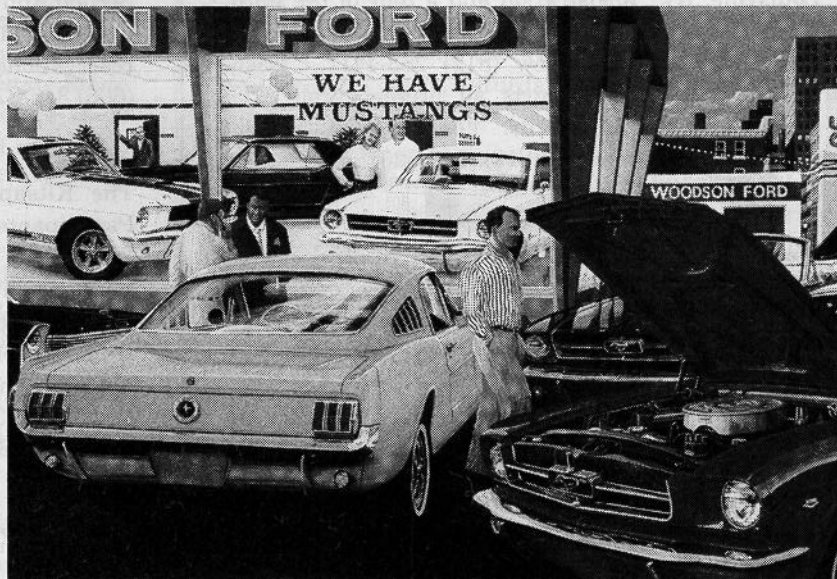
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This newest print by award winning artist David Snyder recalls the excitement of the introductory year of the Ford Mustang. "We Have Mustangs" is produced in a limited edition of 500 plus 50 artist proofs. Each print is inspected, signed, and numbered by the artist. The image measures 17 1/2" x 26" on 22" x 28" acid free stock.

This print would make a great addition to any den or rec-room and would make a valued gift. David Snyder is known for his historic accuracy and fidelity of detail and this print is no exception.

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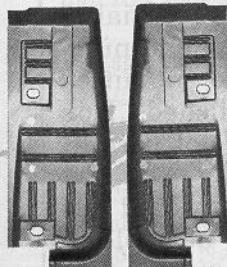
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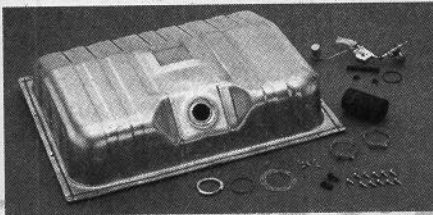


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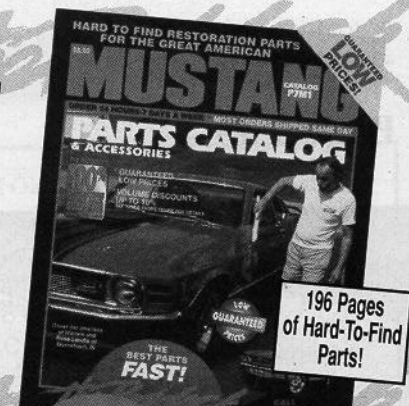
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These caps fit the 65-66 style steel wheels. They are blue in color which is not original, but they do class up the wheels if you prefer these to the original red.

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These air cleaner housing assemblies are available for both 65-66 6 cylinder and V8s as well as 67 6 cylinder.

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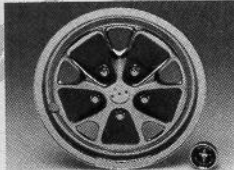


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65-68	Front or rear	89.95
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Simulated Wheel Covers

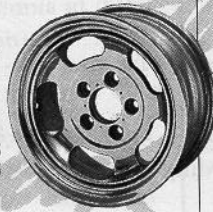
Now available are simulated wheel covers that appear to be styled steel wheels. Super chrome look with great detail. Includes center caps.

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The polished aluminum wheels that were used on many 73 Mustangs are now available. Only the wheels are available and the lugs and center caps are not included.

73	M73 14x6ea.	174.95
73	M734 14x6set of 4	629.95



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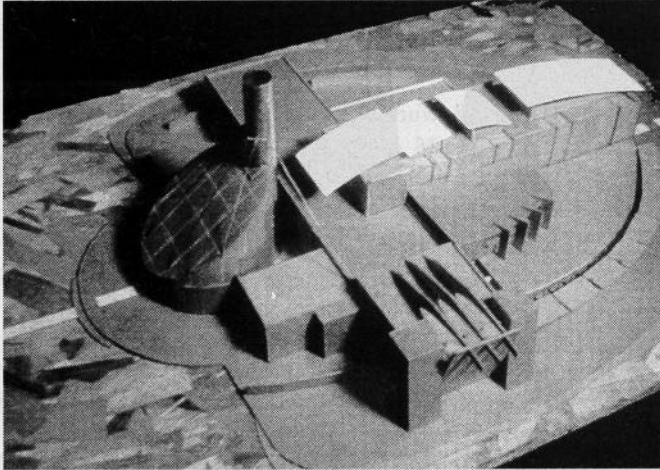
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Project #9



Student: Darrel DeHaan
Instructor: Thomas Nashlen

Inspiration and motivation: • Exhaust stacks from River Rouge Plant (used in entrance feature). • Rear spoiler of the Mustang used in canopies covering corral area. • Want for dynamic experience of motion. • Curved faces and flowing nature of the Mustang's lines.

Facility highlights: • Open glass lobby (lookout from second floor). • "Exhaust stack" 70-foot entrance tower which is lit at night. • Mustangs suspended from cradles in the lobby. • Titled exterior auditorium wall. • Open nature of second floor through skylights and extensive glass.

There you have it folks, nine proposals for your consideration from an extremely talented group of young people.

Be sure to call (888) 687-8397 (that's (888) MUST-EXP) and vote for your favorite according to the project number.

And remember that this is a "design theme preference" vote only and is not a vote for the final building design. Once the Mustang Museum Board of Directors has the final votes, they will proceed to the next step of defining both the feasibility and cost of the preferred design.

Cast your vote today!

Watch for more Mustang Museum information in future issues.

Classified Advertising Information

Classified ads are free to Mustang Club of America members.

To take advantage of this service, submit your ad to Mustang Times, 3588 Highway 138, Suite 365, Stockbridge, GA 30281 or mustangs@america.net. Please include your membership number on your advertising copy to ensure insertion in our next issue.

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

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

Advertisements to be repeated must be resubmitted each month. The deadline for this advertising is 45 days in advance of the cover date, i.e., March 15 for the May issue, April 15 for the June issue, etc.

Display Advertising

Display advertising is available to restorers, vendors, businesses, and other organizations interested in marketing their products and services to MCA's worldwide membership.

One-time insertion rates and discounted contract rates are available.

The deadline for display advertising is 45 days in advance of the cover date, i.e., February 15 for the April issue, March 15 for the May issue, etc.

Ad copy must be accompanied by payment in full. Ads received without full payment will be returned unpublished. Contract advertisers are required to submit a two-month payment with their initial copy and will be billed monthly thereafter.

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

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1964 1/2 K-code coupe 271 HiPo Mustang. Rolling chassis concours complete, black on black with all new interior. No rust, correct engine, transmission and 9" rear end. New paint, ready to assemble. Georgia car with history. \$10,500. Call Riley's at (770) 928-2384 days or (770) 928-7505 evenings (Georgia). MCA #38903.

1964 1/2 convertible. 64K, original 289 four-speed, pleasure driven, garaged over 20 years. Vintage Burgundy, black interior, white power roof, aluminum wheels or original with hubcaps. Grade 3, well kept and maintained. Needs nothing to enjoy now! Sacrifice \$9,800. Please call (201) 751-5546 (New Jersey). MCA #24335.

1965 convertible. Build date 8/17/64. Unrestored, 19,000 original miles, power top 289 2V, automatic, Phoenician Yellow, white interior. Everything original except battery and oil filter. No rust, second owner. Stored in climate control for the last 10 years. Featured in Mustang Times June 1989 and Mustang Monthly July 1991. MCA National and Grand National winner many times. \$25,000. (513) 821-4928 (Ohio). MCA #10287.

1965 K-code convertible. 10/2/64 build date. Rare five-bolt engine, other 1964 1/2 components. Rally Pac, console, S.S. wheels, four-speed, 16,000 miles on rebuilt engine. Runs great. Drive as is or restore for show. \$11,000. For information and video, call (309) 697-8406 after 5 p.m. CDT (Illinois). MCA #32284.

1965 convertible. 289cid, 2 bbl., three-speed transmission VIN 5F08C69414, all numbers correct and match, Rangoon Red, black

standard interior, new top, tires, and battery, 111,000 original miles. Many, many extra parts, \$6,000. Call Matt for more details at (609) 239-1499 (New Jersey). MCA #34247.

1965 coupe. 6-cylinder, automatic white with black and white interior, console, tinted windshield, Mustang Pioneer AM/FM radio cassette, new tires, wire hubcaps with spinners, Mississippi state inspection. \$3,700 negotiable. North Mississippi, call Lawson (601) 342-1829. MCA #36876.

1965 coupe. No engine, good body. Great restoration project. \$900 OBO. (704) 455-1232, leave message (North Carolina). MCA #37410.

1965 coupe. C-code, three-speed, Wimbledon White/black, date 23U, DSO 45, 49,000 original miles, original interior, original chrome (except bumpers). 850 miles on complete restoration. This is an exceptionally clean, solid, detailed car. \$11,500. Call Dennis at (608) 439-4648 (Wisconsin). MCA #30908.

1966 coupe. 289 V8 four-speed 4 bbl. Rally Pac, Cobra package, and other factory extras. Emberglo exterior with Emberglo and Parchment Pony interior. Console, wood grain steering wheel, four new fenders and original Emberglo repaint 1986. Restored to GT.

Always garaged. Photos on request. Richard, (501) 855-6784. MCA #39082.

1966 convertible. Authentic restoration

of Oklahoma car with original body panels. Vintage Burgundy with Parchment Pony interior and white top. Factory options include 289 V8 (4V) with dual exhaust, AT, PS, AC, PT, Styled Steel wheels, disc brakes. \$26,000. (201) 891-4932 (New Jersey). MCA #23640.

1966 coupe. Vintage Burgundy, black interior, 289 2V, three-speed manual. Restored street driven show car. Placed in every show entered including MCA 20th Anniversary Celebration. Mustang trades considered; 1971 - 73 or 1987 - up 5.0. \$8,500. Steve Young, 3320 Garden Dr., Knoxville, TN 37918, (423) 689-5147. MCA #31980.

1967 GT fastback. Original Dark Moss Green paint and saddle interior. 67,000 miles. 390, four-speed, overhead console, SS wheels, featured in book and 1997 calendar. Photographed for future Mustang Monthly article. 1996 Heartland National Silver Unrestored class. Engine and undercarriage detailed. A great car. \$15,600 OBO. (217) 367-9546 or (217) 244-7702 (Illinois). MCA #24464.

1967 convertible. 289, four-speed, Springtime Yellow with black top and interior, Sport Sprint model. Inner rocker panels, torque boxes and floors replaced. All body work completed May 1995, new top, rear window, front and rear upholstery including carpet, four

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1968 coupe. Unrestored original, two-owner Texas car, 289 A-code, automatic, PS, AC, center console. White with black interior and vinyl top. Good original condition. Everything works, drives well. \$4,300. Call Tom at (972) 539-4709 (Texas). MCA #19883.

1968 California Special. Red with white interior and stripes, 390 X-code engine, C-6 automatic, AC, PS, console, chrome GT wheels, AM radio, no rust, rear valance with quad tips. \$12,500. (402) 339-8806. MCA #25775.

1968 coupes. #1; complete restoration, Sea Foam Green/Ivy Gold, 6-cylinder, three-speed, gold trophy winner. \$9,000 OBO. #2; Diamond Blue (Sprint), rebuilt 289

2V, automatic, AC, PS, dual exhaust. Solid floors, Florida car. Have all documentation. Runs/drives good. \$3,500 OBO. Chris (352) 799-6385. MCA #27542.

1969 convertible. 302 V8, automatic, PS, AC, new tires, like-new top. Excellent daily driver. Some work needed on interior, body in good shape (needs a little attention). \$6,000 OBO. Call Tedd (evenings) (561) 466-5440. MCA #32763.

1969 Mach 1. R-code, four-speed Toploader, N-case 3.50 Traction Lok, Black Jade/black interior, spoilers, slats, PS, PDB, tach., AM radio, California car, no rust. Have original build sheet. Paint, interior, and motor completed in 1991, 2,000 miles since. \$20,000. Tom (210) 687-5766 or (210) 682-4701 (Texas). MCA #31028.

1969 Grande. 351, Lime Gold, black vinyl top factory air, 47K original miles, second owner. Nearly perfect in and out. New tires, paint, and some chrome trim. Very nice car. Have over \$8,000 invested. Will sell for \$7,500. Dave (816) 769-7516 or (913) 888-4063 (Kansas). MCA #37837.

1969 Mach 1. 351W 4V, factory air, PS, PB, automatic, Wimbledon White. 1988 older restoration, good condition. \$8,900. Call (704) 233-4844. MCA #37758.

1970 Mach 1. 351C, numbers match, rebuilt motor, Keith Black pistons, Seal Power Gapless rings, balanced, Motorsport roller rockers, Crane cam. No rust, original floor pans, ground-up restoration, four-speed rebuilt, 3.25 differential, posi-traction rebuilt, PS, PB, AC, fold-down back seat, factory tach., shaker, Dark Ivy Green, original 86,000 miles. Texas car. \$19,500 firm. (972) 625-2533 (Texas). MCA #29022.

1970 SportsRoof. 302, Wimbledon White, Medium Blue interior, deluxe body, Deluxe Decor Group, PS, PDB, automatic, fold-down, SS wheels, concours trailered restoration, 95% NOS parts, Gold MCA Nationals/Regionals. \$14,500. (813) 539-8149, please leave message (Florida). MCA #24416.

1970 Boss 302. Original North Carolina car with 38K miles, shaker, spoilers, louvers, PS, Magnums, tach., console, clock. Rebuilt engine, new correct exhaust. A rare unmolested original. \$16,000 OBO. (330) 296-7576 (Ohio). MCA #30386.

1973 Grande. White with ginger interior, 351 4V Q-code, PS, PB, four-speed, console, all gauges, Magnum 500 wheels, all original, 65,000 miles. Excellent condition. Asking \$6,995. Contact John at (201) 768-5005. MCA #34680.

1973 convertible. New red paint, new white top, 302 2V with rebuilt C-4 automatic, new brakes, factory AC, PS, PB. Looks and runs great. Asking \$6,000. Dennis O'Keefe (561) 747-2764 (Florida). MCA #33596.

1973 convertible. Gorgeous paint! 302 V8, AT, PB, PS, AM/FM. This pony will give you years of faithful service and appreciate each and every year for only \$7,500 or best serious offer. Engine, Transmission O/H. Tom Rennolds (912) 727-2550. MCA #16738.

1973 convertible. Dark Green with black interior, 302 V8, automatic, AC, PS, PB, PT. Great condition, always garaged. \$8,400 OBO. I want to sell this car!! Let's talk. Call Jay at (217) 463-1713. MCA #38340.

1973 convertible. Forged aluminum wheels, factory hood

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scoops, air, PW, steering, brakes, automatic, console, bumper guards, duals, honeycomb grill, tach., instrumentation group, 351CJ, hood twist locks, red with new white top ready to show or go. (309) 547-3480. MCA #19905.

1975 Ghia. 302 V8, automatic, recently restored, red with white vinyl top, black interior, AC, and new tires. 55,000 miles, one owner, always garaged. \$5,000. Call (401) 245-7509 (Rhode Island). MCA #24777.

1979 Cobra. 302 2V, four-speed. Originally silver, now road-warrior black. Never wrecked, original owner. (601) 373-4138, garybrown-ing@msn.com. MCA #31193.

1983 1/2 GT. Silver, red interior, 35K miles, original owner, all paperwork. 5.0, five-speed, AC, PS, PDB, PDL, leather tilt wheel, cruise, RR defrost, rare sports performance seats, TRX package, AM/FM cassette with premium sound system, light group. MCA national concours gold winner. See in Mustang Monthly 7/96. \$8,800 or \$9,800 with many extras. (806) 622-3974 (Texas). MCA #15424.

1984 Anniversary GT350. Number 0135. Fastback, H.O. 302, AOD, sunroof. Original owner selling to fund newer acquisition. Driven daily but in great shape, 94,000 miles. Drive or easy restoration for show. \$5,500. (505) 898-8184 (H) or (505) 828-5232 (W). MCA #09910.

1985 SVO. 83K miles, second owner, 70% original paint and 100% original otherwise. Black with grey interior, new clutch and exhaust. \$4,000. (706) 625-2677 (Georgia). MCA #007.

1989 LX convertible. Saleen special edition, two of a kind, Mustang Illustrated magazine 12/89, 5.0

five-speed, black, gray cloth interior, Koni, Technique suspension, Flofit seats, Western Wheel Works, Yokohama tires, Pioneer CD system, show winner, original owner, 32,000. \$13,900. (502) 453-2066. MCA #28336.

1989 LX convertible. 5.0, five-speed, 61K miles, rare color combination Regatta Blue (7H) exterior, white top, white leather seat, white/blue leather door panels. All original, one owner, five-time MCA National winner. \$10,500. Also 1985 GT convertible, 70K miles, 1 of 475 made in white exterior, white top and gray sport interior. Unrestored, no rust, never painted, needs top. Also 1983 1/2 SVO, black, five-speed, one of the first made 10/8/83. Needs some work. Stewart Jones, (407) 984-1125 (Florida). MCA #28349.

1990 LX convertible. 25th Anniversary Emerald Green, white leather interior, white top, automatic, fully loaded, 13,000 miles. Excellent condition, original owner. Asking \$13,500. Natalie Gomez, (610) 363-7589 after 5:30 p.m. (EDT) (Pennsylvania). MCA #4707.

1991 GT convertible. Red with black top, black leather interior. Power everything. 5,500 miles, never seen rain or snow. Automatic, cruise, AM/FM cassette, air, and original paperwork.

Even have temporary tag and plates with 1991 tags. Call Candi at (330) 758-6958 evenings or dapo100w@WONDER.EM.CDC.GOV (Ohio). MCA #24461.

1993 5.0 LX convertible Feature Car. Triple white, white wheels, loaded, 46k, automatic, \$14,500. 1996 F350 dually, turbo diesel, black, red interior, automatic, loaded, Leer camper top, 4,000 miles, chrome wheels, running boards, \$27,500. Lee (770) 992-1729 (Georgia) MCA #3642.

1995 GT convertible. Deep Forest Green, saddle leather, saddle top, automatic, 17s, CD-Mach 460, factory gold package, every available option, original owner. 4,100 miles/stored, cover, (612) 424-8670 (Minnesota). MCA #38781.

Private collection for sale. 1969 Boss 429, 1971 Boss 351, (2) 1970 Boss 302, 1968 Shelby GT 500, 1967 Shelby GT 350, 1964 1/2 D-code convertible, 1966 GT convertible, 1994 Pace car, 1965 Thunderbird, 1934 Ford cabriolet, 1937 Dodge convertible, 1966 Mustang coupe. (360) 943-9300. MCA #30033.

Falcon Sprint. 1964, 260 V8, two-speed automatic, bench seat, one owner, California car, never wrecked, unmolested, unrestored. Contact John or Maggie Costanza



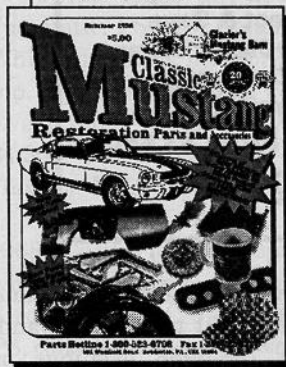
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1965-66 convertible top pump and pistons with hoses, complete, \$150; 1966 V8 PS pump and bracket, \$55; 1966 standard wheel covers, \$45/set; 1966 spinner wheel covers, \$90/set; 1966 Pony glove box door, \$30; 1970 fastback door glass, \$85 each; 1973 shop manuals, six volumes, \$46. Please add 10% shipping.

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1971-73 used and new parts, some NOS. Obsolete parts, exhaust manifolds, engine parts, glass, and many body sheet metal parts. Many good interior parts, seats, trim, and moldings. Too

much to list. Call (814) 455-7268 evenings, (814) 734-5784 days EDT (Pennsylvania). Ask for Dan. MCA #19034.

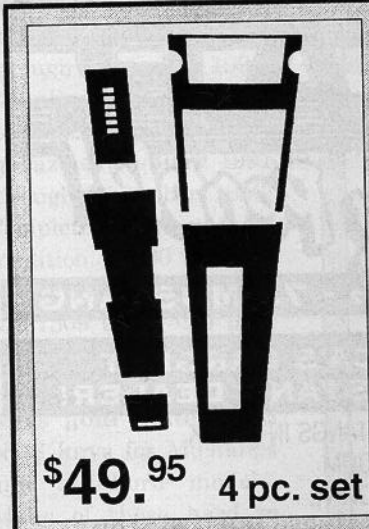
1967 Shelby NOS exhaust tips, still in Ford boxes. \$500 or best offer. Charles (919) 821-2265. MCA #36894.

1965-66 parts: front and rear bumpers with guards good condition, \$100; 1965 C-4 automatic transmission off six-cylinder, original windshield, 1965 hubcaps. Make offers. Also 1946 Chevy truck parts and 1941 Ford Tudor parts. Call (802) 375-6698 before 8:30 p.m. EDT (Vermont). MCA #34558.

1965-67 Mustang parts. 1965-67 289 Falcon style air cleaner with oil filler cap (emission) \$85; 1966 instrument cluster housing (black), \$25; glove box door, \$65; gas cap, \$25; 1965-66 wire wheel covers (4), \$125; pair 1966-67 deluxe seat belts with attached retractors (aqua), \$125. Will trade 1965 chrome instrument cluster trim for 1966. Call Jim at (864) 963-1230 (South Carolina). MCA #38353.

NOS Trico wiper blades: 1964-66 shiny 15" wiper blades, \$28/pair; 1967-68 satin 15", \$15/pair; 1969-70 correct 16", \$30/pair. DIVY-13305-A 1968 cruise control switch, \$150; C7ZZ-17664-A washer pump, \$70; S2MS-9030-A gas cap, \$55; C5ZZ-15052-A lighter, \$25; 1971-73 pop-open gas cap, \$225; 1968-71 distributor double diaphragm, \$20. Tom (610) 759-3355 (Pennsylvania). MCA #38151.

Rebuilt 289 (.30 over) \$1,500; NOS right quarter panel, \$300; front floor pans (4), \$80; miscellaneous parts. Prices plus shipping. Ted Pisarek, Jr., 100 Emerson Ave., Syracuse, NY 13204, (315) 472-0956. MCA #32523.



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1965-73 rare NOS and used parts. Lot of options and accessories. Call with your request, monthly list available. Pete Geisler (407) 859-0800. MCA #25047.

1965-66 deluxe woodgrain steering wheel, excellent condition, no cracks. This wheel is almost perfect. \$475. Scott Whitson (215) 957-0834 after 5 p.m. EDT (Pennsylvania). MCA #17051.

Parts Wanted

1969 Mach 1 printed circuit for instrument panel without tachometer, or complete instrument panel with no tachometer. John Binge, 17 Whitfield Ave., Springwood 4127, Queensland, Australia. MCA #11713.

Miscellaneous

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(1) NOS 1986 Saleen hardtop third brake light, \$125; (1) original 1965 Mustang pedal car, super nice body, needs restoring, \$350; (2) set 1987-89 Saleen center cap decals, one set silver other

set gold, \$25 per set; (1) Motorsport shift knob, NOS, \$25; (1) 1984 SVO model kit, \$45; (1) 1986 SVO model kit, \$45. David Osborn (770) 498-0644 (Georgia). MCA #34157.

Ford Mustang original owner's manuals 1965-70, \$18 each year; 1971-present, \$15 each year. Paint color chips: 1946-present, \$5 each year. Add \$3.50 shipping. Specify year, model. Have literature, manuals, all cars/trucks, world wide. Stamped envelope, specific request, free list. Walter Miller, 6710 Brooklawn, Syracuse, NY 13211, (315) 432-8282, Fax (315) 432-8256. MCA #22760.

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Wanted: October 1996 issue of Mustang Times (Volume 20, Number 10). This is the issue with coverage of Kansas City 1996 National show. Call (515) 270-9415, ask for Dave or Kathy. MCA #32175.

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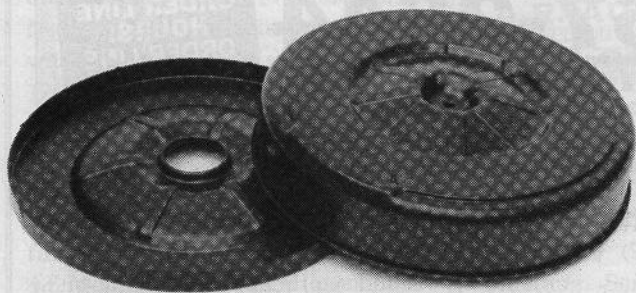
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