

Mustang Times

PAYMENT OF DUES * The Mustang Club

The Official Newsletter of

The Mustang Club of America

1977 To state of the 11979 of brooms we not algreed into AUGUST Angust Grand Nattonst Meet, and I hope that



CAR OF THE MONTH 1965 MUSTANG CONVERTIBLE OWNED BY JANE & BILL HATFIELD SEE PAGE FOUR

NATIONAL HEADQUARTERS 1E MUSTANG CLUB OF AMERICA, INC.

P. O. BOX 447 LITHONIA, GEORGIA 30058



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MEMBERSHIP * The membership fee is \$12 annually and will be due upon the expiration date of your membership.

PAYMENT OF DUES * The Mustang Club of America cannot be responsible for cash sent through the mail. We request any transaction be made by check or money order and made payable to The Mustang Club of America.

CHANGE OF ADDRESS * Please notify the club immediately of any change in your address.

OPERATING BUDGET * The Mustang Club of America does not pay its officers salaries or hourly wage earnings. All money received goes directly into operating the club.

MUSTANG TIMES ADVERTISING RATES *******

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lease send all Mustang Times correspondence to:

IM OSBORN 229 PHEASANT DRIVE ECATUR, GEORGIA 30034

FROM OUR PRESIDENT

By the time you receive this newsletter, some of you will be getting ready to be on your way to Stone Mountain, Georgia for our Second Annual Grand National Meet, and I hope that those of you who haven't left yet, that you hurry and get ready to go.

As it stands now, the Meet is going to be quite a success. The Awards Banquet was sold out well in advance and we already have cars registered from 17 different states.

We are anticipating a good turn-out for our flea market. We have 12 vendors registered in advance.

For those of you who are debating as whether to come, remember that registration will be open until noon Saturday, August 6th.

For you early arrivals who will be in on Friday, August 5, please don't forget to come to the Wiener Roast at the Main Pavilion at Stone Mountain Park. If you need directions, the gate attendant will be able to help you.

For those of you who are not able to be with us this year, plan to spend part of next year's vacation with us at our Third Annual Grand National Meet.

HAVE FUN!

Gary Goddard

REAR AXLE RATIO CODES

A number designates a conventional axle, while a letter designates a Locking differential.

| Code | Ratio | Code | Ratio |
|---------------------------------------|--------|----------|--------|
| 1 | 3.00:1 | A | 3.00:1 |
| ? | 2.83:1 | 1 | |
| · · · · · · · · · · · · · · · · · · · | 3.20:1 | C | 3.20:1 |
| | | D | 3.25:1 |
| · | | <u>E</u> | |
| | 2.80:1 | <u>F</u> | 2.80:1 |

FROM THE EDITOR

I am Gary Goddard, President of The Mustang Club of America. My charger membership number in The Club is #2 and I have served in the capacity also of secretary-treasurer luring 1976.

I am 27 years old, unmarried and have just purchased a home in the country which I am in the process of restoring. I am a 5 year employee of the Georgia Power Company working as a meter technician.

fy interest in Mustangs dates back 10-12 years. I am the owner of a 1965 2+2 Fastback, a 1966 FT 2+2 Fastback, a 1930 Model A Ford, a 1963½ Galaxy Fastback, a 1968 Mustang Convertible, a Ford pick-up truck and a motorcycle...now you know why I'm still single. I also am the owner of a large supply of parts.

I am a member of the Model A Restorers Club, Early Ford V-8 Club, and Classic T-Bird Club, International.

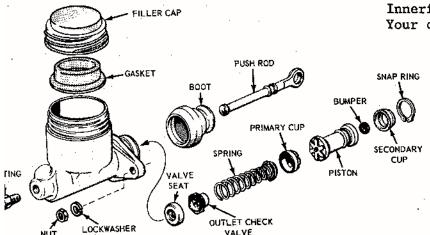
I have owned many types of Ford cars in the past, but I sincerely enjoy my Mustangs best of all.

Cary Goddard

Brake Systems

Three types of brake have been used on the Mustang. Drum brakes, the first type, have always been Bendix-designed duoservo self-adjusting brakes, and have been the standard equipment offered in the Mustang line. Federal regulations have required the use of a dual master cylinder since 1967.

Front disc brakes, offered as an option since 1965, have been of two types. Pre-1968 models were four-piston, fixed-caliper discs. Since 1968, single-piston, floating-caliper discs have been used.



Master cylinder used with standard brake system

All gripes and/or complaints---Get Ready! Starting with the next issue of Mustang Times, we will have a new column entitled "Letters to the Editor".

We have had only one commitment for tech advisor and are still looking for people to serve in that capacity.

Remember, the Want Ads are free to members...
...so clean out your garage and turn those
unwanted parts into cash.

We have had a number of requests for back issues of the Mustang Times and as of this date we do not have any of those issues. We are contemplating the re-print of all of them later in the year so watch your Mustang Times for future announcements. We will have a few extra copies of the 8-page Grand National Meet Programs left and they will be available to members on a first come first serve basis free if you will send us a large S.A.S.E. with your request.

We also have 1976 and 1977 Grand National Meet Dash Plaques available at \$1.00 each, on a first come first serve basis.

Hope to see you all at Stone Mountain.

Jim Osborn

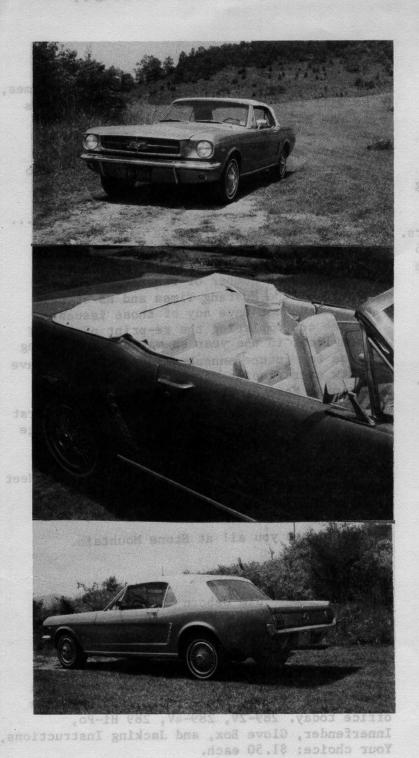
NOTE: The following decals are available to Club Members from the Mustang Club of America at discount prices. Order yours from the home office today. 289-2V, 289-4V, 289 Hi-Po, Innerfender, Glove Box, and Jacking Instructions Your choice: \$1.50 each.

THE MUSTANG CLUB OF AMERICA OFFICIAL ACCESSORIES

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|---|------------------|
| Windshield Decal | \$1.00 |
| 1976 National Meet Dash | |
| Plaque | \$1.00 |
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EDITOR'S NOTE:

Thanks to Jane and Bill Hatfield for allowing us to feature the "Golden Galloper", 1965 Mustang Convertible as The Car of the Month" for our August, 1977 issue of "The Mustang Times".

1965 Mustang Convertible

Jane and Bill Hatfield

Franklin, North Carolina

in the capacity also of secretary-treasurer

purchased a home in the country which I am Our interest in Mustangs grew from our interest in "old cars", having first started with a 1931 A Model Ford, then a 1936 V8 sedan, both with limited drivability. Since our son is a street rod enthusiast, we too wanted a "drive anywhere" car, and our choice was a Mustang convertible. After looking for over a year, we found one looking above average. Drivability was dismissed when we realized we not only had a tank full of gas, but also a trunk full! Replacing the gas tank was a must. After scouting "junk yards" and "flea markets" we learned Ford Motor Company still had parts we could use...we took the advantage.

With a totally rebuilt motor and transmission, new rear-end, radiator, shocks, carpet and tires, we were all finished for the First National Meet. We proudly drove our little sports car with the old paint and had a wonderful time looking and learning about Mustangs and meeting all the Mustangers, and seeing James Kinney's "better than new" First National Winner.

After the Meet, our little "Golden Galloper" was stripped to the metal and that revealed the need for a new quarter panel and one new door...No Bondo. Then the car was painted and it looked like a sparkling, new Mustang. James Kinney found our Pony Seats and we were back on the road again.

Now, after 3,000 miles we're ready for the Second National Meet, still looking for a few parts and new friends. classified advertising

OR SALE 966 MUSTANG GT Fastback. Original 89 Hi-Po., excellent pony interior, actory mags, 4-speed, tinted glass. nice solid, complete rare edition. f you are still kicking yourself or not buying the GT Hi-Po conv. I old at the meet last year, don't ake the same mistake again! Priced t \$4000 and worth more. See it at tone Mtn. JIM BRIDGES 321 Melrose ircle, Lenoir, N.C. 28645 (704) 728-021

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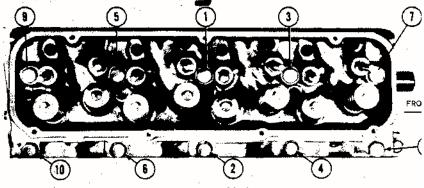
serious collector/restorer buys ound 1965-68 MUSTANGS. Private owners lease write and tell me what you have. . CONRAD, 287 Sumac, Highland Park, 11 60035

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260, 289, 302, and 351 Head bolt tightening sequence

EXTERIOR PAINT COLOR CODES

A single letter code designates a solid body color and two letters denote a two-tone-the first letter, the lower color and the second letter, the upper color.

| | M-30J | |
|------|---------|-----------------------|
| Cede | M-32-J# | Color |
| A | 1724-A | . Black |
| F | 1226-A | . Lt. Blue |
| H | | |
| K | 1903-A | . Dk. Blue Met. |
| M | | . White |
| P | 1910-A | . Med. Palomino Met. |
| R | 1879-A | . Dk. Green Met. |
| T | | |
| ህ | 1070-A | . Med. Turquoise Met. |
| | 1921-A | . Emberglo Met. |
| X | 1632-A | |
| ¥ | 1269-A | |
| Z | 1915-A | |
| 4 | 1901-A | |
| 5 | 2025-A | m 1 |
| 8 | 1955-A | . Yellow |

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289 ENGINE * A.T.

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WAYNESVILLE, N.C. JUNE 16, 1977

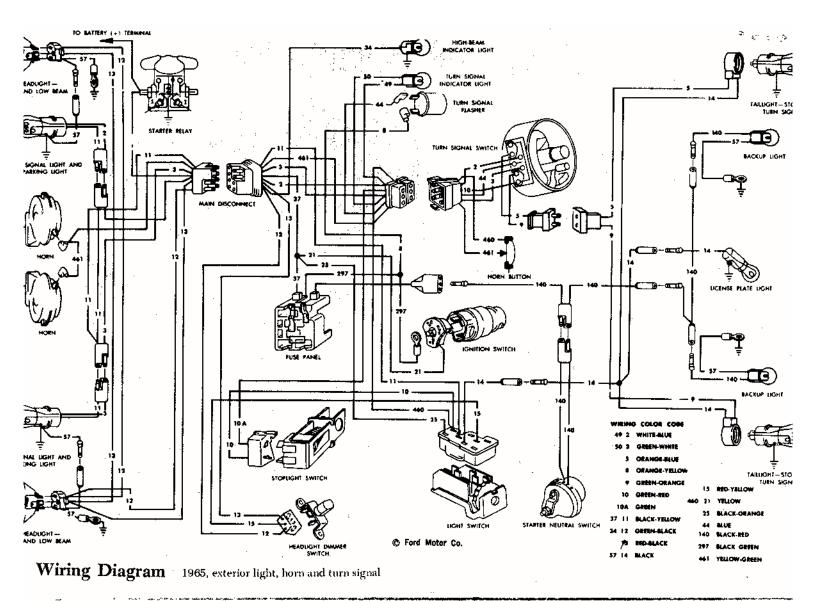
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GOOD NEWS FOR

1965-66

PONY INTERIOR OWNERS

Don't throw away your ripped, torn or worn out Pony door panels! Recently, I found a place that has developed a method of recovering your original panels that makes them look factory fresh at a modest price. These repair panels are made of a tough A.B.S. vinyl lamination and are available in all '65-'66 colors.

Contact me at Gary Goddard's; Route 5, Box 550; Covington, Georgia 30209 (404)787-3793, or Brent Danneman; 85 Dalrymple Road, Atlanta, Georgia (404) 393-3040; or the company producing them: Upholstery Unlimited, 6050 - 57th Street, North in St. Petersburg, Florida 33709 (813) 544.4736.

They added the long awaited finishing touch to my own Pony interior and you can see them at the Stone Mountain Meet on August 5th, 6th and 7th.

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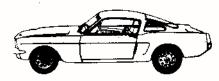




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