

Vol. 17 No. 10

MUSTANG TIMES

The Official Publication of The Mustang Club of America

October 1993

The Legend Continues . . .

THE 1994 MUSTANG



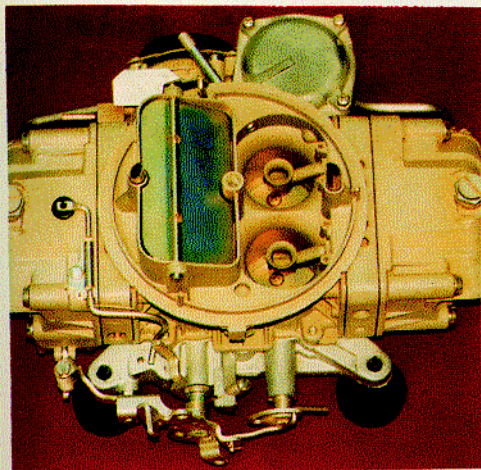


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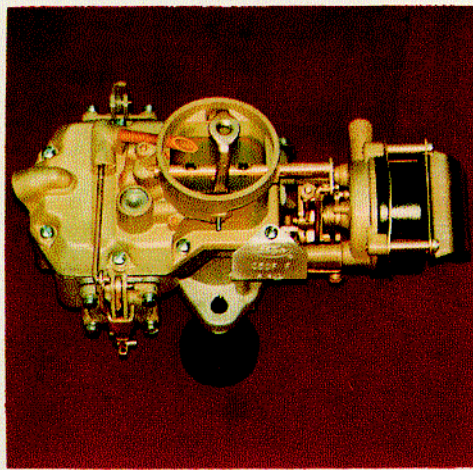


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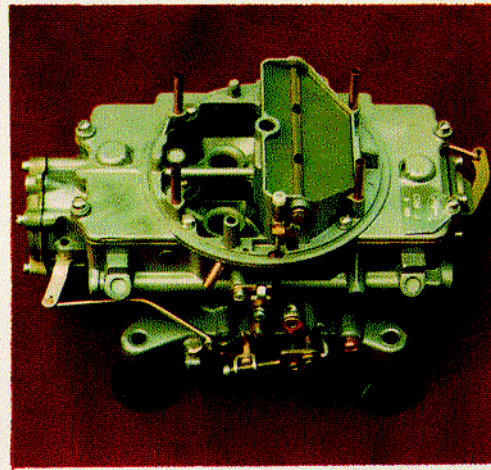
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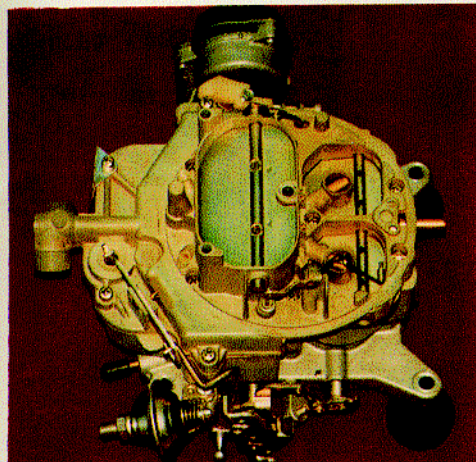
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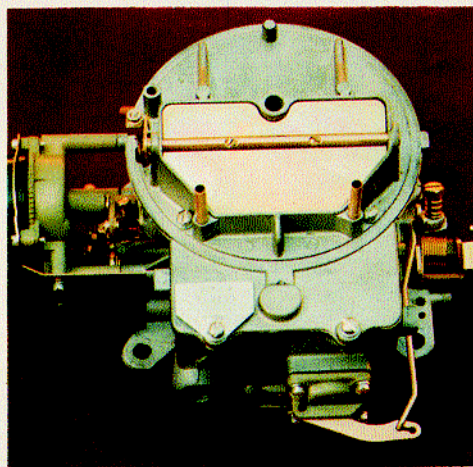
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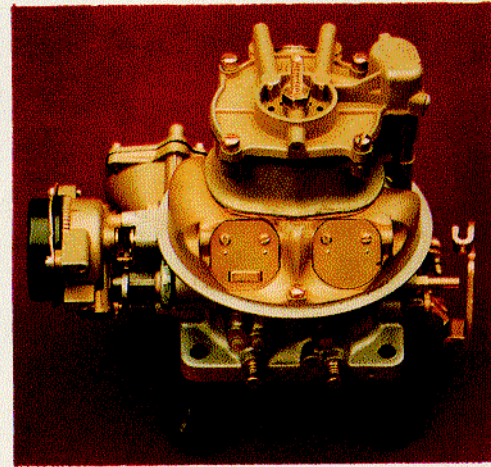
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MUSTANG TIMES

Oct

The Mustang Club of America

1964½



1994

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SUPERB AUTOMOBILES. WE'D LIKE TO TELL YOU ABOUT IT.

called the Mustang Club of America, and you'll find representative members
ough the United States and Canada . . . even in some foreign lands.

Why a Mustang Club?

A was formed to band together owners of this classic automobile . . . to pro-
e a medium of exchange for ideas, technical information, amusing
niscences, and the purchase of parts - often at substantial discount. Lasting
ridships have been formed through regional get-togethers and as a result of
Club's national meets.

Prized Possession

Mustangs and Shelby's are greatly in demand these days, and a good one is rare.
ffered for sale because discriminating owners realize they possess an
tomobile of advanced design and beauty, one that will retain its saucy,
odern appearance for years to come with a little loving care. These people
ve insight and sound judgement, and the Mustang Club of America wants to
lp them preserve their little cars.

or many such judicious and intelligent folks the savings in time and money in
irts location alone have been reason enough for being members of our grow-
g institution. Some dote on tech tips, while for others, the camaraderie that ex-
is between persons of like tastes is their compelling reason for belonging to
e Mustang Club of America.

What Membership Means

Whether your Mustang or Shelby serves as everyday transportation, a relaxing
laything, or both, you'll find valuable help in your restoration and
aintenance problems in the Tech Tips printed in the club magazine, the
USTANG TIMES. This informative, illustrated periodical is distributed every
month, and contains many interesting features besides the mechanical infor-

mation mentioned . . . articles about member cars, news of regional events
and activities, all profusely illustrated with photos, diagrams and cartoons. In
addition, the MUSTANG TIMES offers an advertising service to those wishing
to buy, sell or swap parts or cars.

Tours, meets, rallies, picnics, camp-outs and other outings designed to en-
courage group participation (with the Mustang or Shelby, that is) are regularly
conducted by the various regional groups located throughout the United
States and Canada. There is probably one near you! You are warmly invited to
attend any of these friendly regional meetings or events.

Who Belongs?

MCA boasts people of all ages — from those born before the Turn of the Cen-
tury to teenagers still in school. Among the members are professional men
and women — doctors, dentists, lawyers, — individuals who could certainly af-
ford newer, more costly vehicles if they chose. Widows, widowers, single per-
sons and married all find something of value in their memberships. For the
pride of owning the Ford Mustangs and Shelby's, the exclusive personal car of
distinction, keeps them driving a vehicle of a past decade. For this company of
people, there's a whale of a lot of fun in driving a Mustang or Shelby. To them
it's a daily holiday, a pick-me-up that never lets them down. It's full-expression
of their love of life and the chance to live the life they love. MCA wants to keep
them feeling that way.

Premium Packet

Every new member receives a new member packet upon payment of initiation
fee and dues. Also, back issues of the MUSTANG TIMES, are sold to me-
mbers only at club cost.



MCA Hotline 404-482-4822

9 a.m. to 1 p.m. Weekdays



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MCA 1994 Wall Calendar (16 Month Calendar — through April 1995)	\$10.00 Postpaid	
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MCA Caps	\$ 5.50	
MCA License Plate (State Year of Car)	\$ 4.50	
25" MCA "Stick-On" Decal	\$17.50 ea. or 2 for \$30.00	\$2.00 per Order/
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*State Size and Color When Ordering

**Add \$2.00 Postage and Handling for Shirts, Caps, License Plates

***Add \$2.00 PER ORDER for Decals



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MCA Accessories

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Lithonia, Georgia 30058 J 447

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Address _____

Membership No. _____

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Name _____

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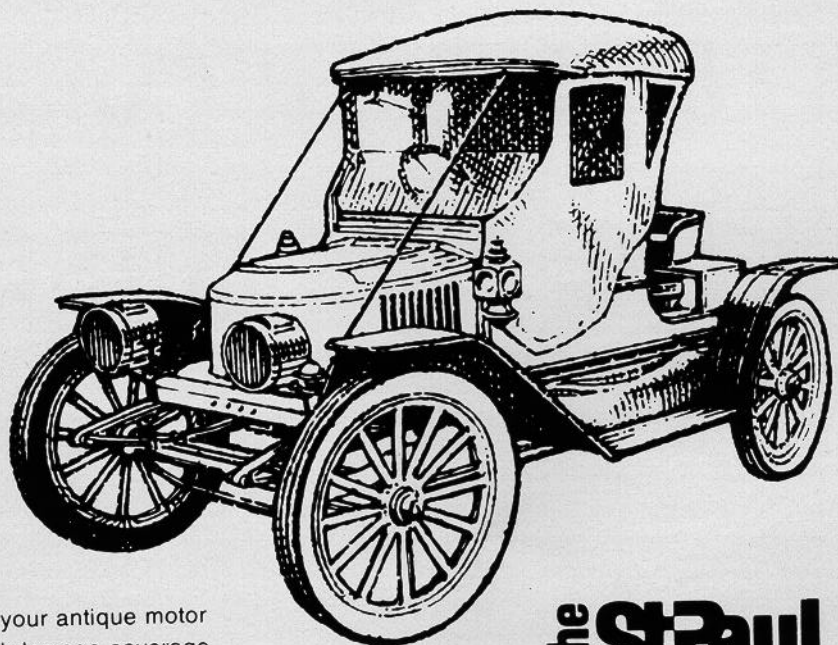
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**Replaces
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OEM quality in original colors. MCA approved.
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Reduce noise while insulating against temperature. Die-cut, waterproof material. Kits starting at **\$29.95**



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 32 pages of our most popular items for '65-'93 Mustang, Shelby and Cougar.

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 Call Today!

SHEET METAL

We offer a complete selection of sheet metal including floor pans, frame rails, torque boxes, quarter panels, decklids, fenders, hoods and more. Call for specific applications and current prices.

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Settle for nothing but the best for your classic Mustang! Our reproduction weatherstripping is second to none in quality and value. Complete kits starting at: **\$149.95**

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SALE

Highest quality available!

'65-'66 Pony buckets **\$139.95**
 '65-'66 Pony complete set **\$199.95**
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 Complete standard set **\$149.95**
 '69-'70 Mach 1 buckets **\$159.95**
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Real walnut handgrip with center pony emblem & mounting kit. Specify year **\$79.95**

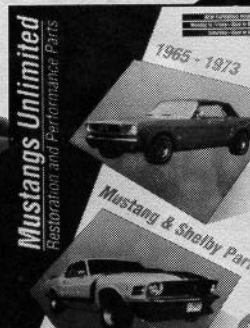


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Stay ahead of the competition with our latest catalog. 72 pages of performance parts and accessories. **Only \$2.00**

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MT793



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OEM quality - indistinguishable from original. Most original colors. Specify year and color.

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Molded dash covers also available

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CHROME BUMPERS

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Highest quality available!

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Ever been shopping for classic '65-'73 Mustang parts and come across what appears to be a great deal, but then you begin to have doubts that maybe it's not such a good thing? That maybe this certain part isn't top quality, or doesn't have any kind of guarantee. Probably so. And what did you do about your doubts? Go ahead with the order and take the consequences? Obviously there are other options available. At Larry's Thunderbird & Mustang Parts we understand your parts buying concerns and are here to help remove the guesswork and doubts associated with the restoration process.

Concours-Quality Parts & Service

Over the 20 years that Larry's has been in business we've gained a reputation among enthusiasts for having the most complete and comprehensive '64 1/2-'73 Mustang parts selection in the industry. Our goal is concours-winning quality. And we have achieved that. But

we can't rest on our laurels. Having a huge selection of award-winning parts doesn't mean much unless we make sure you get what you need for your vehicle. Our parts specialists have the experience necessary to make sure you get the right parts for your particular application.

Lowest Prices In The Industry

Of course we continue to have the most competitive pricing around. Compare our prices with the competition and we'll

beat them - always. This converts to great savings on your parts with money left over to finish your restoration project. We continue to prove that year after year.

Ordering Parts Is An Easy Process

Larry's offers our latest edition of '64 1/2-'73 Mustang Parts Catalog for only \$2.00. To get your hands on this book full of illustrations, photos, and part listings, call, write or FAX us your request. We'll send your copy out right away.

Comprehensive Parts Catalog

At Larry's we make ordering parts convenient. Use our Toll-Free numbers and charge to your credit card (VISA®, MasterCard®) or have it sent COD. Orders also accepted by FAX. So if you have doubts about your parts purchase, give us a call. You can bet on Larry's to give you the parts and service you need.



'91 Catalog

We've Got The Parts For Your '64 1/2-'73 Mustang

- Upholstery
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Mustang Club of America, Inc.

Official publication of
The Mustang Club of America, Inc.
P.O. Box 447
Lithonia, GA. 30058-0447
Publisher: Sue Osborn
Editor: Jim Smart
Assistant Editor: Kitty Wilmot

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National Headquarters Office:
Bill Koivu (404) 482-4822

National Regional Group Director:
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Mustang Times (ISSN 0744-2572) is published monthly by the Mustang Club of America, Inc., 7138 Maddox Road, Lithonia, GA. 30058. Membership dues are \$25 per year, which includes \$20 for twelve monthly issues of *Mustang Times*. Second class postage paid at Lithonia, GA. 30058. Postmaster: please send address changes to *Mustang Times*, P.O. Box 447, Lithonia, GA. 30058.

It is requested that any transaction with the club, including dues payment, be made by check or money order payable to The Mustang Club of America. Cash must be sent at your own risk. Please notify the club of any change of address immediately and allow a minimum of six weeks for processing.

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October, 1993

Vol. 17, No. 10



Mopping Up: Members of the Show-Me Mustang Club of Missouri help a local Mustang parts supplier clean up after the business was flooded by the crest of the Missouri River. The job was completed, but a second crest of the river left the shop under five feet of water a week later. See the story in the Regional News section of this issue.

Table Of Contents

MCA News & Notes	6
Reader Comment	12
Feature Car	14
Tips On Trailering	23-24
Cover Story	29-43
Regional News	44-47
In Search Of Mustangs	48-49
Gold Card Judges	50-51
Horse Show	52
New Members	53
Calendar Of Events	54
Classified Ads	55-58

On The Cover

December 9 will mark the introduction of the newly-designed Ford Mustang. The 1994 models will be in showrooms on that date, but Mustang enthusiasts can get a sneak preview of the new Pony in 100 selected markets across the U.S. October 17. For complete details on the introduction and the new 1994 Mustang, see Pages 29-43 of this issue.



Mustang Club Of America 1993-94 National Officers

Bill Dillard	President
Jim Watson	Vice President
Kitty Wilmot	Secretary
Bill Koivu	Treasurer
Sue Osborn	Publisher
Ed Hunter	Sergeant-at-Arms
Max Craft	Sergeant-at-Arms
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Bruce Weiss	Asst. National Head Judge
Horace Wood	National Regional Group Director
Jim Watson	National Show Coordinator

MCA National Board of Directors

Serving through January 1994

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Serving through January 1995

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Teresa Vickery (#3411)	Lithonia, GA
Horace Wood (#1821)	Birmingham, AL

Honorary Member

Steve McMullan (#20044)	Oakwood, GA
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August Meeting Minutes Of MCA Board Of Directors

By KITTY WILMOT

MCA National Secretary

The meeting of the Board of Directors of The Mustang Club of America was called to order by the President, Bill Dillard, on Tuesday, August 10, 1993.

Roll call was made with 26 directors responding.

Minutes of the July meeting were read and approved. The July treasurer's report was read and approved. Bob Deale presented the finance report for the 30th Mustang Anniversary Celebration and a check to MCA for \$5,000 in payment of the committee's loan.

Guests included Carole and Sassy Church and Bruce and Joy Guiney, Northeast Georgia Mustang Club; Carol Lott and Jonathon Parker, Cherokee Regional Mustang Club; Ashley Weiss, Space Coast Mustang Club; Bob Simmons, Gold Coast Regional Mustang Club; Norman and Faye Lawrence and Robb Conquest, Georgia Regional Mustang Club; Charlie Ping, Model City Mustang Club; Gloria Richardson and Bobbie Winkelman, Tara Mustang Club; and Steve Sanders, Northwest Arkansas Mustang Club.

OLD BUSINESS

Jim Osborn reported that the contract with Ford has been signed and we should have the sponsorship check for the 30th Mustang Anniversary Celebration by August 23. He also advised that accessory sales and registration are very good.

Sue Osborn presented the new advertising rates for *Mustang Times*. These rates will be effective with the January, 1994 issue. The publication deadline for that issue is November 1, 1993.

Sue also presented resumes of the two finalists for the Editor's job. After much discussion and two votes, Jim Smart from Paris, TN was chosen as the new Editor.

The Advertising Manager and Assistant Editor jobs were also discussed. The Publishing Committee will accept resumes for these jobs through September 1.

Group rosters were discussed. All groups that did not submit 1993 rosters have been sent certified letters advising their charters have been rescinded. One group whose charter was rescinded for not submitting a 1992 roster has now submitted a 1993 roster. That roster will be checked for percentage of MCA membership and resubmitted next month.

NEW BUSINESS

Bill Koivu presented a duffel bag for consideration as an MCA accessory. A motion was made and approved not to consider this as an accessory item since MCA does not stock any accessories and does not wish to start.

Gloria Richardson presented information on a new MCA computer Bulletin Board available through The Link System of Georgia Public Television. This board can be accessed nationwide.

Randy Church advised he received a call from Shiloh Valley Mustang Club, which is sponsoring a show to benefit the Red Cross in its area. The group requested that MCA make a donation. A motion was made and approved donating \$500 to the Red Cross Flood Relief Fund. The check will be sent to the Shiloh Valley Mustang Club for presentation to the Red Cross.

The absence of Pat and Junior Downer from recent Board meetings was discussed. It was decided they should be replaced at this time. Nominations were taken and Norman Lawrence and Bob Simmons

Continued On Page 23

An Evening With Ford

April 16, 1994

*The Speedway Club
at*

Charlotte Motor Speedway

Keynote Speakers

Ford Motor Company

Dobbs Publishing

Petersen Publishing

Mustang Club of America

Cash Bar

Seven o'clock in the evening

Beer and Wine

Dinner of Sliced Filet of Beef in Bordelaise Sauce

Served at eight o'clock in the evening

*This dinner is limited to the
first 400 reservations received.
Many unique, valuable door prizes
will be presented.*

Dinner Reservation Form

Number Attending _____

Cash Bar: 7:00 p.m. Dinner: 8:00 p.m.

\$30.00 per person = \$ _____

Coat and Tie Required

All reservations must be prepaid.

Visa / MasterCard # _____ Expires _____

Checks payable to:

30th Mustang Anniversary Celebration

P.O. Box 870527

Stone Mountain, Georgia 30087

Name _____

Address _____

City _____ State _____ Zip _____

THE
CARLSBAD AUTOMOTIVE RESTORATION SOCIETY
— PRESENTS IT'S —

1993 CAR GIVE-A-WAY FUNDRAISER

DRAWING WILL BE HELD AT 12:00 NOON, NOVEMBER 6, 1993
INSIDE THE CARLSBAD MALL — CARLSBAD, NEW MEXICO
ONE WINNER ONLY WILL WIN THIS

BEAUTIFUL 1965 FORD MUSTANG COUPE



**TICKET SALES
WILL BE LIMITED
TO 1500. GET
YOURS WHILE
SUPPLIES LAST!**

**TICKETS ARE
\$25.00 EACH
OR
5 FOR \$100.00**

— DATA —

BODY: 65A - 2 Door Hardtop
COLOR: O - Tropical Turquoise
TRIM: D6 - White w/Black Appointments (Std.)
DATE: 28H - August 28, 1964

DSO: 75 - Phoenix, Arizona
AXLE: 6 - Non-locking 2.80:1
TRANS: 6 - Dual Range Automatic (C-4)
VIN: 5R07C132430

— OTHER OPTIONS —

- | | | | |
|---------------------------|-----------------------------|--------------------------------|----------------------------------|
| — Styled Steel Wheels (4) | — Rocker Panel Mouldings | — Quarter Panel Ornaments | — Dual Outside Rear View Mirrors |
| — Back-Up Lights | — AM Push Button Radio | — Factory Air Conditioning | — Full Console |
| — Front Seat Belts | — Padded Sun Visors | — Day/Night Rear View Mirror | — 2 Speed Wipers w/Washer |
| — Dual Exhaust (Custom) | — Cobra Engine Dress-Up Kit | — Desert Core (3-row) Radiator | — 200HP 289-2V |

**NEED NOT BE PRESENT TO WIN. ALL PROCEEDS BENEFIT C.A.R.S.
ACTIVITIES AND CHARITIES. OFFICIAL RULES AVAILABLE UPON WRITTEN REQUEST.**

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1994

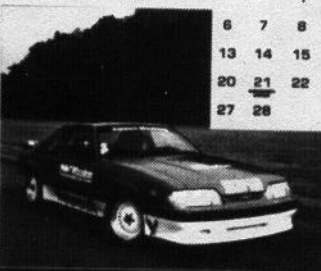
30
ANNIVERSARY

JANUARY



1	2	3	4	5	6	7	8
9	10	11	12	13	14	15	16
17	18	19	20	21	22	23	24
25	26	27	28	29	30	31	

FEBRUARY



1	2	3	4	5	6	7	8
9	10	11	12	13	14	15	16
17	18	19	20	21	22	23	24
25	26	27	28	29	30		

MARCH



1	2	3	4	5	6	7	8
9	10	11	12	13	14	15	16
17	18	19	20	21	22	23	24
25	26	27	28	29	30	31	

Mustang Calendar Available

Whitehouse Publishing has announced the availability of a 1994 Mustang calendar, which the company says "contains just about every Mustang you've ever loved from the early models to late models." Each month features a different year and model in full color. The calendar retails for \$12.95 plus \$2.25 shipping and handling. For information contact Whitehouse Publishing Group, 1500 First Avenue, Suite 79, New York, NY 10021 or call (212) 794-4373.

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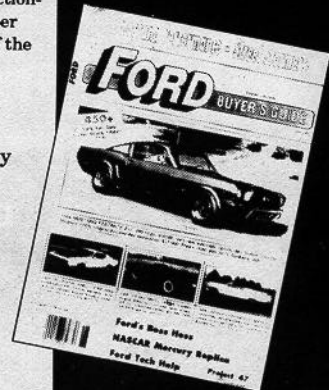
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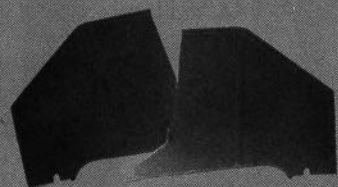
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65-68pr.	22.95
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KICK PANEL CARPET

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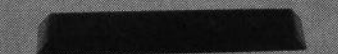
REPRO DOOR PANELS

65-68pr.	49.95
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REPRO ARM REST PAD & BASE

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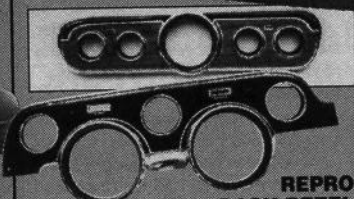
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Mustang logo in middle of front mats. Non-stick backing. Colors available: Red, black, dark blue, Ford blue, medium blue, aqua, dark green, mess green, ivy gold, maroon, dark brown, saddle, emberlo.

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65	w/warning lamps.....	34.95
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66	w/gauges, black.....	34.95
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65-73	Plastic curtain.....	149.95
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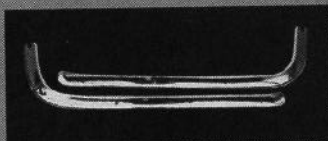
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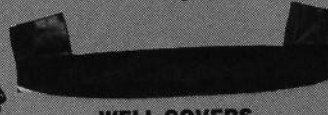


CONV. REAR TRIM MOLDING

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NEW CONV. REAR CENTER MOLDING

65-66	Fits between rear trim molding.....	69.95
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GLASS

WINDSHIELD GLASS

Add \$50.00 for freight.

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STEREO



AM/FM CASSETTE STEREO

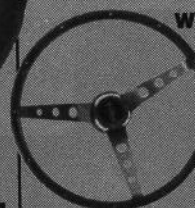
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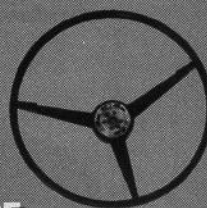
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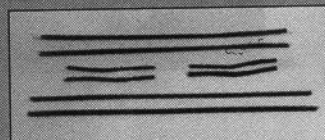
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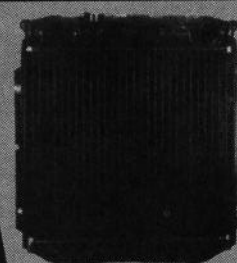
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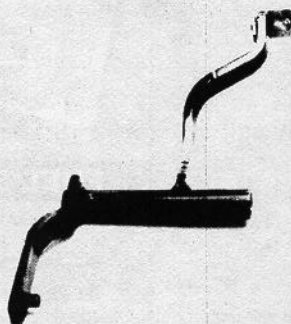
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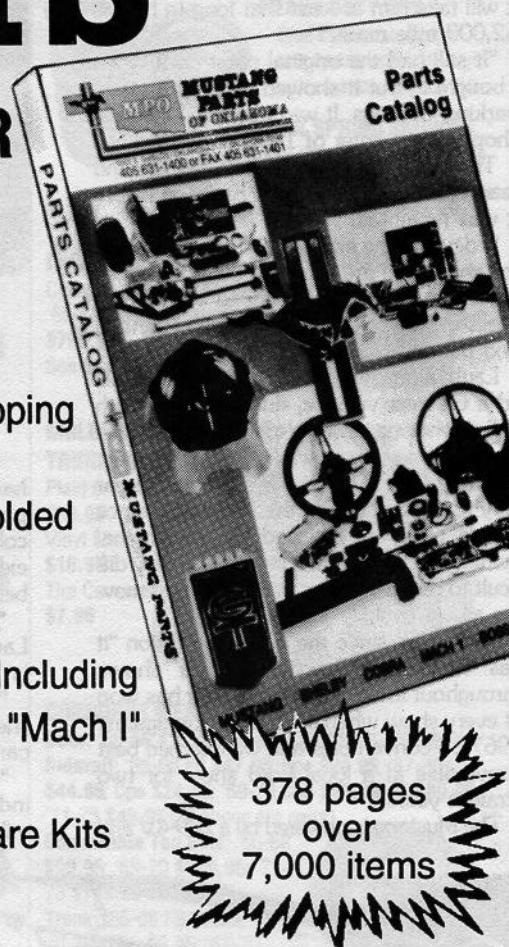
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Miles Roll Up Slowly For This Pony Convertible

The first owner of Russell Laub's 1967 Mustang convertible took 23 years to put 26,000 miles on the car, and Russell figures it will take him at least that long to hit the 52,000 mile mark.

"It still had the original paint on it when I bought it, but it showed chips and a few parking lot dings. It was taken to the body shop in the winter of 1990 for a repaint."

The bumpers, valances, front fenders and rear fender extensions were removed before it was repainted.

"I detailed the engine compartment while the car was in the shop. At the body shop, the car was blocked, painted with seven coats of lacquer, clear coated, wet sanded and buffed."

Laub, a resident of Rippey, IA, then installed a GT rear valance, dual exhausts with GT extensions, and styled steel wheels with new Firestone Firehawk P205X70.14 tires.

"During the body work done to the car very little was done to the underside, since it had been undercoated by the original owner. Since the undercoating was very difficult to remove, it was painted after removing all we could."

Laub says since the car's restoration "it has won many trophies at car shows throughout Iowa and Nebraska. It has won at every show when in competition against 1967-68 convertibles and was named best convertible at a local Ford show for two straight years."

The Mustang is powered by a 289-4V and



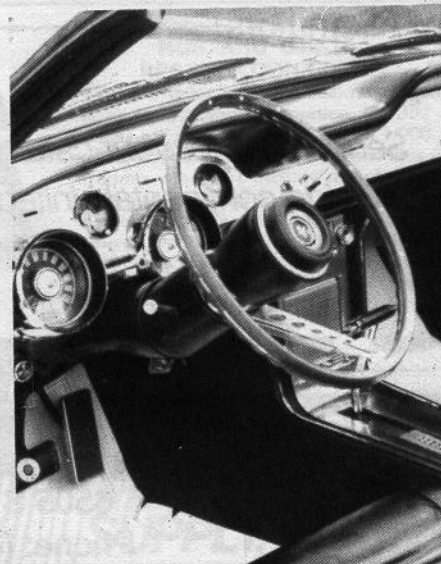
has automatic transmission, power steering, power disc brakes, swing-away tilt steering column, console, folding glass window, GT exhausts, GT driving lights, deluxe seat belts, and a power top.

"It also has the original white Pony mats," Laub says. His MCA membership number is 18503.

"I have the original window sticker, build sheet and original order form from when the car was sold new," Laub says.

"I used it as a weekend driver," he adds, indicating that he intends to keep it a low-mileage classic.

Russell Laub of Iowa purchased his 1967 Mustang convertible from its original owner, with only 26,000 miles on the odometer. Laub now uses the Pony as a weekend driver and a show car, but he's determined to keep it a low-mileage classic.



1966 GT Convertible On Second Restoration

When you find a classic Mustang that's worth restoring, it most certainly is worth restoring twice.

At least that's the theory Dennis and Dorothy Ferk applied to their 1966 Mustang GT convertible.

The Ferks purchased the Pony in 1986 and had a complete, ground-up restoration performed on the car.

Candyapple Red with a white top, the '66 Mustang has served the Santa Fe, NM couple as a show car for the past eight years.

But, as with any restoration, time takes its toll — even on a car that has already been refurbished. So, between May of 1991 and August of 1992, the Ferks did it all over again.

"We entered the car in the concours judging at the Rio Grande Mustang Club meet at the Holiday Inn Pyramid in Albuquerque August 7-8. It registered 671 points out of a possible 700," Dennis says. "We received a first place trophy in the 1964-66 convertible class."

But that wasn't good enough for Dennis and Dorothy.

"After the show we trailered it back to Horsefeathers Restorations to correct items



found by the judges which needed fixing. We want it right."

The GT convertible has styled steel wheels with trim rings and red centers. Options include all the GT items: fog lights, GT grille, GT side stripes and badges, rallye pac, woodgrain dash, woodgrain steering wheel, woodgrain shift console, air, GT gas cap,

GT rear valance with dual exhaust holes and back-up light holes.

The interior is red deluxe Pony.

The Ferk's MCA membership number is 26436.

In addition to their membership in MCA, the Ferks are affiliated with a number of car clubs, including the Rio Grande Club.

NOW AVAILABLE



MCA's Official 1994

16-Month Calendar

The Mustang Club of America's Official 1994 Calendar is now available for purchase.

The 1994 edition includes 16 full-color photos of some of the most outstanding early and late model Mustangs in the nation.

This collector's item also features key 1994 dates for MCA events, including National and Grand National Shows.

The 1994 calendar is available for \$8.00 plus \$2.00 shipping and handling (or two for \$15 plus \$2 shipping and handling) and will be sent to you via First Class Mail upon receipt of your order and payment.

Don't forget: MCA Calendars make excellent gifts for the Mustang enthusiasts on your Christmas list.

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Address _____ Zip _____

1. List all losses in past three years and moving violations—antique and modern cars. (Date-Cause-Payment. Include drivers under 25 years of age.) _____

Number of Antique Autos owned _____ Operator License Number _____

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

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

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

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

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

7. 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.

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

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(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.

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

ANTIQUE AUTOS TO BE INSURED

(Include picture of car.)

Year	Make	Body Type Series or Model	Series or Motor Number	Present Valuation (Amount of Insurance)
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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 CT, FL, PA, or N.J., send copy of regular car policy.

Signature: _____ Date: _____

Note: Your insurance becomes effective upon payment of the premium and acceptance of the risk.

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 • (215)748-0567 • (215)853-1300



Introduction Of '94 Mustang Moved Up To Dec. 9

The new generation 1994 Mustang will go on sale Dec. 9, three weeks earlier than previously announced, departing from a tradition of introducing new cars around Christmas, Ford Motor Company says.

"December 26th or 27th traditionally has been a very effective date for introducing new vehicles," said Ford Division General Manager Ross Roberts. "This year, the amount of dealer and enthusiast interest we've seen is so great that we have decided to celebrate the holiday season a little early."

The announcement of the early introduction of the redesigned Mustang came in late August, when MCA President Bill Dillard was on hand in San Diego to join Roberts in lifting a cover off the new Pony to reveal the nose of the long-awaited new Ford product. Photos of Dillard and Roberts with the new '94 Mustang, distributed by Associated Press, appeared in newspapers across the country.

Production of the new Mustang began Oct. 4 at the Dearborn Assembly Plant — just 35 months after top management at Ford gave its approval for the project.

The 1994 Mustang will be offered with a 3.8 liter V-6 engine or a 5.0 liter V-8.

The car's exterior is completely new except for the floor pan. The \$700 million development cost of the new Mustang was 30 percent lower than those for a typical new vehicle.

'94 Fords To Feature Maintenance Booklet

All 1994 model Ford products, including the newly-designed Mustang, will include a booklet for keeping maintenance records, the company has announced.

The booklet, which was introduced with the 1993 Lincoln Mark VIII, includes space for an official stamp that validates maintenance service performed at a dealership.

Ford officials said research has shown that official maintenance records help improve a car's resale value. The company added that customers are also more satisfied when a vehicle is properly maintained.

Free Roadside Service Offered With '94 Fords

Consumers purchasing a 1994 Ford Motor Company product will get a little something extra — a free, comprehensive roadside assistance plan.

Ford has announced that the free plan will be provided to buyers of all 1994 Ford and Mercury products. A more extensive pro-

gram for Lincoln owners will remain in effect.

"Good will is the name of the game in today's automotive business," said Ford spokesman John Ochs. "All companies are building quality cars. The customer expects quality now. That's the price of admission. To lure customers, we have to offer them that extra margin of satisfaction."

The new program provides 24-hour roadside assistance for emergency situations, and includes free towing, fuel delivery, battery service, lockout assistance and tire changing.

Ochs said purchasers of a 1994 Ford product will receive a toll-free number to call in case of emergency. "This is significant," he said, "because there's a live operator at the other end, not a recording."

Ochs said the first question the operator will ask is, "Do you feel safe?" If the answer is no, the operator will call the local police and inform them that there is a stranded motorist at a specific location.

After determining the nature of the problem, the operator will dispatch aid from an area service station or towing company, and then report back to the motorist with an es-

timate of how long the wait will be.

The program will be operated by the Ford Auto Club, an existing service. Owners of older model Ford cars and trucks may still purchase the service from Ford Auto Club.

MCA Still Searching For Gold Card Judges

Have you judged at an MCA-sanctioned National or Grand National Show?

Are you interested in becoming an MCA Gold Card Judge?

If the answer to both questions is "yes," you are invited to contact the Mustang Club of America's National Head Judge, Ricky Simmons, by writing to him at National Headquarters, P.O. Box 447, Lithonia, GA 30058.

MCA is interested in expanding its list of Gold Card Judges for various Mustang models and years.

For complete details on becoming a Gold Card Judge, contact Simmons today.



MCA Offers A Full Line Of Accessories

The Mustang Club of America offers a complete line of club accessories produced by Vintage Tees of Jasper, GA. The MCA logo is a colorful red, white, yellow and black and is available on T-shirts (\$8.95 — include size when ordering), caps (\$5.50 each), bibs (\$4.50 each), and tags (\$4.50 each — state year when ordering). To order send check or money order to MCA Accessories, P.O. Box 447, Lithonia, GA 30058. Include \$2 for postage and handling. All items are shipped direct from the manufacturer. Allow four to six weeks for delivery.



Mustang Club of America 30th Mustang Anniversary Celebration

P.O. Box 870527
Stone Mountain, Georgia 30087
(404) 482-9634 Phone/Fax

April 17, 1994 reflects a special date for Mustang enthusiasts worldwide — the 30th birthday of America's pioneer pony car, the Ford Mustang. Numerous changes have taken place during the years, but the Mustang still remains a favorite with the public offering performance and style in one quality package. We hope you will join the Mustang Club of America and fellow Mustang enthusiasts in celebrating this important event April 15-17, 1994 at the Charlotte Motor Speedway in Concord, North Carolina.

Jim Osborn
Show Chairman

Included in this flyer is a registration form, a listing of hotels, and general information.
Please retain this flyer for future reference.

Bruce Weiss
Promotions

The **car entry fee** covers the vehicle only. The vehicle driver and all passengers over the age of 12 must obtain a weekend pass before entry to the track will be allowed. Each car entered may purchase up to three weekend passes at a cost of \$10.00 each from MCA. Additional weekend passes must be obtained directly from Charlotte Motor Speedway at the gate for \$6.00 per day or \$15.00 three-day pass.

Teresa Vickery
Registration

The purchase price for **vendor spaces** includes two weekend passes. Additional passes may be purchased from MCA for \$10.00 each. Please remember that all spaces are on a first-come-first-served basis.

Kitty Wilmot
Secretary

Spectators may purchase a one-day pass for \$6.00 or a three-day pass for \$15.00 from Charlotte Motor Speedway at the gate.

Bob Deale
Finance

Since this is a special event we will have two different types of competition available. The **Concours Division** is limited to 300 entries and is designed to accommodate those vehicles that are routinely trailered, are considered top-notch show winners, or are thoroughbred restorations. Entries must be of 1984 vintage or older. The **Judges Choice Division** is designed to accommodate all Mustangs from all walks of life. Top notch show winners to the average daily driver are eligible for this category. This is where we anticipate our largest number of entries (up to 2,700) so be sure to get yours in right away.

Ricky Simmons
Head Judge

Don Perry
Logistics

Charles Hampton
Liaison

An **open track event** is being held in conjunction with the celebration and will be handled entirely by officials of the Speedway. A separate registration form is required for this entry with checks being made payable to and forwarded directly to the Speedway. If you wish to also participate in the show portion of the celebration, fill out the MCA registration form and forward to us. The open track event is open to all Mustangs and is not limited to race cars only. Imagine the thrill of finding out just how well that 1966 GT fastback handles through the infield course of the track.

Bill O'Neal
Charlotte Coord.

A confirmation letter will be sent to you as soon as your registration has been completed with us. Please remember to bring your confirmation with you when picking up your packet and credentials. **All packets and credentials must be picked up at the Hilton before proceeding to the track.** Your confirmation letter will list available pick-up hours.



Mustang Club of America

presents

30th Mustang Anniversary Celebration

April 15, 16, 17, 1994



Sponsored by

Co-sponsored by



Ford Division
of
Ford Motor Company



Charlotte Motor Speedway • Concord, North Carolina

Registration and Show Headquarters: Hilton at University Place

All car entries will receive a unique 30th Anniversary commemorative souvenir.

Only Mustang and Mustang Shelby's Ford-powered will be allowed.

Only 1964-94 Ford-powered Mustang bodied cars will be allowed.

All show participants must present confirmation letter at Hilton Hotel (registration trailer) and pick up gate passes, car credentials and official souvenirs before going to speedway. **NO EXCEPTIONS!**

(USE SEPARATE FORM FOR EACH CAR ENTERED)

Name _____
Address _____ City _____ State _____ Zip _____
Year _____ Make _____ Body Style _____ Serial No. _____

SHOW REGISTRATION	TOTAL
3-Day Entrance Pass. 1 Required for Each Person Over 12 Years of Age.	
Qty. Required _____ \$10.00 ea.	_____
CAR REGISTRATION (See other side for classes)	
CONCOURS JUDGED CLASSES (Judged with M.C.A. Abbreviated Rules)	
Qty. Cars _____ \$50.00 ea.	_____
DISPLAY CARS ONLY	
Qty. Cars _____ \$20.00 ea.	_____
JUDGES CHOICE CLASSES	
Qty. Cars _____ \$20.00 ea.	_____
VENDOR SPACES	
10' x 30' Spaces — 1st Space \$100.00 (Includes Two 3-Day Passes)	
Additional 3-Day Passes	
Qty. _____ \$10.00 ea.	_____
* Additional Spaces (10' x 30')	
Qty. _____ \$75.00 ea.	_____
* Additional Spaces Do Not Include Show Passes.	
MCA Membership (1 year)	
Qty. _____ \$25.00 ea.	_____
Send Open Track Form _____ Yes _____ No	
FOR MORE INFORMATION CALL 1-404-482-9634	TOTAL A _____
OFFICIAL SOUVENIRS	
30th Mustang Anniversary Celebration Jacket	
S _____ M _____ L _____ XL _____ XXL _____ Qty. _____ \$90.00 ea.	_____
30th Mustang Anniversary Celebration Golf Shirt	
S _____ M _____ L _____ XL _____ XXL _____ Qty. _____ \$30.00 ea.	_____
30th Mustang Anniversary Celebration Baseball Hat	
Qty. _____ \$12.00 ea.	_____
30th Mustang Anniversary Celebration Hat Pin	
Qty. _____ \$ 4.00 ea.	_____
30th Mustang Anniversary Celebration Event T-Shirt	
S _____ M _____ L _____ XL _____ XXL _____ Qty. _____ \$15.00 ea.	_____
30th Mustang Anniversary Celebration 3 1/2" Iron/Sew-On Embroidered Emblem	
Qty. _____ \$ 5.00 ea.	_____
30th Mustang Anniversary Celebration 9" Iron/Sew-On Embroidered Emblem	
Qty. _____ \$15.00 ea.	_____
30th Anniversary Celebration Key Ring	
Qty. _____ \$ 5.00 ea.	_____
30th Anniversary Celebration 6 1/2" 1/18-scale Mustang Convertible (Indiv. serial numbered. Only 2000 Available.)	
Qty. _____ \$50.00 ea.	_____
Pick Up at Hilton _____ Ship To Me _____ Add \$5.00	
ORDER SOUVENIRS BY PHONE 1-404-992-1729	TOTAL B _____

TOTAL A \$ _____ TOTAL B \$ _____ GRAND TOTAL \$ _____

PAYMENT METHOD: Check _____ VISA _____ MasterCard _____ Card No. _____ Expires: _____

CARDHOLDER SIGNATURE: _____

MAKE CHECKS PAYABLE TO AND FORWARD TO: 30th Mustang Anniversary Celebration, P.O. Box 870527, Stone Mountain, Georgia 30087.

I agree to abide by all rules of the show and understand that I am responsible for my car and merchandise. I agree to release from all liability: The Mustang Club of America, Charlotte Motor Speedway, 30th Anniversary Celebration Staff, Ford Motor Company, Hilton University Place, Dobbs Publishing Group and Petersen Publishing Company for any damage, injury, lost or stolen merchandise from this event.

Signature _____ Date _____

All show participants must present confirmation letter at Hilton Hotel (Registration Trailer) and pick up gate passes, car credentials and official souvenirs before going to speedway. **NO EXCEPTIONS!!!**

Top Five in Each Class Win Awards.

Judges Choice Classes

1964½ Coupe
1964½ Convertible
1965 Coupe
1965 Fastback
1965 Convertible
1966 Coupe
1966 Fastback
1966 Convertible
1967 Coupe
1967 Fastback
1967 Convertible
1968 Coupe
1968 Fastback
1968 Convertible
1969 Coupe
1969 Fastback
1969 Convertible
1970 Coupe
1970 Fastback
1970 Convertible
1971 Coupe
1971 Fastback

1971 Convertible
1972 Coupe
1972 Fastback
1972 Convertible
1973 Coupe
1973 Fastback
1973 Convertible
1965 Shelby
1966 Shelby
1967 Shelby
1968 Shelby Fastback
1968 Shelby Convertible
1969-70 Shelby Fastback
1969-70 Shelby Convertible
1969 Boss 302
1969 Boss 429
1970 Boss 302
1970 Boss 429
1971 Boss 351
1974-78 All Except Cobra
1976-78 Cobra-King Cobra
1979 Pace Car
1979-80 All

1981-82 All
1983 Open
1983 Closed
1984 Open
1984 Closed
1984 SVO
1984 Anniversary
1985 Open
1985 Closed
1985 SVO
1985 Saleen
1986 Open
1986 Closed
1986 SVO
1986 Saleen
1987 Open
1987 Closed
1987 Saleen
1988 Open
1988 Closed
1988 Saleen
1989 Open
1989 Closed

1989 Saleen
1990 Open
1990 Closed
1990 Limited Edition
1990 Saleen
1991 Open
1991 Closed
1991 Saleen
1992 Open
1992 Closed
1992 Saleen
1993 Open
1993 Closed
1993 Saleen
1994 Open
1994 Closed
1994 Saleen
Special Interest Mustangs
SAAC-McLaren-Python-
Viper, Steeda, etc.
Race Cars 1964-73 Mustangs
Race Cars 1974-94 Mustangs
Race Cars 1965-70 Shelby

Gold, Silver, Bronze Trophies

Concours Classes

1964½ Coupe
1964½ Convertible
1965 Coupe
1965 Convertible
1965 Fastback
1966 Coupe
1966 Convertible
1966 Fastback
1967-68 Closed
1967-68 Open
1969-70 Closed
1969-70 Open
1969-70 Boss 302
1969-70 Boss 429
1971 Boss 351
1971-73 Closed
1971-73 Open
1974-78 Closed
1979-84 Closed
1982-84 Open
1965-66 Shelby
1967-68 Shelby
1969-70 Shelby

Show Schedule

Thursday, April 14 Registration and Souvenir Stand at Hilton (1:00 p.m. until 8:00 p.m.) No track admittance.
Friday, April 15 Registration and Souvenir Stand at Hilton (8:00 a.m. until 6:00 p.m.) Speedway Open 8:00 a.m. until 5:00 p.m.
Saturday, April 16 Registration at Hilton (8:00 a.m. until 3:00 p.m.) Souvenir Stand at Hilton (9:00 a.m. until 6:00 p.m.)
Speedway Open 8:00 a.m. until 5:00 p.m.
Sunday, April 17 Souvenir Stand at Hilton (9:00 a.m. until 6:00 p.m.) Speedway Open 8:00 a.m. until 5:00 p.m.

All Concours and Judges Choice Cars must be in place by 10:00 a.m. Sat., April 16 and in by 10:00 a.m. Sun., April 17 — **NO EXCEPTIONS!**

Trophy presentation starts at 2:00 p.m. April 17.

Speedway will provide security for cars and vendors left inside speedway.

Speedway Must Be Vacated By 6:00 p.m. Each Day — NO EXCEPTIONS.

30th MUSTANG ANNIVERSARY CELEBRATION ACCESSORIES



Cotton Twill 30th Anniversary Jackets
Sizes Small through XX-Large
\$90.00 each



Embroidered Golf Shirt
Sizes S to XX-Large
\$30.00



Brass Plated
Key Ring
\$5.00 each



Anniversary Patches
3½" & 9" Embroidered
Iron/Sew-On
3½" \$5 each/9" \$15 each



Anniversary Baseball Hat
\$12.00 each



1964½ 1/18th Scale
Die-Cast Model
Individually Numbered
Only 2,000 Available
\$50.00 each



Anniversary Hat Pin
\$4.00 each



Event Tee-Shirts
Sizes S to XX-Large
\$15.00 each /
Available November 1st

Phone Orders: (404) 992-1729/Mail Orders: P.O. Box 870527, Stone Mountain, GA 30087

Credit Card Orders Only By Phone/Make Checks Payable to 30th Anniversary Mustang Celebration/Add \$5 Per Order For Shipping/No CODs





Advice On Safely Trailering Your Show Car

By **DONALD MALLINSON**
President

Heart of Illinois SHO Club

I started helping my father set up and tow travel trailers all over the United States and Canada before I was old enough to drive. But I was old enough to watch and learn. Since then I've logged well over a quarter-million miles pulling trailers — without incident.

Mustang Club of America members who follow a few simple — but vitally important — rules can enjoy trailering their show cars to various regional and national events without risking harm to their classic autos or to themselves or their passengers.

THE TOW VEHICLE

I believe in having the biggest and best tow vehicle you can get. A semi is perfect, but not practical.

Any make full-size pickup with a long wheelbase will serve as a dependable tow vehicle. You need a long wheelbase to make pulling a heavy load more stable.

Suspension (one-half vs three-fourths ton) is not too critical if you use a load equalizing hitch.

The fifth wheel units sometimes require at least a three-fourth ton suspension.

Since many of you will have to make do

with what you already have, we can move on to the next most important part.

THE HITCH

I have seen far too many expensive cars (not to mention irreplaceable people) wind up in the ditch because they were going down the road with a rusty bumper hitch and nothing else. Look at it this way: You have invested a lot in your show car so it makes little sense to put it at risk for the lack of a \$250 quality hitch setup and the couple of hours it takes to set it up right.

Any time the load being hauled equals or surpasses the towing vehicle (and that is most of the time when hauling cars) you should have a quality load equalizing hitch. Reese and Draw-Tite are the most common brands and are proven quality units. These consist of a well-designed receiver that bolts (better than welding in most cases) to the tow vehicle frame, a ball mount that comes in various sizes to make the trailer sit level when going down the road (important for stability), and the load equalizing bars and optional anti-sway mounts for the trailer itself.

What the load equalizing bars do is counter balance the weight put on the hitch (the tongue weight) and transfer it equally between the front and rear axles. For small

travel trailers without a load equalizing hitch you may have approximately 50 to 100 pounds tongue weight, but a 4000 to 7000 pound car-trailer combo needs 300 to 500 pounds tongue weight and this would point your headlights towards the sky.

Air shocks and overload springs are just a stop-gap approach and are not safe. They overload the rear suspension and tires.

The anti-sway attachments are needed for certain long trailers that tend to sway when hit with wind gusts from passing trucks. These, in effect, tend to force the car-trailer unit to be "straight" unless forced to bend by turning a corner.

THE TRAILER

When buying a trailer, make sure it has double axles with brakes on all wheels. A load rating GVWR higher than the anticipated total of trailer and load (be sure to include tools, ice chests, spare tires, supplies, etc. that may be loaded inside the trailer or car) is required. When in doubt, get the trailer and car weighed at a grain elevator or truck stop. Make sure the tires on it have enough load capacity.

Check the lug nuts frequently and set the brakes carefully. Brake balance is set at the controller on the dash of the tow vehicle. Play with this and get to know how it works,

The Mustang Times/October, 1993

both loaded and empty. Lash everything down or risk ruining your car.

I strongly advise that you find a quality, well-known travel trailer sales/service outlet instead of going to rental outfits. You will get better advice and service in most instances.

Read and understand how your receiver-style hitch works. Take the time to drive down a deserted road at low speeds and experiment with the brakes. Your brake controller will let you apply trailer brakes independent of the tow vehicle brakes. This is the way to stop a trailer from swaying. Don't get on the regular brakes if this happens. Just apply the trailer brakes and that will stop the sway in most instances.

You also have another adjustment that sets the balance between the tow vehicle and the trailer. You want the trailer brakes to be a bit more aggressive than the tow vehicle brakes, otherwise you may see the back of your trailer pass you.

I like to constantly check my controller to make sure the balance is right at all times. This helped save me when some jerk in a Chevette stopped dead in the road ahead of me earlier this year. I applied the brakes without stomping on them and when I heard all eight tires making a low moan, I knew I was okay. Nothing teaches you the concept of threshold braking like a panic stop with 10,000 pounds of truck, trailer and show car.

I can't overemphasize the importance of getting to know your set-up by testing on a safe, deserted road before getting into rush hour traffic.

One final thought: I have tried every combination you can think of and will strongly recommend a full size tow vehicle instead of mid-size compacts.

Carefully check the towing capacity of any vehicle you plan on calling into service. If it doesn't have the capacity, then don't hook up that big trailer.

Also, it is torque that gets a big load moving, not RPMs and horsepower. That 350/351 V8 may only have 10 more horses than the 305/302 or that V6, but check the torque figures and where the torque comes in.

A dedicated tow vehicle is the safest. If you must use a family car or van, then the load equalizing hitch is a must and careful matching of the load to the tow vehicle is important. That 4000 pounds of show car and trailer can "walk" a 3500 pound tow vehicle right into the ditch if not set up right.

THE WALK-AROUND INSPECTION

Why do you think most semi drivers walk around their trucks when pulling into a rest stop? It is to check the tires, etc. to make

sure nothing is coming apart.

You need to inspect the hitch (put a wrench on the hitch ball once in a while).

Most importantly, check the temperature of the tires and wheels. I lay my hand on the tread of each tire and on the wheel bearing surface at each rest or gas stop. If you feel excessive heat (and you'll know it) then don't go on until you know why. Heat can cause a bearing to seize or a tire to blow, both of which can put you in a ditch.

Remember, safety first when towing.

Questions? Need Some Help? Why Not Ask Fred Glazier!

If you have questions about your Mustang or need some help with a sticky restoration problem, Fred Glazier can help.

Glazier's column "Ask Fred" is featured monthly in *The Mustang Times*.

Though Fred is best known as an expert on early model Mustangs, he will also be happy to help with your questions about your late model Pony.

Mail your questions to: Ask Fred, C/O *The Mustang Times*, P.O. Box 447, Lithonia, GA 30058.

Please include your MCA membership number on your correspondence.

MCA Board Meeting Minutes Continued

From Page 6

were elected directors. Norman will serve through January 1995 and Bob will serve through January 1994.

Steve Sanders from Northwest Arkansas Mustang Club advised that his group and several other clubs will host a show October 17 at Petit Jean Mountain State Park. The groups will have a 1994 Mustang at the show, as well as President Clinton's car.

Charlie Ping from Model City Mustang Club advised the group will host a show in Oxford, AL September 26.

With there being no further business, the meeting was adjourned.

The next meeting of the Board of Directors will be held Tuesday, October 12, 1993, at 7:30 p.m. at the Marriott Courtyard, Windy Hill Road in Marietta, GA.

TIRED OF LOOKING FOR THE RIGHT PARTS?

Correct Battery Cable Sets With Part Numbers On The Wire \$55/Set

Correct Style Fuel Line With Markings \$5/Set (\$7.50 W/Clamps)

Correct Style Radiator Hoses \$17-\$20

Correct Style Fan Belts \$18

And Many Other Products

Marti Auto Works

5816 W. San Miguel Suite A-4
Glendale, AZ 85301

(602)937-4122

(602)937-0008 FAX

COMING SOON:

Correct Heater Hose With Grooves (Not Ribs)

Call Us For Any Technical Help

We Manufacture What We Sell — And It Carries Mustang Club Of America Approval

Travelers Beware: Ukraine Police Purchase Mustang 'Chase Car'

If you find yourself cruising through the Ukraine in the former Soviet Union, might better keep that radar detector handy.

The newly autonomous republic's motor vehicle inspection division is soon to take delivery of a Ford Mustang LX — which will be used by the local constables to chase down lead-footed drivers.

Ukrainian officials recently purchased the 1993 "slightly used" Mustang for the republic's police force. The car was bought from a Quincy, MA Ford dealer.

The dealership was approached by an import-export company which was looking for a car for Ukraine police use.

The export company found the 1993 Mustang with "a couple of thousand miles on it" at the dealership and made the purchase for the former Soviet state.

The dealership said the Mustang is equipped with power locks and windows, but no

air conditioning. Probably doesn't get that hot in the Ukraine anyway.

Sources said the Mustang was chosen because the Ukrainian police have a need for speed, but are working on a tight budget. To purchase a high-performance European car would have cost more rubles than the Ukrainians had in the local treasury.

With its 5.0 liter V8, the Mustang seems assured of being able to catch anything one might find around that Soviet republic, with the possible exception of a MIG23.



Judging Sheets From Nationals Are Available

MCA members who participate in National and Grand National Shows during the season may request their judging sheets following these events.

Owners desiring their judging sheets must send a written request, along with a self-addressed, No. 10 envelope with three first class postage stamps to MCA National Head Judge Ricky Simmons, P.O. Box 387, Demorest, GA 30535.

Please note that you must include your car number and the location of the show in your request to have your judging sheet returned to you.

Judging sheets do not include any names, so your car number is essential if your sheet is to be identified and returned.

All requests for National and Grand National judging sheets must be made within 30 days of the close of the show.

Judging sheets can be helpful in determining what specific areas of your Mustang need improvement to make your entry more competitive.

Upgrade to Alamo's Membership Program.

As a member you'll receive special privileges. You can start by using the attached certificate for a free upgrade on your next rental. Plus, you'll receive discounted daily, weekly and weekend rates at every Alamo location in the U.S. and U.K., earn Frequent Flyer credits with major airlines and receive *unlimited free mileage* on every rental. For reservations or more information call our new Member Reservations Line at 1-800-354-2322 and start enjoying the many benefits of Alamo's Membership Program.



FREE UPGRADE

- Valid for ONE FREE UPGRADE to next car category, subject to availability at time of rental.
- (In the U.S.) Valid from a compact car or above, excluding luxury and specialty cars.
- (In the United Kingdom) Valid on self-drive rentals only from a group B car category or above, excluding group E cars and above.
- Offer is applicable toward Membership Rates only. One certificate per rental accepted; must be presented at the Alamo counter on arrival. Once redeemed, certificate is void. A 24-hour advance reservation is required.
- This certificate and the car rental pursuant to it are subject to Alamo's conditions at the time of rental.
- Offer valid through May 26, 1993 (except 12/19-12/27/92, 2/11-2/13/93 and 4/8-4/10/93).

For reservations call your Professional Travel Agent or call Alamo's Membership Reservations Line at 1-800-354-2322. Request Rate Code BY and use your membership ID number when making reservations.



Where all the miles are free™

U72B I.D. # _____

Times Classified Ads Free To MCA Members

Classified advertising in *The Mustang Times* is restricted to current MCA members. Non-member classified ads are not accepted for publication.

All current members are entitled to one free classified ad per month. The maximum length of each month's ad is 50 words.

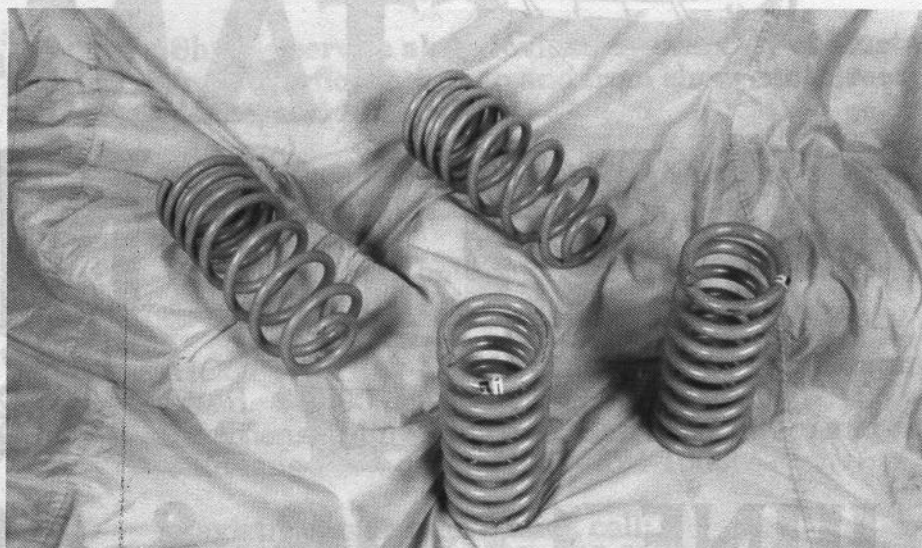
Classified ads must be limited to one specific category. Ads combining cars for sale with parts for sale, or parts with miscellaneous services will not be published. Please restrict your ad to one specific category.

Ads to be repeated must be resubmitted each month. Photo copies are acceptable.

Submissions must include your MCA membership number as well as an address and zip code and/or telephone number with area code.

The *Mustang Times* staff is not permitted to return long distance telephone calls relating to classified ads, nor can ads be accepted by phone.

Ads must be received by MCA 45 days prior to the cover date of the issue in which the classified ad is to appear.



Dugan Racing Offers New 'Pogo Sticks'

Dugan Racing is now offering a selection of springs for 5.0 liter Mustangs. The new Dugan Racing/Suspension Tech Springs "offer outstanding handling and a smooth, firm ride," according to the company. They are available in sets of four — two front and two rear — and retail for \$299. For more information contact Dugan Racing at (404) 932-5480.



1994

MUSTANG CALENDAR



Full Color Collector's Edition Order Now!



Featuring Full Color Photos
of Your Favorite Classic
and Late Model Ponys.



Only \$12.95 each

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White House Publishing Group, Inc. Dept C
1500 First Avenue Suite 79 New York, NY 10021

or phone/fax order UPS C.O.D 212 794-4373

both loaded and empty. Lash everything down or risk ruining your car.

I strongly advise that you find a quality, well-known travel trailer sales/service outlet instead of going to rental outfits. You will get better advice and service in most instances.

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I can't overemphasize the importance of getting to know your set-up by testing on a safe, deserted road before getting into rush hour traffic.

One final thought: I have tried every combination you can think of and will strongly recommend a full size tow vehicle instead of mid-size compacts.

Carefully check the towing capacity of any vehicle you plan on calling into service. If it doesn't have the capacity, then don't hook up that big trailer.

Also, it is torque that gets a big load moving, not RPMs and horsepower. That 350/351 V8 may only have 10 more horses than the 305/302 or that V6, but check the torque figures and where the torque comes in.

A dedicated tow vehicle is the safest. If you must use a family car or van, then the load equalizing hitch is a must and careful matching of the load to the tow vehicle is important. That 4000 pounds of show car and trailer can "walk" a 3500 pound tow vehicle right into the ditch if not set up right.

THE WALK-AROUND INSPECTION

Why do you think most semi drivers walk around their trucks when pulling into a rest stop? It is to check the tires, etc. to make

sure nothing is coming apart.

You need to inspect the hitch (put a wrench on the hitch ball once in a while).

Most importantly, check the temperature of the tires and wheels. I lay my hand on the tread of each tire and on the wheel bearing surface at each rest or gas stop. If you feel excessive heat (and you'll know it) then don't go on until you know why. Heat can cause a bearing to seize or a tire to blow, both of which can put you in a ditch.

Remember, safety first when towing.

Questions? Need Some Help? Why Not Ask Fred Glazier!

If you have questions about your Mustang or need some help with a sticky restoration problem, Fred Glazier can help.

Glazier's column "Ask Fred" is featured monthly in *The Mustang Times*.

Though Fred is best known as an expert on early model Mustangs, he will also be happy to help with your questions about your late model Pony.

Mail your questions to: Ask Fred, C/O *The Mustang Times*, P.O. Box 447, Lithonia, GA 30058.

Please include your MCA membership number on your correspondence.

MCA Board Meeting Minutes Continued

From Page 6

were elected directors. Norman will serve through January 1995 and Bob will serve through January 1994.

Steve Sanders from Northwest Arkansas Mustang Club advised that his group and several other clubs will host a show October 17 at Petit Jean Mountain State Park. The groups will have a 1994 Mustang at the show, as well as President Clinton's car.

Charlie Ping from Model City Mustang Club advised the group will host a show in Oxford, AL September 26.

With there being no further business, the meeting was adjourned.

The next meeting of the Board of Directors will be held Tuesday, October 12, 1993, at 7:30 p.m. at the Marriott Courtyard, Windy Hill Road in Marietta, GA.

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Correct Battery Cable Sets With Part Numbers On The Wire \$55/Set

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Call Us For Any Technical Help

We Manufacture What We Sell — And It Carries Mustang Club Of America Approval

Travelers Beware: Ukraine Police Purchase Mustang 'Chase Car'

If you find yourself cruising through the Ukraine in the former Soviet Union, might better keep that radar detector handy.

The newly autonomous republic's motor vehicle inspection division is soon to take delivery of a Ford Mustang LX — which will be used by the local constables to chase down lead-footed drivers.

Ukrainian officials recently purchased the 1993 "slightly used" Mustang for the republic's police force. The car was bought from a Quincy, MA Ford dealer.

The dealership was approached by an import-export company which was looking for a car for Ukraine police use.

The export company found the 1993 Mustang with "a couple of thousand miles on it" at the dealership and made the purchase for the former Soviet state.

The dealership said the Mustang is equipped with power locks and windows, but no

air conditioning. Probably doesn't get that hot in the Ukraine anyway.

Sources said the Mustang was chosen because the Ukrainian police have a need for speed, but are working on a tight budget. To purchase a high-performance European car would have cost more rubles than the Ukrainians had in the local treasury.

With its 5.0 liter V8, the Mustang seems assured of being able to catch anything one might find around that Soviet republic, with the possible exception of a MIG23.



Judging Sheets From Nationals Are Available

MCA members who participate in National and Grand National Shows during the season may request their judging sheets following these events.

Owners desiring their judging sheets must send a written request, along with a self-addressed, No. 10 envelope with three first class postage stamps to MCA National Head Judge Ricky Simmons, P.O. Box 387, Demorest, GA 30535.

Please note that you must include your car number and the location of the show in your request to have your judging sheet returned to you.

Judging sheets do not include any names, so your car number is essential if your sheet is to be identified and returned.

All requests for National and Grand National judging sheets must be made within 30 days of the close of the show.

Judging sheets can be helpful in determining what specific areas of your Mustang need improvement to make your entry more competitive.

Upgrade to Alamo's Membership Program.

As a member you'll receive special privileges. You can start by using the attached certificate for a free upgrade on your next rental. Plus, you'll receive discounted daily, weekly and weekend rates at every Alamo location in the U.S. and U.K., earn Frequent Flyer credits with major airlines and receive *unlimited free mileage* on every rental. For reservations or more information call our new Member Reservations Line at 1-800-354-2322 and start enjoying the many benefits of Alamo's Membership Program.



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- Valid for ONE FREE UPGRADE to next car category, subject to availability at time of rental.
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- This certificate and the car rental pursuant to it are subject to Alamo's conditions at the time of rental.
- Offer valid through May 26, 1993 (except 12/19-12/27/92, 2/11-2/13/93 and 4/8-4/10/93).

For reservations call your Professional Travel Agent or call Alamo's Membership Reservations Line at 1-800-354-2322 Request Rate Code BY and use your membership ID number when making reservations.



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Times Classified Ads Free To MCA Members

Classified advertising in *The Mustang Times* is restricted to current MCA members. Non-member classified ads are not accepted for publication.

All current members are entitled to one free classified ad per month. The maximum length of each month's ad is 50 words.

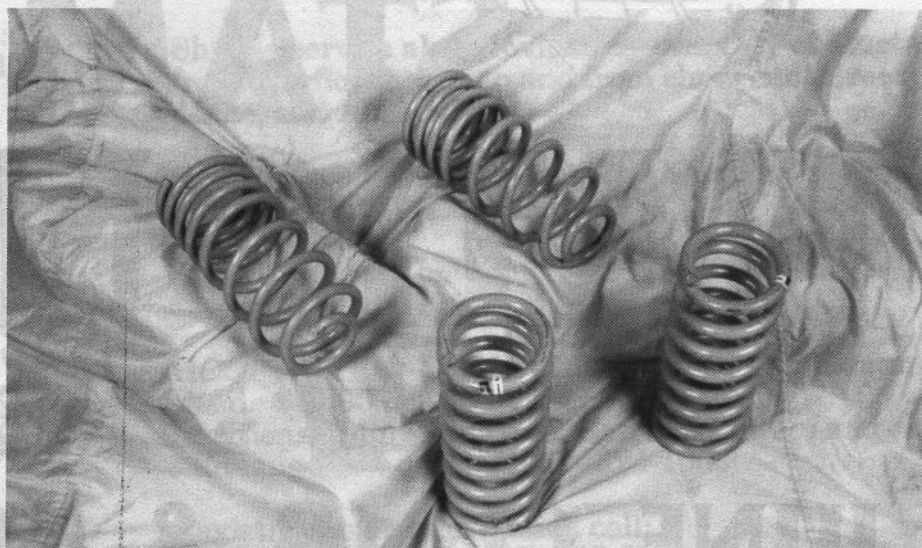
Classified ads must be limited to one specific category. Ads combining cars for sale with parts for sale, or parts with miscellaneous services will not be published. Please restrict your ad to one specific category.

Ads to be repeated must be resubmitted each month. Photo copies are acceptable.

Submissions must include your MCA membership number as well as an address and zip code and/or telephone number with area code.

The *Mustang Times* staff is not permitted to return long distance telephone calls relating to classified ads, nor can ads be accepted by phone.

Ads must be received by MCA 45 days prior to the cover date of the issue in which the classified ad is to appear.



Dugan Racing Offers New 'Pogo Sticks'

Dugan Racing is now offering a selection of springs for 5.0 liter Mustangs. The new Dugan Racing/Suspension Tech Springs "offer outstanding handling and a smooth, firm ride," according to the company. They are available in sets of four — two front and two rear — and retail for \$299. For more information contact Dugan Racing at (404) 932-5480.



1994

MUSTANG CALENDAR



Full Color Collector's Edition Order Now!



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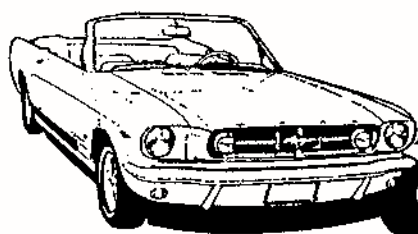
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MUSTANG STAMPEDE NATIONALS 1994

JUNE 17, 18, & 19th 1994

An MCA sanctioned MUSTANG CAR SHOW

What better place to celebrate
the 30th Anniversary of the Ford Mustang
than in **MUSTANG, OKLAHOMA.**

MUSTANG TRADE CENTER, 120 N. MUSTANG ROAD

Hosted by the Oklahoma MUSTANG Club,
the Mustang Chamber of Commerce,
and the city of Mustang, Oklahoma

- **FREE COMMEMORATIVE BELT BUCKLE TO FIRST 500 ENTRIES!**
- **HOSPITALITY PARTY THURSDAY EVENING**
- **STREET DANCE FRIDAY EVENING**
- **RODEO AND WILD MUSTANG (LIVE HORSE) AUCTION SATURDAY**
- **AWARDS BANQUET SUNDAY AFTERNOON**

CALL FOR MORE INFORMATION & DETAILS...

DAYS • Steve Hendrix - 405-376-4103

EVENINGS • Robert Dudgeon - 405-376-3115

Mustang Chamber of Commerce • 405-376-2758

SCHEDULE OF EVENTS

THURSDAY--JUNE 16th

Early Tech Inspection Noon - 6:00p.m.
Hospitality Party 6:00 - 9:00p.m.

FRIDAY -- JUNE 17th

Registration & Tech 7:00a.m. - 5:00p.m.
Street Dance 6:00pm till ??????

SATURDAY --JUNE 18th

Registration & Tech 7:00a.m. - 11a.m.
Judging 12:00 p.m. -5:00p.m.
Rodeo & Mustang Auction 6:00 p.m.

SUNDAY -- JUNE 19th

Judging 7:00a.m. - 1:00p.m.
Awards Banquet 2:00p.m.

**CARS MUST REMAIN AT SHOW
SITE DURING SHOW HOURS
ALL THREE DAYS!**

No Alcohol, bicycles, or pets allowed at
show site

10 Special Interest classes
Ford bodied and Ford powered ONLY

Host hotel to provide shuttle service on the hour
to and from show site.

The City of Mustang will provide shuttle service two
times daily on Friday to the Cowboy Hall of
Fame, Remington Park(horse races), Frontier City
Amusement Park , and Crossroads Mall.
Once on Saturday.

Shuttle service also provided by The City of Mustang
from overflow hotels to and from show site, street
dance, and Rodeo.

Security provided by The City of Mustang at show site
from 7:00p.m. to 7:00a.m.

Security at host hotel by OMC from 8:00p.m. to
6:00 a.m. Thur., Fri., & Sat.

HOST HOTEL: Comfort Inn West, 321 N. Mustang
Road. \$40.00 per night single, \$5 each
additional adult, kids free. Call hotel direct and ask for
Mustang show rates. (405) - 324-1000

Registration or information call:
Denise Mollohan (405) 262-6650
Steve Hendrix (405) 376-4103 (Days)
Robert Dudgeon (405) 376-3115 (Evenings)

TOY CORAL -- Adult and Childrens classes

STAMPEDE NATIONAL 1994/MCA NATIONAL SHOW REGISTRATION

Photocopies Accepted — One Car Per Form

Name _____ MCA # _____ Exp. Date _____
Address _____ Phone # _____
City _____ State _____ Zip Code _____
Year _____ Make _____ Body _____ Will You Help Judge Yes _____ No _____

Show Classes (One car per form)

☐ Concours Trailered ☐ Retired
☐ Concours Driven ☐ Late Model
☐ Unrestored ☐ Current Model
☐ Street Driven ☐ Thoroughbred
☐ Daily Driven ☐ Modified
Special Interest (Ford Body and Ford
Powered ONLY) 10 Classes

No FOR SALE signs in show cars!

Awards Banquet - All you can eat -
Buffet - Home Style cooking

ENTRY FEES

All Judged Mustang Classes	25.00	_____
Non MCA Members add	10.00	_____
Special Interest Classes	20.00	_____
Display Only	15.00	_____
Pony Coral	20.00	_____
Vendor Spaces (15 x 20)	20.00	_____
Sunday Afternoon Banquet	15.00	_____
Children under 12 years	8.00	_____
Toy Coral	1.00	_____
Late Fee (Post Marked after May 1)	5.00	_____

Will you be attending Thursday night hospitality Party _____ How many _____

Make checks payable to :

Oklahoma Mustang Club, 415 W. Greenwood Dr., Mustang, Oklahoma, 73064

I agree to abide by all show rules and regulations and understand that I am solely responsible for my automobile and
property. I agree to release from all liability The MCA, The Oklahoma Mustang Club, their members, The City of
Mustang, Mustang Area Chamber of Commerce, Mustang Public Schools, and all sponsors from any and all damages,
injury, lost or stolen property from this event. Signature _____ Date _____



Coming Next Month

This Mach 1 Mustang, owned by Malcolm and Nita Stone of Brandon, MS, will be featured on the cover of the November issue of *The Mustang Times*. The Stones, whose membership number is 3600, are long time members of the Mustang Club of America. They have been competing in MCA National and Grand National events for a number of years. For the complete story on this prize-winning Pony, watch for your November *Mustang Times*.

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Long-Awaited New Generation Pony To Debut

It's what Mustang lovers have been waiting for for what seems like an eternity: the introduction of the newly-designed 1994 Pony.

Ford Motor Company's new Mustang, which has set industry records by going from design to production in under three years, will be on the floor of showrooms across the United States on December 9.

The manufacturer originally intended to trot out its new Pony car right after Christmas, but company officials said the enthusiastic response of Mustang lovers convinced them to move the debut up to December 9.

But if you just can't wait, you can get a first-hand look at the 1994 Mustang this month.

Ford will be previewing the '94 Pony in 100 selected markets across the country on Sunday, October 17. A complete list of the markets in which the Mustang will be previewed is included in this issue of your magazine.

The company has invited local Mustang clubs and Mustang owners to this special preview, and many cities have planned numerous activities in conjunction with the sneak preview this month.

Included in this issue of *The Mustang Times* are 13 pages of Ford Motor-produced information relating to the 1994 Mustang.

MCA President Bill Dillard was on hand in San Diego in August to get a "peak" at



MCA President Bill Dillard Was On Hand For 'Peak' At 1994 Mustang

the new Pony. Dillard and Ford executives lifted a car cover off the nose of the '94 Mustang, permitting news photographers to capture a glimpse of the new car on film. Photos of Dillard and the '94 Mustang appeared in newspapers across the nation.

The long-awaited SN-95 project is the culmination of the complete redesign of the Mustang. The car will be available with either a six or eight cylinder engine.

Ford consulted with consumers and Mustang enthusiasts from across the country during the design of the new car. One of the

most popular decisions made by Ford was the continuation of the Pony as a rear-wheel drive vehicle.

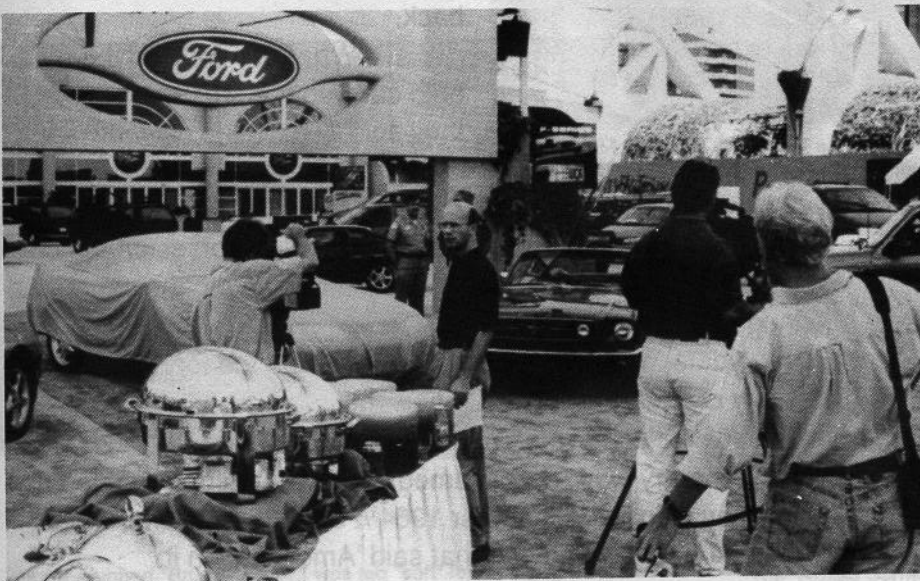
Excitement relating to the introduction of the new Mustang has been building for several years, and has been intensified by the upcoming 30th anniversary of the car. Ford introduced the original Mustang on April 17, 1964 and the sporty model quickly became one of the automotive industry's biggest success stories.

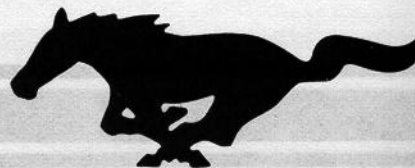
For the past 29 years, the excitement of the Mustang has lingered, and has spawned the organization of hundreds of Mustang clubs throughout the world. The Mustang Club of America is the largest of those organizations, with more than 100 regional group affiliates located across the United States.

MCA membership reached an all-time high in 1993 and has continued to set new monthly records throughout this year.

MCA will sponsor a 30th Anniversary Mustang Celebration in Charlotte, NC April 15-17 of next year to commemorate the anniversary of the introduction of the car.

Ford Motor Company gave photographers a glimpse of the newly-designed 1994 Mustang in San Diego last August. The new Mustang will be previewed to enthusiasts on Sunday, October 17, and will be in Ford showrooms on December 9th.





FORD'S "GALLOP POLLS" CALLED FOR AN ALL-AMERICAN PONY CAR

DEARBORN, Mich., — Current trends in automobile design emphasize smooth sophistication, a sort of touchy-feely friendliness. But make the design too "soft," and you'll turn off a Mustang enthusiast.

"One early idea we had for the 1994 Mustang had a very nice, modern look. But its overall shapes were too smooth, too clean and friendly, too nice," said Bud Magaldi, Ford Motor Company's Design Manager for the new Mustang.

"It was just a little bit too sweet, too smooth, for the real Mustang lovers," he said. "Our research clinics proved to us that a car could be perceived as too European or too Japanese."

So, the Mustang that goes on sale nationwide Dec. 27 has a firm, positive look. It has a tough stance and a familiar feel to it as well.



The '94 Mustang is a modern design, but with cues that are a throwback to earlier Mustangs. Here is a '65 photographed with GT and base '94 convertibles.

Mustang club members, Mustang magazine editors and members of the general public took part in "consumer clinics" across America beginning in 1989. By the time the company was finished, the 1994 Mustang had become one of the most researched cars in Ford history.

These "gallop polls," showed that Americans of all ages remembered the many Mustang styling cues of years past and wanted them back.

"When we showed them a bold car with the Mustang scoops, they said, 'That's the car we want,'" Magaldi said.

"The people we interviewed wanted galloping horses on the car,"

he said. "But they also said that, even if you took all the horses off, the car should still look like a Mustang."

The car's many years in the automotive limelight, and the fond recollections of the original pony car in the public's memory, helped the stylists immensely.

"Here's what I think we achieved: We brought back a lot of the Mustang heritage in a very contemporary way. That seemed to be what people wanted us to do," Magaldi said. "They didn't want another 1964¹/₂ or 1965 Mustang, which they loved. They wanted a new car and one that said 'American' on it."

"I don't think anyone would mistake this for a Japanese car or for a European car."

As the project began to get off the ground in 1990, the design team focused on three general themes:

- A car with modern, rounded lines and soft styling cues, "which our people here dubbed 'Bruce Jenner,'" Magaldi said, "because it was a trim, athletic vehicle."
- At the other end of the spectrum was a car nicknamed "Rambo." "It was a Batmobile-type of thing," Magaldi said. "A very aggressive car that was gutsy and dramatic, like a Stealth bomber."
- The third concept was in between. "It was called 'Arnold Schwarzenegger' because it looked like a Bruce Jenner that went down to the gym and put on some muscle and bulk," he said.

At the clinics, the first car was well-liked for the same reasons that buyers like the Ford Probe. But the Probe attracts a different crowd. This car wasn't judged to be a Mustang, and the Bruce Jenner design was rejected.

Rambo "was too aggressive for the people who saw it," he said.

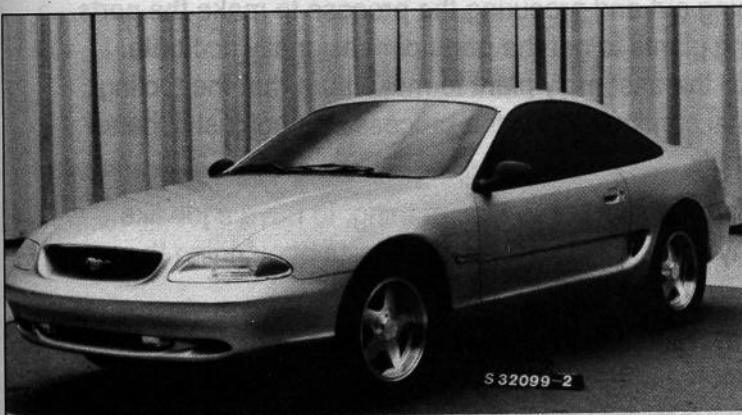
The winning concept was the Arnold Schwarzenegger.

"They kept saying, 'The car in the middle is the one we want.' It's got the scoops. It looks like a Mustang, even with the horses off. Our goal was to bring back the Mustang heritage in a very contemporary way. That was the key. That seemed to be what people wanted us to do."

The design team, which at one time numbered 40 people, went to work and the car began evolving with the views of Mustang enthusiasts remaining a big part of the process.

"When we finished, we talked with them individually to get their candid comments. Then we asked them collectively, 'What do you think?'"

"Well, they stood up and applauded. They gave the car a standing ovation. That was quite a surprise. We're really happy with that."



This car, dubbed "Bruce Jenner," was too "soft" for Mustang fans.

The Mustang Times/October, 1993

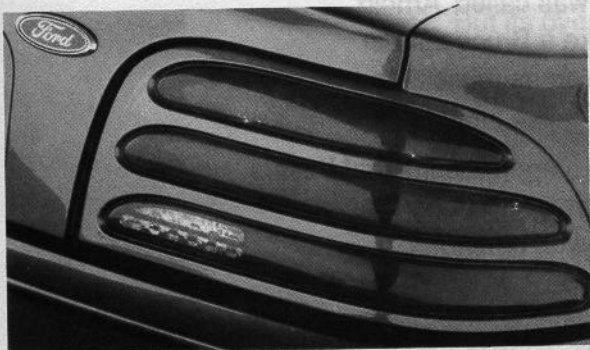


The "Arnold Schwarzenegger" won and became the basis for the '94 design



NEW PROCESS IS FITTING FOR THE REDESIGNED MUSTANG

DEARBORN, Mich., — When the redesigned 1994 Ford Mustang begins rolling off the line Oct. 4, one of the nation's oldest car assembly plants will begin using one of the auto industry's newest procedures.



Like the original, the '94 employs three-element taillights . . .

It's called NACBP, short for No-Adjust Car Building Process, and it's light years removed from the way cars were built in 1918 when the Dearborn Assembly Plant, home of the Mustang, was turning out parts for the Ford Model T.

"NACBP is a precision means of building a vehicle," said Dia Hothi, body and assembly project manager for the Mustang.

For decades, the tools and machinery used to assemble car bodies had to be adjustable to allow for slight variations in the parts. Like snowflakes, no two parts were ever alike.

But with the new Mustang, "the sheet metal is so controlled that it fits the tooling and the other parts exactly. Everything is designed to fit properly together. You don't have to fit the parts to the tools."

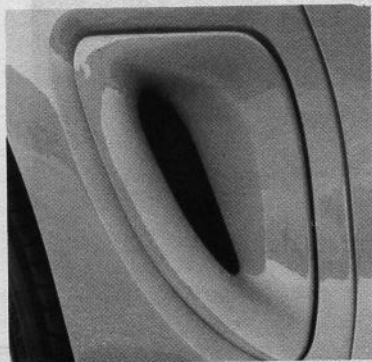
Bringing parts making to this new level of proficiency required organizational changes. Hothi was placed in charge of the Mustang metal-stamping operations and the assembly operations simultaneously.

"Normally, in the auto industry, the stamping people do their thing and the assembly people do theirs," Hothi said. "But I coordinated all the way from the very first part design, to going out and procuring the process to make the parts, to working with the stamping plants to get the parts dimensionally accurate. I brought that information into the assembly plant to make sure that the tooling and the assembly was a total continuation of the process and not just a 'hand-off' from stamping to assembly."

"This is the first time Ford has done this type of thing, to have a job like mine on a program for many years, starting from the basics of planning the vehicle."

The Dearborn Assembly Plant is part of Ford's sprawling Rouge complex in Dearborn. The age and layout of the plant presented some difficulties, but Hothi said these concerns were overcome by planning carefully with quality in mind.

"We asked ourselves, 'What is it that we don't like about the way we build the current Mustang? What gives us quality issues and what would give us some customer problems, etc.?'"



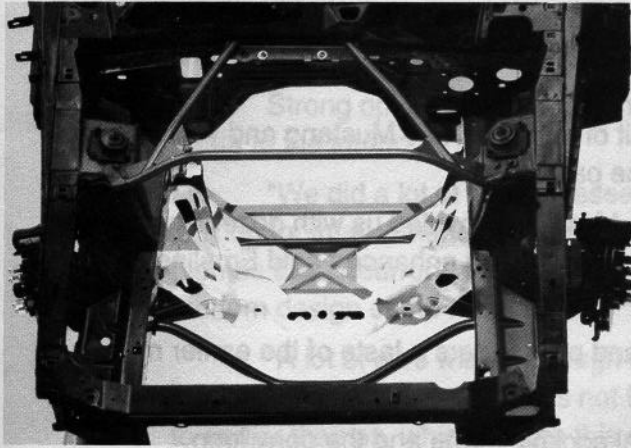
. . . a C-shaped scoop . . .



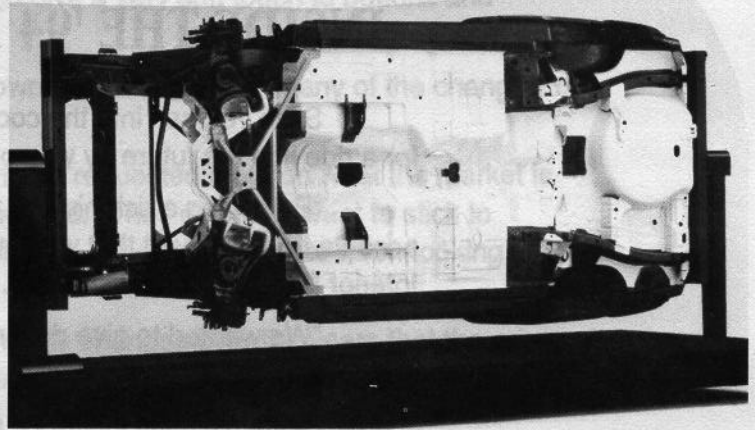
. . . and a galloping horse on the grille

"Then, when we started to plan for the new car, we made sure that all the issues that were related to building a Mustang today would not exist in our new methodology or our new processes.

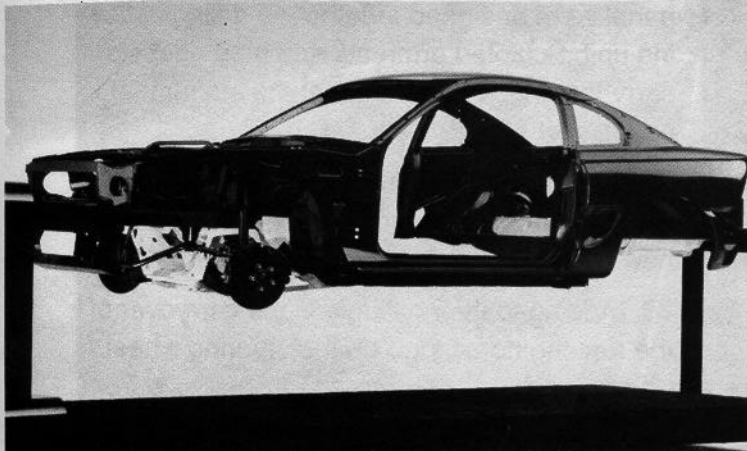
"Everybody in the plant has done a great job," Hothi said. "I think the most remarkable thing is the way the vehicle is fitting together."



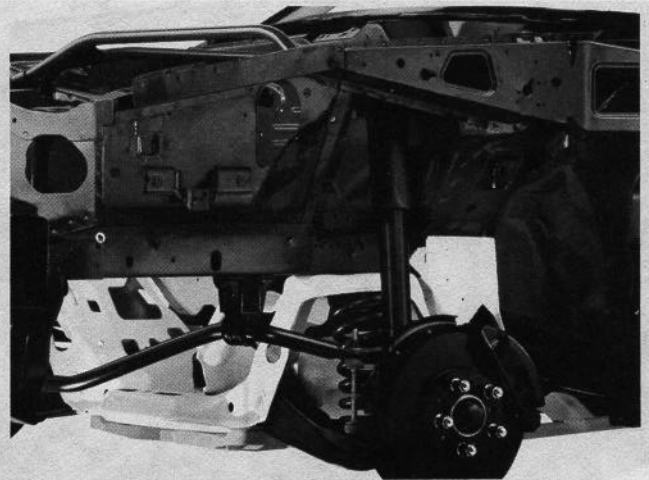
Fox-4 Engine



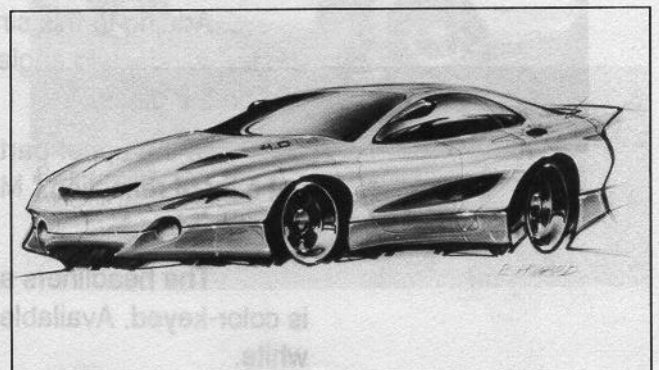
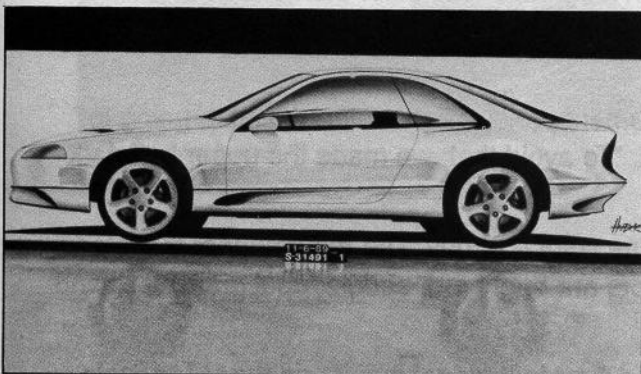
Fox-4 Underbody



Fox-4 Platform



Fox-4 Suspension



The "Rambo" was judged too aggressive and mean.

1994

Mustang



ULTRAMODERN MEETS THE PAST INSIDE THE '94 MUSTANG

Slide yourself into the cockpit of the new 1994 Mustang and you'll be ready for a ride into the future by way of the past.

"By having a rich history, the Mustang provided us with dozens of styling accents from the past that we could draw on and enhance," said Emeline King, Interior Designer for the new car.

"We wanted to give drivers and passengers a taste of the earlier models in a modern way," she said.

Historical cues include a dual cockpit theme and the pony logo.

The cockpit is reminiscent of many earlier Mustangs, but modern design takes over throughout.



The '94 Mustang's wraparound, dual-cockpit interior, is reminiscent of earlier Mustangs.

For example, the doors and the instrument panel were designed together as a single, flowing unit. Sculpted armrests and map pockets carry the shape and theme of the instrument panel.

The doors of the '94 Mustang are much thicker than those of previous models because of new federal side-impact crash standards.

Adding to the nostalgia is the carryover of the running horse logo on the steering wheel.

"An interior design succeeds if it complements the exterior design," Ms. King said. "A lot of the Mustang cues that are occurring on the exterior have been incorporated into the interior, so that it becomes a single, unified design."

Adding to this singular design is the two-tone color theme. Because of the "faster" windshield angle, the designers were concerned about increased reflection on the glass.

"If the upper part of the instrument panel is light-colored, you're going to get a lot of reflection," Ms. King said. "To avoid that, we made the upper half dark on all models."

The headliners also are all one color – ebony. The remainder of the interior is color-keyed. Available interior colors are bright red, saddle, opal gray, black and white.

The two-tone theme is carried over to the seat inserts on the GT models. On the base car, the seats are a softer, one-tone design.

"We are using a much softer type of fabric on the base model," Ms. King said. "We didn't want those seats to appear as aggressive as the GT's."

The design team also was concerned with the placement and feel of the controls.

"Some of the components around the cluster area and the center-stack radio components were placed up higher so they would be within easy reach of the driver," she said. "Also, we wanted to give a very soft touch to buttons and knobs."

Strong opinions from Mustang owners accounted for many of the changes made to the interior.

"We did a lot of market research and requested input on what the market is looking for in an American car," Ms. King said. "They definitely want to stick to themes that occurred in the earlier Mustangs – and they liked the fresh-looking, modern design of the new car."

"A lot of cars will go through so many changes over the years that the original design theme is lost. That's not true with the Mustang. We stayed pretty much to earlier themes, which makes this car unique."



Removeable Hardtop III



Removeable Hardtop I



Removeable Hardtop II

1994

Mustang



THE NEW '94 MUSTANG: ONCE AGAIN A SYMBOL FOR AN AMERICA ON THE MOVE

DEARBORN, Mich., — As its 30th birthday approaches, the Ford Mustang has received a captivating redesign that combines state-of-the-art American engineering with nostalgic design elements reminiscent of the pony car's legendary past.

"Ford created a frenzy in 1964 with the original car, and Mustang enthusiasts who have seen the new 1994 Mustang tell us that it has the ingredients to repeat the event," said Mike Zevalkin, Ford Motor Company's Mustang Program Manager.

"The wonderful changes that have been made in this automobile will, we feel, bring back this country's love affair with the Mustang," Zevalkin said.

"Timing had a lot to do with the success of the first Mustang in 1964 — and I think that timing is on the side of our 1994 Mustang," he said. "This car was designed and engineered in America. It will be built in America. And it comes to market as our nation is reasserting its industrial competitiveness."

The first 1994 Mustang is scheduled to roll off the assembly line in Dearborn, Mich., on Monday, Oct. 4. The car offi-

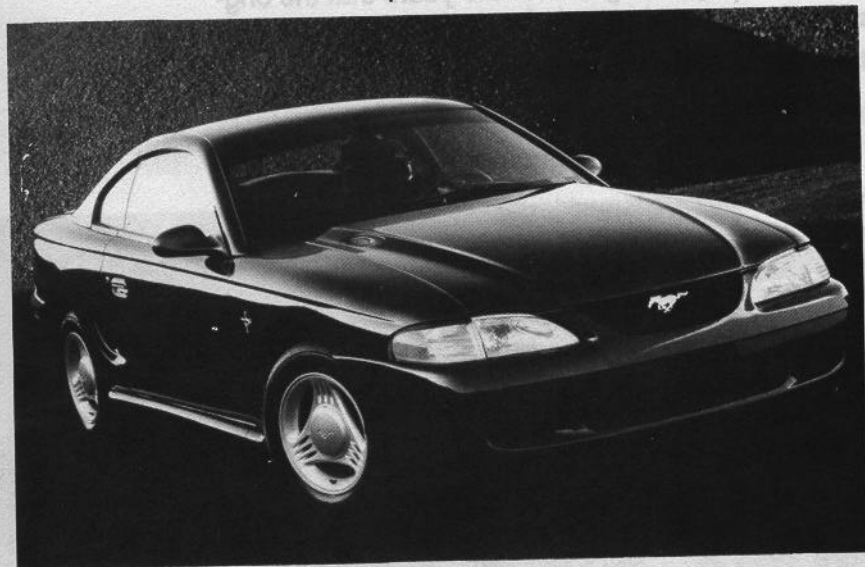
cially goes on sale at Ford dealerships nationwide on Dec. 27. Ford spent \$700 million developing the car and upgrading the plant.

It will come in two versions — a V-6-powered base model with 145 horsepower, and a V-8-powered GT with 215 hp. Both versions will be available as a coupe or a convertible and with manual or automatic transmission.

A 240-horsepower Cobra model will be introduced in spring 1994.

The original Mustang — a 1964½ model — made its public debut at the New York World's Fair on April 17, 1964. Its introduction set off a nationwide hysteria that resulted in 263,434 models being sold in 1964, more than half a million in 1965 and another half a million in 1966. Since its inception, more than 6.1 million Mustangs have been sold.

The original car became a symbol of post-war affluence and came to be identified with baby boomers who were seeking to make a statement with a car of their own. Its style was distinctive: long hood, short rear deck, a C-shaped scoop on the side and a galloping pony on the grille.



A 1994 Mustang coupe with base V-6 engine

The new 1994 coupes and convertibles capture those original accents and wrap them around a modern, cockpit-type interior and rear-wheel-drive layout. Compared with the '93 model, the '94 Mustang has an all-new interior; all-new exterior; a longer wheelbase; wider stance; substantially improved steering and suspension; a base V-6 engine (replacing a four-cylinder engine); and a V-8 engine in the GT models.

For the past two years, hundreds of people have received close-up views of the cars in top-secret clinics that Ford conducted around the nation.



A 1964½ Mustang coupe

"A bigger percentage of these people, bigger than we ever thought, related to the new Mustang and had good feelings about it – not because it is revolutionary. It is not," Zevalkink said. "It is the evolutionary nature that they relate to. It has sophisticated, contemporary styling – but in another way it's a restatement of the original car and many of the cars in between."

"The current and former Mustang owners we have talked to say they want three things in a Mustang: power, beauty and affordability," Zevalkink said. "We believe the new Mustang delivers all three."

"There's a latent passion that wells up in people when they see this car. It's a car for today, but it touches their past in a personal way," he said.

"That's why I think the Mustang once again can become a symbol for an America on the move."



A 1994 Mustang GT coupe

The Mustang Times/October, 1993



FROM HANDLING TO STEERING TO BRAKING IT'S A VASTLY DIFFERENT MUSTANG FOR '94

The 1994 Mustang occupies roughly the same amount of parking space as the '93 model it replaces, but comparisons between the two cars should end there, especially if you examine the body and chassis.

Mustang customers will notice a world of change to their favorite car because of new body structures for the coupe and convertible and the new FOX-4 platform that they share. They will encounter:

- More-capable handling and braking.
- Steering that's tight and precise.
- A body structure that's noticeably free of twists and shakes.
- Improved ride.

The whole purpose of redesigning the Mustang for 1994 was to bring it up to world-class standards in ride, performance, quality and overall satisfaction, said Will Boddie, Director, Small and Midsize Car Segment.

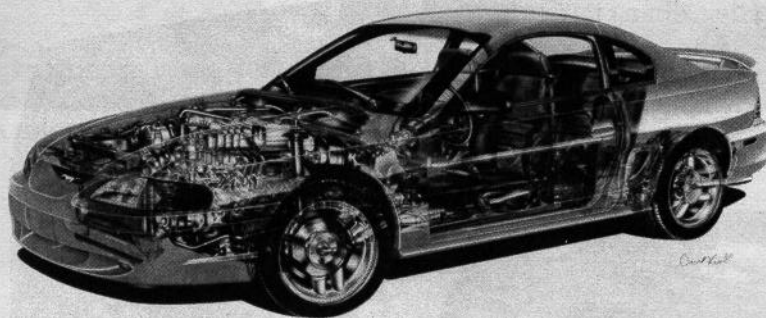
"We really emphasized body rigidity," Boddie said. The reason: A stiffer body gives engineers more leeway to tune the chassis and make it behave the way they want it to under varying conditions.

"People will notice the new Mustang's manners the most on rough roads," Boddie said. "It in no way resembles the '93 car."

Boddie said that 1,330 of the car's 1,850 parts are new. To illustrate the degree of change, the Mustang team built a color-coded cutaway view of a '94 body and the new FOX-4 platform. It shows a rainbow of changes and a minimum of parts carried over from the '93 Mustang.

"This is not a carryover platform," Boddie said. "The '94 car behaves very well, even at its limits. It's a more-developed, friendly car than its competitors. It's more refined."

The car isn't totally new, he said, because "affordability is a big part of what a Ford Mustang is. When we talked with Mustang owners during the development of the car, they kept saying, 'What can you do to keep it affordable; to give us value?' We listened to them."



Cutaway drawing of the new Mustang GT Coupe.

The quest for body stiffness meant eliminating the hatchback design. Hatchbacks have a large opening in the back of the body to accommodate the lift-gate.

"It is very difficult, if not impossible, to build a torsionally stiff 3-door hatchback," Boddie said.

Limiting the body styles to two – a coupe and a convertible – allowed Mustang engineers to build a stiffer structure and gain the leeway they wanted in order to tune the suspension.

The gains are phenomenal. The 1994 Mustang coupe body structure is some 56 percent stiffer in bending and 44 percent stiffer in torsion than the design it replaces – with minimal weight gain. The new convertible – to be manufactured on the same Dearborn Assembly Plant line as the coupe – is even more improved than its predecessor. Bending stiffness is 65 percent greater, and the convertible is a remarkable 80 percent stiffer in torsion.

The sleeker aerodynamic design of the car, along with the tighter body, results in a convertible "that's very quiet with the top down," Boddie said. "You can cruise along at freeway speeds and hold a normal conversation with your passenger without raising your voice."

"The convertible top is level with the deck, which is very nice. The car looks good, even if the convertible boot isn't put on," Boddie said.

Kris Christensen, Manager, Mustang Chassis Systems, said the team's goal "was to achieve significant improvements in both ride and handling, even though the two often contradict one another."

"When we were finished, we achieved more than we initially thought possible, in large part because the new body structure is so much stiffer than before."

The new FOX-4 platform gets its name from the Mustang version of the Fox platform from which it was derived. The numeral 4 denotes that the overhaul was accomplished for the 1994 model year.

The major differences between the FOX-4 and its predecessor include:

- A wider track.
- A longer wheelbase.
- New front suspension geometry.
- Increased structural stiffness.
- Four-wheel disc brakes as standard equipment.
- And the addition of an anti-lock braking system (ABS) as an option.

Here are the specifics:

FRONT SUSPENSION

With the Mustang's modified MacPherson-strut front suspension, coil springs are positioned between the front crossmember and each lower control arm. This design is light in weight and sufficiently compact to leave ample under-hood room for a medium-sized V-8 engine.

For 1994, the front crossmember has been moved forward and the control arms are slightly longer to improve steering and suspension geometries. As a result, the Mustang's wheelbase is stretched 0.75-inch. The standard model's track width is greater by 3.7 inches, while the same dimension has been increased by 1.9 inches on the Mustang GT.

Suspension geometry changes are aimed at better handling with reduced tire wear. Front caster has been increased from 1.5 to 4.0 degrees, improving the Mustang's directional stability. The wider front track sharpens steering response and significantly increases cornering grip. A tubular front anti-roll bar is specified (base: 27 mm diameter; GT: 30 mm diameter) to save weight.

REAR SUSPENSION

The 1994 Mustang's rear suspension uses a rigid axle located by four trailing links. Coil springs are positioned between the body and the lower links.

On the GT model, four shock absorbers are specified – two in the normal location and two mounted horizontally to control windup during aggressive acceleration and braking. For the first time, an anti-roll bar is used on the standard Mustang.

Like the front one, the rear anti-roll bar is tubular (base: 21 mm diameter; GT: 24 mm diameter) as a weight-savings measure.

STEERING SYSTEM

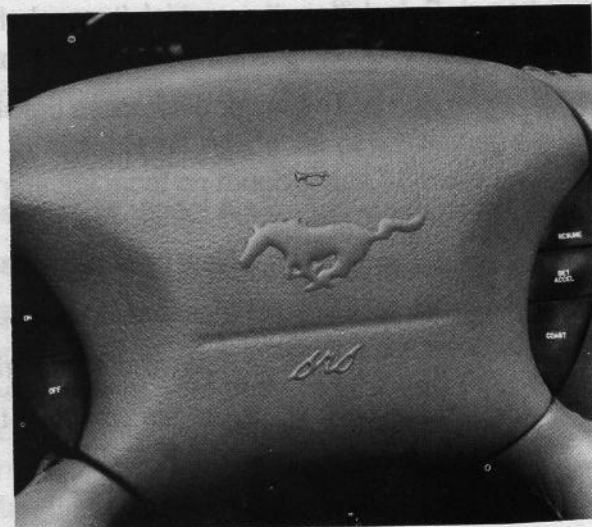
As before, power-assisted rack-and-pinion steering is standard equipment on all Mustang models. The 1994 steering column revisions include a new intermediate shaft with a universal joint at both ends replacing a similar shaft that was jointed only at its upper end. The new shaft is securely supported by a bearing plate at the dash panel.

Working angles are diminished and that, plus a retuned steering-shaft-to-steering-gear isolator, greatly aids steering precision.

FOUR-WHEEL DISC BRAKES

Brake system upgrades are extensive. Both the standard and GT models now feature four-wheel disc brakes with 10.9-inch (276 mm) vented front rotors and 10.5-inch (267 mm) solid rear rotors.

The brake booster is significantly larger and brake pads are made of asbestos-free composite materials.



Power-assisted rack-and-pinion steering is standard.

A Bosch ABS2U ABS system is optional on both models. This state-of-the-art system uses four wheel-speed sensors and three hydraulic channels to maintain steering control and avoid wheel lockup during aggressive braking. Each front wheel is independently controlled.

A "select-low" strategy modulates brake system pressure on both rear wheels when either rear wheel-speed sensor signals the need for ABS control. This Bosch system is software programmable and has 16K bytes of read only memory (ROM). During an emergency stop, the ABS actually learns from the first cycle of use and adjusts itself for optimum performance – maximum directional control with minimum stopping distance on all road surfaces.



Base models come equipped with Goodyear Eagle GA tires and three-spoke wheels.

ROLLING STOCK

Two wheel and tire packages are offered for both standard and GT models.

Base equipment is 6.5x15-inch steel wheels, wheel covers, and Goodyear GA P205/65R-15 tires. Optional equipment for the base model is 7.0x15-inch three-spoke aluminum wheels with the same tires. Standard GT equipment is P225/55ZR-16 Firestone all-season tires mounted on 7.5x16-inch five-spoke aluminum wheels.

The top performance option is Goodyear Eagle GT tires, size 245/45ZR-17 tires on 8.0x17-inch three-spoke aluminum wheels. With respect to previous editions of the Mustang GT, wheels are one inch larger in both diameter and width while the lower-profile tires are 20mm larger in section width.

Advanced computer-aided modeling techniques were used to achieve the lightest possible wheel weights. Roughly 2 pounds were saved per wheel. The new 17-inch GT wheels weigh about the same as last year's 16-inch aluminum rims thanks to the use of computer-aided engineering.

BODY STRUCTURE

One of the key variables in any chassis development effort is what Christensen calls "the fifth spring." Body structure, usually regarded as a rigid object, in fact has resiliency. Too much resiliency, or in other words, a lack of stiffness, results in shaking or a harsh feeling over irregular roads, imprecise steering, and, in the worst extreme, diminished handling prowess.

As is the case with many areas of car development, tuning the body structure is a difficult balancing act.

The goal is to achieve a highly rigid construction while minimizing the cost and weight penalties. When the roof is eliminated to create a convertible, the task is that much more difficult.

According to Bob Harmer and Jim Lusko of the body and chassis engineering team, a host of approaches were used to achieve significant increases in structural stiffness for both the coupe and convertible: increased metal gauges, extra gussets and reinforcements, tubular roof headers and rails, bolt-on braces and plenty of Yankee ingenuity.

Using back-and-forth experimentation with "fixes" suggested by finite element analysis of the whole car structure, engineers arrived at the best solution to this knotty problem. Each new approach was first evaluated in static and dynamic laboratory fixtures.

Those that showed promise were incorporated in prototype Mustangs for proving grounds evaluation using sophisticated instrumentation and sensitive seat-of-the-pants engineering. Much heavier metal gauges were specified in the rocker panel areas for both the coupe and convertible.

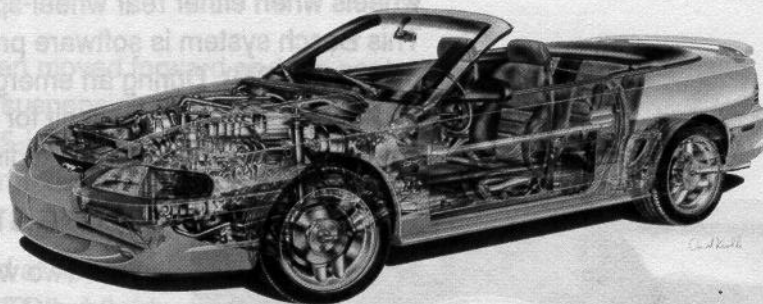
In addition, two heavy-gauge longitudinal reinforcements and several strategically placed internal bulkheads were added to each of the convertible's rocker panels. Approximately one dozen add-on gussets or reinforcements were used where necessary in both bodystyles. A deep-drawn inverted-U channel member runs transversely from B pillar to B pillar on top of the floor panel.

In the previous-generation Mustang coupe, roof members were formed with open sections. Significant gains were made in the stiffness of the 1994 by incorporating box-section roof headers (transverse members) and rails (longitudinal members).

Likewise, the convertible's windshield frame also is of closed-section construction. Very robust connections between A pillars, rocker panels and front torque boxes are used. At the rear of the rag top, there's a heavy-gauge closed-section beam that runs transversely between wheel houses near the leading edge of the decklid.

To minimize the cowl shake all too common to convertibles, Ford body-structure engineers bolted an X brace to the bottom of the car.

A second brace sharpens the Mustang GT's steering reflexes. It ties each strut tower to the car's cowl.



Cutaway drawing showing the structure of the new Mustang GT convertible.

For additional details about the new-generation 1994 Mustang and its public introduction — now scheduled for December 9th — see next month's issue of *The Mustang Times*.

Ford will preview the new Mustang at special showings in these 100 U.S. markets on October 17. MCA members and Regional Groups have been invited to participate.

Northeast Region

Albany, Boston/Providence, Hartford/Springfield, New Haven/Bridgeport, New York City/Newark, Portland.

Washington Region

Allentown, Baltimore, Charlottesville, Harrisburg, Norfolk, Philadelphia, Richmond, Roanoke, Trenton, Washington.

Southeast Region

Atlanta, Birmingham, Charlotte, Charleston, Chattanooga, Columbia, Fort Landerdale, Fort Myers/Naples, Greensboro/Winston-Salem, Greenville/Spartanburg, Jackson, MS, Jacksonville, Knoxville, Lexington, Louisville, Macon, Memphis, Miami, Mobile, Montgomery, Nashville, Orlando, Raleigh/Durham, Tampa/St. Petersburg.

Midwest Region

Chicago, Des Moines, Green Bay/Appleton, Madison/Milwaukee, Minneapolis/St. Paul, Omaha/Lincoln, Peoria/Bloomington/Decatur.

Great Lakes Region

Buffalo, Cleveland, Cincinnati, Columbus, Evansville, Grand Rapids, Indianapolis, Pittsburgh, Syracuse, Toledo.

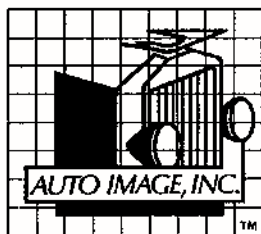
South Central Region

Austin, Dallas, Corpus Christi, El Paso, Houston, Kansas City/Topeka, Little Rock, Lubbock, New Orleans, Oklahoma City (Mustang, OK), San Antonio, Shreveport, St. Louis, Tulsa, Wichita.

Western Region

Albuquerque, Bakersfield, Denver, Fresno, Las Vegas, Los Angeles, Phoenix, Portland, Sacramento, Salt Lake City, San Diego, San Francisco, Seattle, Spokane, Tucson.

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Salvage Yard At Mid-America Mustang Supply Hit Hard By Missouri Flooding

Mid-America Mustang Flooded Not Once, But Twice By Missouri

This summer's devastating floods in the Midwest have finally begun to subside, and residents are busy trying to pick up the pieces and rebuild their lives, but the cost in human suffering and property damage is still being assessed.

For one well-known Midwest Mustang supplier, the summer brought not one but two knock-out punches.

The Mid-America Mustang Parts & Service Center in St. Charles, MO was hit hard by the flood in July.

The Missouri River spilled over its banks and swamped the Mustang shop. Mark Hiatt, owner of Mid-America Mustang, found his business and all of his inventory under 12 inches of water and countless pounds of river mud on July 24.

A long-time supporter of the Show-Me Mustang Club, Mark saw members of that MCA Regional Group come to his rescue, helping to dig his business out of the mud and water.

"We ripped the carpet out, relocated about a million little frogs, and washed the mud out of the restoration area," says Show-Me Mustang Club member Joe Tauser.

Approximately 20 Show-Me Mustang Club members spent hours shoveling, pumping, mopping and polishing so that Mark could return to business.

But on Saturday, August 1, the shop was flooded again, this time by the second record crest of the Missouri.

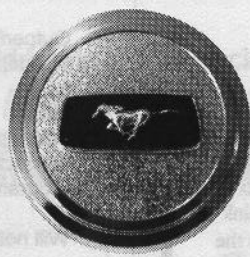
"It's a classic story of this disaster that has been repeated in almost every town on the river," Tauser said.

This time the business was filled by more than five feet of water and more than a foot of mud.

Show-Me Mustang Club members were still waiting in September to do it all over — to return to the shop and dig Mark out once again.

"He's always been a great supporter of our club, and we're willing to do whatever we can to help him get back in business,"

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Central Illinois Group Mourns Member's Death

William J. Fleming, 61, of Taylorville, IL, died July 27, 1993 at St. John's Hospital in Springfield, IL.

He was a long-time member of the Central Illinois Mustang Club.

Mr. Fleming was born March 17, 1932 in Owaneco, IL, the son of William B. and Margaret E. Durbin Fleming. He married Helen Casper March 17, 1951 in Taylorville.

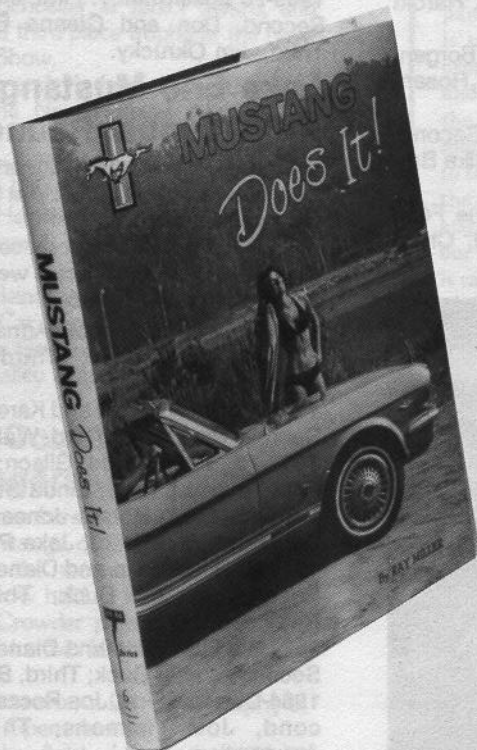
Mr. Fleming was employed by Georgia Pacific and with Commonwealth Edison Company, retiring in 1988. He had lived in Taylorville most of his life and was a graduate of Taylorville High School. He was a member of VFW and Moose Lodge, Taylorville, Elks Club at Pana, and Antique Automobile Club of America, as well as the Central Illinois Mustang Club.

Surviving are his wife Helen Fleming of Taylorville.



Parker Receives Judge's Certificate

Jonathan Parker of the Cherokee Regional Mustang Club received his MCA Judging Certificate from MCA National Head Judge Ricky Simmons during the Queen City Nationals held at Forest Fair Mall in Cincinnati, OH in June. In addition to his judging duties, Parker allegedly serves part time as MCA President Bill Dillard's "body guard."



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Northeastern Ohio Club's Show Draws 162 Cars

By BOB DORN
Secretary

NE Ohio Mustang Club

The Northeastern Ohio Mustang Club held its 12th annual Ford Show and Swap Meet July 25 at the Portage County Fairgrounds in Randolph, OH.

The day started with overcast skies, but quickly turned to beautiful blue, making for a very successful show for our club and a great day for participants and spectators alike.

There were 162 show cars and trucks judged in 25 classes — including eight Mustang classes.

Additionally, there were more than 90 vendors, 54 cars in the Car Corral and 1,300 spectators who paid at the gate.

The show attracted entries from Ohio, Kentucky, Pennsylvania, Virginia and Florida.

Dash plaques were provided to all show entrants. First, second and third place trophies were awarded in each class.

The trophies were sponsored by 18 different companies and individuals. Ron Heitman of the Cleveland Autorama donated the Best of Show trophy, which was won by Rod and Bev Harrold of North Canton, OH with their 1968 Shelby GT 500KR.

Club members' cars were not eligible for judging, but were on display. This year a special participant vote award was established. Mark Gardner's 1964½ Mustang coupe won that award.

Trophy winners in the Mustang classes included:



Rod and Bev Harrold Won Best Of Show With Their 1968 Shelby GT500KR

1965: First, Shawn Head; Second, Bob Frantz; Third, Gerald Klingshirn.

1966: First, Don Kyser; Second, Harold Prutzman; Third, Larry Leno.

1967-68: First, Harold and Karen Borgen; Second, Bill Martin; Third, Jim Rosenberry.

1969-70: First, Larry D. Horn; Second, Pete and Norma Piper; Third, Mike Britvich.

1974-78: First, Ken and Charlene Folk; Second, James F. Mills; Third, Clyde Benner Jr.

1979-80: First, Gerald Straw; Second, Tom Stewart; Third, Joe Biniak.

1965-70 Boss/Shelby: First, Jim Ropke; Second, Don and Glenna Englehart; Third, Jim Okrucky.

Lake Erie Mustangs Hold Annual Round-Up

The Lake Erie Mustang Owners Club held its annual Mustang Round-Up at Sears Auto Center June 27th.

The club had 54 show cars competing in eight classes and 35 club cars were present.

Trophy winners included:

1964½-65: First, Kenneth Armstrong; Second, Scott Lacey; Third, Robert Gresham.

1967-68: First, Harold and Karen Borgen; Second, Bill Martin; Third, Walt Stenger.

1969-70: First, Todd Gilson; Second, Phillip Banks; Third, Linda Straub.

1971-73: First, Robert Jones; Second, Bob Buzzanco; Third, Jake Patterson.

1974-83: First, Skip and Diane Forstein; Second, Walter Buck; Third, Jake Patterson.

1974-83: First, Skip and Diane Forstein; Second, Walter Buck; Third, Bob Lober.

1984-Current: First, Joe Roccasano; Second, Joe Timmons; Third, Bob Jawarowicz.

Boss: First, Rod Anderews.

Shelby: First, Terry Dennison; Second, Joe Farrell; Third, Terry Dennison.

Manager's Choice: John and Joan DeRose.



Officers of the Northwestern Ohio Mustang Club pose at the group's annual show. Pictured from left to right are Marty Barrett, Joe Horne, Jan Plesivich, Bob Dorn, Barb Bowsher and Dave Kelly.

Central Arkansas Group's National Director Retires

Walt Jones, one of the founding members of the Central Arkansas Mustangs, recently retired from the position of CAM National Director to the Mustang Club of America.

Jones, along with his wife Pat, will retain his CAM membership number five, the earliest number still on active status with the MCA Regional Group.

In addition to serving as National Director, Jones has helped coordinate the litter pickups along Arkansas Highway 107 with the Arkansas Department of Transportation. The litter pickups are a CAM club project. He was also publicity chairman for the River City MCA National held this summer in Little Rock.

President David Green will assume the duties of National Director for the remainder of 1993. Past-president Jerry Oldridge has agreed to accept the nomination for 1994 National Director, pending club approval in November.

1st Pennsylvania Club Collects Show Trophies

Members of the First Pennsylvania Regional Mustang Club have been busy participating in a number of shows in the group's area this summer.

Recent First Pennsylvania Mustangs winning show trophies include:

★ Carl Schueller, a senior award, and Herb Bell, a third place trophy at the Newtown Car Show.

★ Frank and Kathryn Deibert, a first place at the New Holland Antique Car Show.

★ Bill and Sarabeth Gadd, a second place at the Liberty Bell Region Car Show.

★ Rick Heintzelman, first, and Lonnie Daniels, second, at the Schnecksivle Car Show.

★ Rick Heintzelman, second place at the Pottstown Car Show.

★ Natalie Gomez, second place, at the Lebanon Valley Spring Show.

Green Country Classic Mustangs Win Trophies

Several members of the Green Country Classic Mustangs of Tulsa, OK received trophies at the recent Arkansas Valley Mustang Show held in Ft. Smith, AR.

Howard Crowder placed first and Bob Black third in the 1965-66 Daily Street Driven class.

P.J. Henson won a first place trophy in the 1964½ Open class.

Brent Hughes finished first in the 1971-73 Under 21 Street Driven Daily class.

Jeff Steele won a first place trophy in the Modified class.

Justin Laird finished first in the 1967-68 Coupe Daily Street Driven class.

Black also won a third place trophy in the 1987-91 Late Model class.

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Text by David Stevens

Occasionally, we come across something new, that also happens to be good. This is definitely something new, and it's not just good, it's incredible.

We recently became aware of one really clever new product that every Mustang owner should put on their car. It just makes good sense and you know it can only do your engine good. Most of you are aware of the importance of using various drain plugs that have a magnetic center. Many rear end covers and the trans pans have this feature. Those of you that have them, I am sure when you have drained the fluids, have noticed a graphite gritty substance on the plug. Far more important than the transmission or the rear would be the engine. A magnetic drain plug in the oil pan will not do the trick. A better idea is now available. This company spent over a year developing this new product and until recently has mostly catered to the industrial market and the fleet markets. Not much attention was given to the regular automobile market until the influx of turbo and super charger engines. We are all aware of how hard our motors have to work and how costly it can be to have one rebuilt. No matter what brand of oil filter you use, most will only trap microns as small as 30. The reason being it is a comprise all filter companies must make because if they were to filter smaller microns (particles) the filter would simply clog in a short time. By affixing an extremely powerful double pole zinc magnet with 60 lb. pull to the back end of your oil filter, you can trap all these minute metal particles that can cause harm to your Mustang engine!

SIMPLE AND VERY LOGICAL: This **METAL ARRESTER™** as it is called, simply attaches to the back end of your oil filter. Fits all Mustang's. We just got our first supply of them 3 days ago. For kicks I mounted it on a filter and dropped a 1/4 bolt into the filter and was amazed at the magnetic strength! This **METAL ARRESTER™** actually held the bolt in the filter! It's an easy theory

to believe because oil filters have a very thin metal wall. Plus all your engine oil passes through your oil filter. The company has done a lot of extensive testing and they say on a typical 6 cylinder engine between normal oil changes you can expect to trap in the oil filter 1/4 to 1/2 a teaspoon of metal particles! They will appear like a gritty graphite to the touch. These units are guaranteed for life, simply transfer it to each new filter when you change your oil! Unlike the limited surface area of a magnetic drain plug you now are covering an area of 2½ inches wide in a circle! Even with my limited mechanical skills I recognize the tremendous value of this product! The price is just under \$20 and the benefits offered you can't begin to realize, but your engine will. In lab tests the **METAL ARRESTER™** reduced the amount of damaging metal in a car's oil supply by over 1000%. My next oil change, just for kicks, I plan to cut open the oil filter to see how much metal it has trapped on my 40,000 mile engine. If you don't buy anything else this month, pick up one of these or more if you have more than one car. These things are made for all cars, inboard boats, motor homes and diesel pickups. I am sure before long other major car clubs will also pick up on this item. Clean and pure oil is very important, ask any company that makes their living rebuilding engines. Heck, you spend \$6 to \$8 for a simple magnetic drain plug, here you get something that covers a 2½ diameter area for less than \$20.00.

How can you go wrong! For less than \$20 you can help keep your engine oil free of the many small microns of metal! The **METAL ARRESTER™** comes with a lifetime and 100% satisfaction guarantee!

To order a **METAL ARRESTER™**, simply call 1-800-235-6686 8:00 to 4:30 CST Mon. thru Fri. VISA-MC accepted, satisfaction guaranteed.

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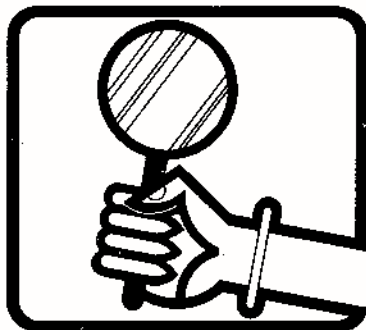
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The Times — Are They A Changin'?

Most of us are pretty aware that things aren't what they were even five years ago for old car enthusiasts. I'm talking about the gradual decline of the collector car hobby. No, this doesn't mean the sky is falling, nor does it mean I'm forecasting an end to collectible Mustangs as we know them. But there are trends right now which bear watching.

The first trend encompasses proposed legislation on Capitol Hill and quite possibly in your state government that calls for the destruction of older automobiles, and tougher laws for people who own and drive dated vehicles.

The second trend is the economic recession ("depression" for some) that has hit Americans quite hard, with job loss and considerable changes in personal lifestyles. If you're unemployed and wondering what to do about your MCA membership and Mustang parked in the garage, take heart, you have lots of company wondering the same thing.



Let's take a closer look at the two forces shaping the hobby at the present time.

Legislation — What It Means

Legislation in Washington that calls for the scrapping of pre-1980 automobiles won't mandate the destruction of your collectible

In Search Of Mustangs

By JIM SMART & JIM HASKELL

Mustang — so fear not. But it does call for the crushing of what few Mustang parts cars there are left in salvage yards, parked on rural property, and otherwise unregistered.

It also calls for the inability (legally) to put scrapped vehicles back on the road, and dozens of other mandates warranting the reading of fine print. Those points raise concern, but after reading many of the details encompassing old car legislation, things aren't so bad as they seem. Despite all the doom and gloom we've all read, we as enthusiasts and citizens do have our rights. But to keep proposed legislation from running us over, we have to fight to retain these rights.

For one thing, no matter what the nay sayers will tell you, Washington can't march up to your door and ask for the keys. Too many people running federal and local governments are themselves old car collectors and enthusiasts, including President Bill Clinton. If they can't take the keys away from Wil and Hil, certainly they're not about to take them away from the rest of us. The bottom line there is, to destroy all the old cars in the name of the EPA is to destroy history. I predict it will never become law on a federal level.

On the other side of that coin, we have to fight to preserve the survival of Mustang parts cars, vehicles that keep the survivors going. This takes keeping our eyes open to what's happening in Washington and in our respective state capitals. It entails communicating with our elected officials through the mail, on the telephone, and in the voting booth.

If you're registered to vote, and you vote regularly, politicians listen. However, if you can't remember when you last voted, chances are you'll not be heard. Politicians listen closely to those who vote. Get out and vote. And furthermore, watch closely the ac-

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tions of your elected representatives.

Laws designed to reduce the number of salvage vehicles aren't always so obvious as they seem. In Kentucky, for example, times have become tougher for those with even one parts car parked in the back yard. There's a new law on the books that addresses ground water contamination. This law makes it prohibitive to have unregistered, inoperative cars parked on your property. Reason being, lubricants and other fluids might leak and soak into the ground, thereby polluting ground water.

This is a legitimate concern, but it goes too far. You're allowed one vehicle, which must be parked inside of an enclosed building with a concrete floor. If you believe the State of Kentucky can't enforce this law, you're right. But they can make it tough on counties who don't enforce the law by cutting off valuable state funds needed to conduct business.

Counties comply by patrolling residential and commercial areas in search of unregistered, inoperative vehicles. Next, they send the "offender" a notice ordering the removal of said vehicles or else face a fine, tow away fees, and even jail.

If you think they can't do it to you, consider a gentleman in San Bernardino County, CA with a collection of 150 Chevrolet Corvairs. The county ordered the removal of these cars. He ignored them. At last count, more than 100 had been towed away and crushed by the county, with this man getting the bill for their efforts. It's either pay the bill or go to jail. Which would you do?

The two examples just mentioned in both Kentucky and California are what Mustang enthusiasts will be up against nationwide before long if we continue to look the other way.

Other states, like Louisiana, are taking a different approach, wording their legislation to where it exempts antique and collectible motor vehicles from destruction. It's up to us as enthusiasts to watch our state governments, and the big guns in Washington, closely before things get too out of hand. In the end, it's all up to us, the voters and the people.

Hobby Faces Tougher Times

During the 1980s, few of us could have envisioned what the collectible car hobby would become in the 1990s. While interest in the Mustang remains high among die-hard enthusiasts, times have changed for other enthusiasts who have chosen to get out of the hobby, sell their Mustangs, or both.

Runaway pleasures of the 1980s have been replaced with an air of intense conservatism in the 1990s. Aging baby boomers

have cultivated different priorities in the 1990s, and often these priorities don't include Mustang ownership and restoration. The Mustang has been replaced with a child's college education, or a year's worth of mortgage payments on the house due to a lay off, or a host of other hard realities we all face in the 1990s.

None of this, of course, means the Mustang has lost its appeal. It simply means the hobby faces changes we all must be aware of. It's up to each of us to stay attuned to what's happening out there. It means that each of us has to promote the Mustang hob-

by like we've never promoted it before. And that means plenty of public relations on all counts whether its your local club or the MCA itself. Unity is how we survive the toughest of times in the hobby. Let's lock hands and make it happen.

On the down side, we'll lose a few hobists along the way due to tough economic times and changing priorities. On the up side, it means selling prices more in line with what people can afford and getting back to the basics of what excites most of us about these cars, their charm, beauty, and — the fun.

Mustang Club of Oklahoma Holds Annual Eldon Lyon Show

The Mustang Club of Oklahoma recently held its fourth annual Mustang and Open Car Show at Eldon Lyon Park in Bethany, OK.

There were 144 cars registered for the event.

The winners in the MCA judged classes were as follows:

TRAILED CONCOURS

1965 Fastback: First, Joyce McPherson.

1966 Convertible: First, Danny and Linda Todd.

CONCOURS DRIVEN

1964½-65 Coupe: First, Ken Camblin.

1965 Fastback: First, Bill Kincaid.

1964½-65 Convertible: First, Steve and Dianne Hendrix; Second, Jack and Jean Penn.

1967-68 Open: First, Rannie Hare.

1969-70 Closed: First, David Hall.

1971-73 Closed: First, John and Rose Miller.

1967-68 Shelby: First, Dennis Whittaker.

STREET DRIVEN OCCASIONAL

1964½-66 Convertible: First, Milford J. Clayton; Second, Alvin and Jose Hendricks.

1964½-66 Coupe: First, J.B. Johnson; Second, Tom L. Tritipo.

1967-68 All: First, Molly Barr; Second, Larry and Ann Brice.

1969-70 All: First, Bill Blundell; Second, Jose and Alvin Hendricks.

1971-73 All: First, Bobby Farley; Second, Ron Sheliman; Third, David Cleek.

DAILY DRIVEN

1964½-66 Convertible: First, Alan Johnson; Second, Jim Carlin.

1964½-66 Fastback: First, Harold Crowder; Second, Jeff Sigman; Third, Manny Antimisiaris.

1964½-66 Coupe: First, Donald Hilbern.

1967-68 Convertible: First, Bob and Joan Lantz.

1967-68 Coupe: First, Justin Laird; Second, Jerry Jeans; Third, Alvin Eberhardt.

MODIFIED

1964½-73 (Excl. Undercarriage): First, Jeff Steele; Second, Dan Dages; Third, Bob and Tabitha Mollohan.

1964½-73 (Incl. Undercarriage): First, Pat McBrayer.

1974-Current (Incl. Undercarriage): First, Marc Taylor.

LATE MODELS

1984-87 Closed All: First, Bob Rollinger.

1988-91 Open All: First, Robert Dudgeon.

MAYOR'S AWARD

Ray and Hellen Harris, 1968 Shelby convertible.

CONVERSION CARS

First, Lee Crowder.

MCA Dues Now Payable By Visa or MasterCard

Annual membership dues for The Mustang Club of America can now be paid by Visa or MasterCard, according to MCA National Treasurer Bill Koivu.

MCA recently received approval to accept these two major credit cards for payment of annual dues.

A one-year family membership in The Mustang Club of America is \$25.

Koivu said credit cards can be used only for dues payments. Credit cards cannot be accepted for the purchase of MCA accessories.

Accessory orders must be accompanied by full payment in the form of a check or money order. Accessories are listed monthly on the back inside wrapper (mailing cover) of the magazine.

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Charles Hampton
822 Sharonwood Dr.
Anderson, SC 29621
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(803) 225-7260

Bob Deale
29 Brookcrest Drive
Marietta, GA 30068
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Pawnee, IL 62558
MCA #7600
(217) 625-7183 (weekday
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Bobby Dodd
Rt. 1, Box 1508
Danville, VA 24541
MCA #4729
(804) 685-3653

Don Phillips
410 Holly Hill Rd.
Murfreesboro, NC 27855
MCA #10730
(919) 398-4405 (after 8)

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Skip Youngdahl
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Flonssant, MO 63031
MCA #10045
(314) 921-3673

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Johnny Blackston
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MCA #22528
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after 6 p.m. EST

Melvin Little
P.O. Box 918
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(918) 227-0678 (office)
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(after 7 p.m. CST)

1966
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6403 Oriole Dr.
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(317) 447-1910

Ray Boismenu
16 Brittany Lane
Belleville, IL 62223
MCA #8673
(818) 235-4634 (after 7)
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6113 White Horse Rd.
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2250 N 1075 E
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MCA #8723
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Melvin Little
P.O. Box 918
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Lithonia, GA 30058
MCA #3411
(404) 482-7044

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Manteca, CA 95336
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Charles Hampton
822 Sharonwood Dr.
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32935
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(919) 446-6839

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After 7 p.m. EST

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Huntsville, AL 35803
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1526 W. Calvert Street
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MCA #17084
(219) 289-1920
FAX (219) 234-5419
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Montgomery, AL 36108
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4627 Wilcox
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Sulphur, LA 70663
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(409) 755-1470

Tom Sherman
510 Fulton Street
Gillespie, IL 62033
MCA #18841
(217) 839-2404

Larry Wells

Rt. 1, Box 29
Essex, IL 60935
MCA #21931
(815) 426-6429

Thoroughbred

Bob Perkins
N 3183 Highway 26
Juneau, WI 53039
MCA #16859

Ricky Simmons
P.O. Box 387
Demorest, GA 30535
MCA #17874
(706) 778-6329

Bill Dillard
2336 Rome-Dalton Rd
Calhoun, GA 30701
MCA #7
(706) 625-2677

Bruce Weiss
731 Washburn Road
Melbourne, Bch FL
32935
MCA #19423
(407) 259-9089

Bill Weaver
304 Fosteri Drive
Rocky Mount, NC 27801
MCA #19098
(919) 446-6839

Jim Osborn
101 Ridgecrest Drive
Lawrenceville, GA 30245
(404) 962-7556

Floyd Scranton
61 Ronald Drive
Decatur, IL 62526
MCA #6115
(217) 877-0604

CORRECTIONS

Please address any corrections to any information included in this listing to MCA National Secretary Kitty Wilmot in care of MCA National Headquarters, P.O. Box 447, Lithonia, GA 30058. Also, indicate on any correspondence the year and/or model Mustang to which your Gold Card certification applies.

NW Arkansas Members Busy With Competition

Northwest Arkansas Mustang Club members won numerous trophies at car shows held in June and July in their area.

In the Harrison Car Show held June 5, the following Northwest Arkansas Mustangers won awards:

- ✓ Steve Sanders, first, and Carolyn Sims, second in the 1965-66 class.
- ✓ Bobby and Marty Stout, first place in the 1967-68 class.
- ✓ Darrell and Tamara Denard, first in the 1969-70 class.
- ✓ Harold Sims, second in the 1969-73 convertible class.
- ✓ Russ and Julia Wade, first in the 1971-73 class.

✓ Donna Sanders, first, Ron and Rhonda Prouty, second, and Gene and Nancy Call, third, in the Late Model class.

✓ Ron and Rhonda Prouty, first in the Custom Trucks Class.

Russ Wade won a first place trophy in the Mustang Class at a car show held in Bentonville, AR in June.

In the June 26 show held at Ft. Smith, the following Northwest Arkansas Mustang Club members won trophies:

- ✓ Steve Sanders, first place in the 1965-66 Concours Driven class.
- ✓ Larry Hall and Pam Hall tied for first place in the 1969-70 Street Driven class.
- ✓ Joe Chambers won first place in the 1967-68 Street Driven Class.

Garden State Mustangers Bring Home Show Honors

Members of the Garden State Region Mustang Club, a newly-chartered MCA group, have received trophies at car shows recently.

Andrea Frank won a second place trophy at the July 10 Shelby Convention.

W. Brandshaw, M. DeLiberto and Bob Lyons all tied for first place in the Mustang class at Fords at Englishtown in July. Andrea Frank also received a second place award at that show.

Six of 10 Garden State Region Mustangs entered at the RAVE Car Show in Rutland, VT Aug. 1 came home with best of class trophies. Winners included W. Bradshaw, 1967 GT; D. Engelman, 1969 Mach 1; B. Fano, 1969 fastback; P. Lundell, 1966 convertible; Ken Olsen, 1965 2+2; and A. Schmidt, 1970 Mach 1.

The Garden State Region Mustang Club also won the club participation trophy at that event.

HORSE SHOW



This Rangoon Red 1964½ Mustang convertible is the proud possession of Robert Sosovicka of Sarver, PA. The car, which has only 54,000 original miles on the odometer, underwent a ground-up restoration. Robert uses his Mustang as a show car and drives it occasionally in cruises. The Pony has a 260 V8, power top and power steering. It has a red standard interior. Robert's MCA Membership Number is 28573.

Steve Dixon of Raleigh, NC is the owner of this 1966 Mustang Sprint 200 convertible, which he uses as a daily and weekend driver. He purchased the car in February of 1990. The Sprint is Springtime Yellow with black standard interior. The Mustang, which Dixon says is 90 percent original and 90 percent restored, has only 30,000 miles on the odometer. Steve's MCA Membership Number is 28478.



This 1967 Mustang coupe is owned by Justin Laird of Tulsa, OK. He uses it as a daily driver. The black Pony has a black standard interior and is powered by a 289 engine. Options include power brakes, power steering and air. He has modified the Mustang to include chrome valve covers and air breather. Justin is a member of the Green Country Classic Mustangs of Tulsa. His MCA Membership Number is 28906.

Wijns Guido Belgium
 Nick Meehan New Zealand
 Stephen Southcott Kent, England
 K. & L. Halcombe New Zealand
 Antonio Marasco Roma, Italy
 Donald Lee Ontario, Canada
 Kan Truong Ontario, Canada
 Peter Weber Ontario, Canada
 James Farrace Milford, CT
 Joel Grossman Cedar Grove, NJ
 Andrew Horowitz Westfield, NJ
 Michael Alping Staten Island, NY
 Rudolph Pecchia Bronx, NY
 Louis Stark Yonkers, NY
 Gates Willard Manhasset, NY
 Dean Gianarkis East Northport, NY
 Ralph Papa State College, PA
 Mary Jane Sloyer East Greenville, PA
 Ronald DuPris Jr. Newport, DE
 David Bonar Potomac, MD
 Donald Farmer Herndon, VA
 Tommy Smith Germantown, NC
 Mitchell Helgesen Stokesdale, NC
 L.S. Marshall Jr. Wake Forest, NC
 Terry Holland Davidson, NC
 Michael McNeillie Irmo, SC
 Stephen Heckart Cola, SC
 Kenneth Youngblood Griffin, GA
 Tom Taylor Atlanta, GA
 William Rodgers Dunwoody, GA
 Glenn Braswell Jacksonville, FL
 Nancy Griffiths Tallahassee, FL
 Mark Miller Tallahassee, FL
 Paul Biondi Miami, FL
 Thomas Byrd Plantation, FL
 Paul Lauer Boynton Beach, FL
 Skip Riffle Naples, FL
 Stephen O'Quinn Shelbyville, KY
 Kirk Neer Urbana, OH
 Sharon Levey Beachwood, OH
 Robert Lee E. Canton, OH
 Richard Breitfelder Cincinnati, OH
 Buck Rains New Castle, IN
 Winston Fowler Northville, MI
 Jim/Katie Engel Farmington Hills, MI
 Steven Boge Dubuque, IA
 Duane Felzkowski Athens, WI
 Donald Seburg Brooklyn Park, MN
 Kent Brown Moline, IL
 Steve Hicks Blue Mound, IL
 William Beaver Sr. Marthasville, MO
 Steven Innes Belton, MO
 Ralph Thibodeaux Chalmette, LA
 Jonathan Crawford Houston, TX
 J.E. Scherrer Spring, TX
 William Caruana Katy, TX
 Chuck Hewell Sugar Land, TX
 Michael Gonzales Pasadena, TX
 Bob Gipson Downey, CA
 B. Benevento San Diego, CA
 Dan Manning Daly City, CA
 Douglas Smith Redwood City, CA
 Erik Haftorn Phillipines
 Arthur Pacheco Fall River, MA
 Mr. & Mrs. R. Fekete Haledon, NJ
 Tom Piersanti Franklin Park, NJ
 Melvin Brass North Babylon, NY
 Michael Koehler Smithtown, NY
 Todd Mercer Gloversville, NY
 Bill Griffith Vestal, NY

Our Newest Member...

Frank Cossoto of Tampa, FL is the newest member of The Mustang Club of America, having been assigned membership number 29453. We welcome Frank and the many other new members listed this month to MCA.

Linda Straub Erie, PA
 Robert King Milroy, PA
 Brandy Edwards Hydes, MD
 Jason Lester Glade Spring, VA
 Lisa Browning Gilbert, SC
 Alan Pinel Marietta, GA
 Mr. & Mrs. G.H. Niblett Rome, GA
 Tia Wilkes Taylorsville, GA
 Bob Simmons Atlanta, GA
 Junior Eller Demorest, GA
 Rick Perry Royal Palm Beach, FL
 John Fitzgerald Bradenton, FL
 Preston Sullens Dayton, TN
 Mark Romanetz Elkhart, IN
 David/Kathy Bowers Johnson, LA
 Dean Samlaska Fairmont, MN
 Eric Olszewski Mattoon, IL
 Bruce Winter Deaton, TX
 Robert Christman Killeen, TX
 John Warran Beverly Hills, CA
 Shelia Brown Imple City, CA
 Lisa Seemann Solvang, CA
 C. McIntosh Newark, CA
 Stan Bryant Winston Hills, Australia
 Daryl Konklin Ontario, Canada
 Michael Onacilla Bayone, NJ
 Joseph Verruso New York, NY
 John McGovern Valley Stream, NY
 Dennis Curtin Peru, NY
 Bernard Schaefer Woxall, PA
 Don Foster-Duckett Philadelphia, PA
 Richard Hilton Wagontown, PA
 Jack Howland Lutherville, MD
 Scott Hollenbeck Springfield, VA
 William Plunkett Arlington, VA
 Ronald Stover Bridgewater, VA
 R.L. Merrill Hendersonville, NC
 Dennis Bracey Columbia, SC
 P. & D. Hinson Lancaster, SC
 Scott Seymour Jonesboro, GA
 Chanora Leigh Thomaston, GA
 John Hutto Union City, GA
 Richard Hejda Chatsworth, GA
 Edward Mueller Pensacola, FL
 Edward Goetz Destin, FL
 Terry Jensen Niceville, FL
 Lewis Edwards Orange City, FL
 Walter Tippman Boca Raton, FL
 Frank Cossoto Tampa, FL
 Mark Houlahan Lakeland, FL
 Glenn Bornemann Lakeland, FL
 Larry D. Moya Dundee, FL
 Talmadge Dasher Kathleen, FL
 Glenna Lindsey Winter Haven, FL
 John Lindsey Winter Haven, FL
 Eleanor Miller Ft. Myers, FL
 Bob Harrison Spring Hill, FL
 James Picard New Market, AL

Joe Burke Eminence, KY
 Bill Shane Johnstown, OH
 Craig Seipel Worthington, OH
 Nathan Lynch Okeana, OH
 Mary Brown Mishawaka, IN
 Mark McNeely Evansville, IN
 R. & A. Trzebiatowski Amherst, WI
 Harry Chambers Golconda, IL
 Walter Sheata St. Louis, MO
 Jim/Kelley Prinzel Camden, MO
 Mike Pope Lawrence, KS
 Tom Siderwicz Westmoreland, KS
 Robert Pate Mesquite, TX
 Alan Dixon Tucson, AZ
 June LaRose New York, NY
 Chris Harmon East Hampton, NY
 Joel Tamburino Rome, NY
 Scott Northup Byron, NY
 Steve Horton Geneva, NY
 Stuart Kaplan Rochester, NY
 Tom Andrews Uniontown, PA
 Paul Clark Girard, PA
 Richard Kreiger Harrisburg, PA
 Lori Heller Manchester, PA
 Scott Funk Millersville, PA
 Larry Joseph Snyder Lancaster, PA
 Richard Holota Northampton, PA
 William Gimbell Bensalem, PA
 Dan Baker Downingtown, PA
 Maria Anderson Richmond, VA
 Jim Snyder Fayetteville, NC

Mustang Owners!



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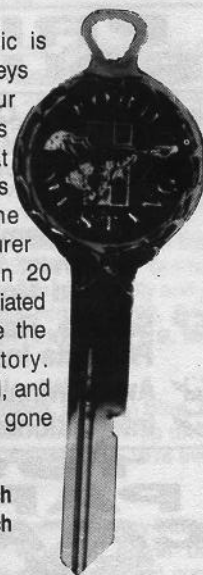
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CALENDAR OF EVENTS

October 1-3 **Oak Ridge, TN**
An MCA National Show, hosted by the Tennessee Valley Mustang Club, will be held at Oak Ridge Mall. All classes of Mustangs are welcome. MCA rules and classes will apply. Registration, vendor set-up and tech inspection will be held from 10 a.m. to 5 p.m. October 1 and from 7 a.m. until noon October 2. A hospitality dinner will be held Friday evening. For more information contact Bill Vermillion at (615) 376-4225.

October 2 **Memphis, TN**
The 12th annual Mustangs of Memphis Mustang & Ford Car Show will be held at 776 N. Germantown Road. For additional information call (901) 363-9241 or (901) 829-4649.

October 3 **Annandale, NJ**
The West Jersey Mustang and Ford Performance Club will hold its fourth annual car show at Clinton Ford. Rain date is October 10. For further information contact Dan Reiter at (908) 454-4840 or Bob Lyons at (908) 457-8818.

October 3 **Bolton, MA**
The 13th annual Fall Round-Up, hosted by the Mustang Car Club of New England, will be held at the Yankee Atomic offices in Bolton Office Park. Rain date is October 10. The event is open to all Mustangs and Ford-family powered cars. Entry fee is \$10. For information call David Jaaskella at (508) 779-2798 or Vincent Letourneau at (508) 674-7287.

October 9 **Savannah, GA**
The Savannah Mustang Club will host its fourth annual Mustang Show at the Savannah Festival Stores at I-95 and Georgia 204. For more information contact Mark Davis at P.O. Box 13204, Savannah, GA 31416 or call (912) 352-9229.

October 9 **Dearborn, MI**
The annual Fall Indoor Swap Meet will be held at Village Ford. The event is sponsored by the Mustang Owners Club of Southeastern Michigan. Spectator admission is \$2. For information call (313) 937-0493.

October 9-10 **Monrovia, MD**
The 12th annual All-Ford Show will be held at 75 & 80 Dragway at the corner of Routes 75 and 80. A swap meet, auto cross and drag races will be included. For information call (301) 865-5102.

October 16 **Columbus, MS**
The fifth annual car show sponsored by Magnolia Mustang Club will be held in the parking lot of Leigh Mall. Proceeds will benefit St. Jude's Hospital. Pre-registration is \$15. For more information contact Jerry Frady at (601) 327-4945.

October 17 **Morrilton, AR**
The first-ever All-Arkansas Mustang Show will be held on top of Petit Jean Mountain in Petit Jean State Park in the parking lot of the Museum of Automobiles. The event is being sponsored by six Arkansas Mustang Clubs. For information call (501) 727-5427.

October 17 **Houston, TX**
The Mustang Club of Houston will host its first All-Ford Car Show at Lone Star Ford on I-45 at Gulf Bank from 8 a.m. to 5 p.m. Ford Motor Company will preview the new SN-95 Mustang at this show. For information contact John Ringstaff at (713) 388-1252.

October 17 **Rochester, NY**
A special Mustang car show to preview the new 1994 Mustang will be held in a location convenient to Rochester and Buffalo. For more information, please send a SASE to GRM&F Picnic, P.O. Box 90536, Rochester, NY 14609.

October 23 **Tucson, AZ**
The 26th annual Great Pumpkin Mustang and All-Ford Show will be held at Old Tucson Movie Studios. Hosted by the Southern Arizona Mustang Club, proceeds will benefit Ronald McDonald House. For information call Gloria or Dave Carroll at (602) 622-6118.

October 23-24 **Cypress Gardens, FL**
The 12th annual Cypress Gardens Mustang & Shelby Round-Up, hosted by the Suncoast Mustang Club, the Mid-Florida Mustang Club and Classic Mustangs of Tampa, will be held. For information send SASE to Cypress Gardens Mustang Round-Up, 7524 Snyder Drive, Orlando, FL 32822 or call Paul LiCalsi at (407) 352-7309.

November 7 **Cocoa Village, FL**
The Space Coast Mustang Club will host the 11th annual Cocoa Village Mustang and Shelby Show from 8 a.m. to 4 p.m. Mustang Club of America judging rules will apply. Registration is \$15 before Oct. 28 and \$20 thereafter. For information call Bob DeCardenas at (407) 631-7087.

— 1994 Events —

February 26 **Orlando, FL**
The Mid-Florida Mustang Club will host its seventh annual Mustang Round-Up from 10 a.m. to 4 p.m. at the Mercado Mediterraneo Village on International Drive just east of I-4 and Sand Lake Road. Registration and tech inspection will be held from 7:30-10 a.m. Judging will begin at 11 a.m. Modified MCA rules will apply. All cars must remain in place until completion of the ceremonies. Pre-registration closes Feb. 11 and is \$15. Show day registration is \$20. For information contact Jim DeRose at (407) 699-5677 or Larry Goebel at (407) 671-7718.

March 11-12 **Jackson, MS**
The Mid-Mississippi Mustang Club will host the eighth annual Biggest Little Indoor Show of the South. For more information write MMMC, P.O. Box 2063, Jackson, MS 39225-2063 or call Lee Lustig at (601) 373-4029.

April 15-17 **Charlotte, NC**
The Mustang Club of America will host a 30th Anniversary Mustang Convention at Charlotte Motor Speedway. The national organization will rent the entire speedway for the anniversary weekend. The event will include a car show, swap meet, product demonstrations, and tech seminars. CMS will sponsor an open track event. The weekend celebration will commemorate the 30th anniversary of the introduction of the Ford Mustang. A registration form for the event is included in this issue of *The Mustang Times*.

News, Letters, Features Welcome At The Times

Regional group news, letters to the editor, feature articles and photos, and snapshots for our monthly "Horse Show" page are welcomed by *The Mustang Times*.

Regional group news can include car shows and winners, club events, new officers or special activities planned by the group.

Individual MCA members are welcome to submit feature articles on their Mustangs with accompanying black and white (or sharp color) photos for consideration for future editions.

The Mustang Times/October, 1993



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