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<td>1969-73 (2) ............ $249.95</td>
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<th>Weatherstrips</th>
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<td>WINDSHIELD</td>
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<td>65-68...2 yr. warranty... $28.00</td>
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<td>67-68...F/B ....... $35.00 pr.</td>
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<td>65-68...Coupe, Convertible or Fastback... $12.00 ea.</td>
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<td>1965-68 &quot;Standard&quot;</td>
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<td>2 - Buckets &amp; Rear Seat $149.50</td>
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<td>2 - Buckets .......... $99.50</td>
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<td>1 - Bucket ............ $55.00</td>
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<td>65-66 Pony Upholstery</td>
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<td>2 - Buckets .......... $139.50</td>
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<td>2 - Buckets .......... $159.95</td>
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<th>Mustang Radio's</th>
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<td>AM-FM STEREO CASSETTE</td>
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<td>65-66 High quality, 14 watts $149.00</td>
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<td>Call for other models &amp; speakers. Radios have a 1 year warranty.</td>
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<td>(70) $144.95</td>
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<td>Gas Tank, Sending Unit (65-68) $39.95</td>
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<td>Fuel Filler Hose $13.10</td>
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<th>Floor Pans</th>
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* Hoods |
| 1965-66...Repro $149.00 |
| 1967-68...Repro $169.00 |
| 1969-70...Genuine $249.00 |
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* All Fenders & Hoods Must Be Prepaid And Are Shipped Via Truck Freight Collect. Also Sold Separately, High Quality
May 1988
Vol. 12 No. 5

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Publication Deadline: Materials submitted for publication in Mustang Times must be received by the 1st of the month to appear in the next month's issue (e.g. July 1st for the August issue).
QUESTION: How did I get to be editor?

ANSWER (Choose one): A. It was part of Reagan's agreement with the Russkies at the latest summit meeting. B. Teresa bet me that the American bobsled team would dominate the Winter Olympics. C. I owe it all to good food, regular exercise, and Geritol twice a day.

Well, none of these answers is quite right, especially the part about regular exercise. The truth of the matter lies in the effort that Teresa and I have been putting into improving Mustang Times over these past several months. Once you begin to spend more time writing/editing an article, printing pictures in the darkroom, or laying out a page you wind up with few hours left in the day.

And that would have been fine with us except for a certain four-year-old; Teresa's daughter felt that she had lost a mother but gained an editor. Many of you can sympathize with the demands of family versus time spent on a hobby. After much discussion, it was decided that I would take over as editor with this issue.

Now, for those of you who know Teresa and like talking to her about articles or pictures for the magazine, I have some good news; she will be just as much a part of Mustang Times as before. Her name will be showing up on more features; the Apple word processor that has seen hundreds of hours of magazine work will be staying with her. She will be looking over my shoulder as I learn the ancient art of page layout. Her questions will probably be along the lines of "Did you mean to glue that ad into place upside down?" and "Don't you think the table of contents page ought to be somewhere near the front of the magazine?"

Last season, I attended 12 Mustang shows here in the South and, now that I am editor, I hope to make it to even more pony gatherings. My traveling schedule is not finalized yet but I can say right now there is a good chance I will be covering many shows in Georgia, Alabama, Tennessee, South Carolina, Florida, and Mississippi for Mustang Times. If you have some comments to make about the magazine or if you would like to talk about having your car featured on these pages, be sure to find me, Teresa, or our contributing photographer, Gary Stein, at a show. The host group usually knows where we can be found. I enjoy talking to MCA members about the magazine and I'm always on the lookout for cars to feature in Mustang Times.

In fact, as I write this column, I am recuperating from the fun and sun in Pensacola, Florida. If you missed the Ninth Annual Gulf Coast Mustang Round-Up, the only excuse we will accept is a note from your doctor. Thanks to the cooperation of the show coordinators and car owners, we were able to fill our filing cabinet with car features for upcoming issues. We were also offered a lot of constructive criticism by several readers and we thank them for their input. We also heard many compliments about the way the magazine is shaping up and we appreciate the people who took the time to look us up and talk to us. The most frequently heard complaint was the covers had been dominated too long by the '65-'66 models. We explained that there was a very good reason for that: for a long time, only the owners of '65-'66 Mustangs were sending us slides for our covers and black-and-white pictures for the articles.

We were already painfully aware of this condition and have taken steps to correct the imbalance. The '65-'66 Mustang is the backbone of the hobby; it was the first model to catch the public's attention in the second wave of Mustang Mania that caught hold some 12 years ago. However, you can overdose on a good thing and we do not have any '65-'66's scheduled as cover cars until this fall. Our goal is to provide a variety of body styles, years, and powertrains in each issue and we are getting better about selecting our articles.

As you read through this month's issue, you will notice a theme at work. Although I do not care much for magazines that overdo the "theme issue," you will find two of them in a row.

This month, we have our "Old and New" issue in which you will read about people who find happiness in both classic and modern Mustangs. Ford's interest in the modern-day LX and GT has resulted in a powerful package that many classic Mustang owners are using for daily street storms while their show cars are stashed away from paint chips, cracked windshields, and everyday road grime.

Next month's issue will be filled with '69-'73 Mustangs because we often hear that they are neglected on these pages. It is no longer a big secret that the Mach 1 is fast becoming the car to add to your collection and owners of these big ponies are saying, "It's about time." Since a high-performance diet consisting largely of fastbacks may not appeal to everyone, that issue will be rounded out with a few side orders of coupes and convertibles.

I would also like to take this opportunity to let all of you in on a little secret: we are hurting for articles here. Two years ago, an average issue of Mustang Times featured the cover car article and a lot of regional group information. Last issue, four separate cars were spotlighted, including a '66 coupe, a '73 convertible, a '73 Mach 1, and a '76 Mustang II. We would like to run even more than that in upcoming issues.

What is stopping you? You are! If you live 3,000 miles away from Atlanta, chances are very slim that one of us will be knocking on your door asking to take pictures of your car. Why did you just spend $20,000 restoring your fastback but won't spend another $10 on film and postage to put that car in our magazine? People seem to think that we have hundreds of cars on file waiting for publication. The truth of the matter is that most features we receive go in the very next issue. I've never seen a car feature sit for more than three months. Please read the February 1988 issue of Mustang Times (specifically the article on photo requirements) to learn how to submit your Mustang for publication.

Now that I've introduced myself, it's time to hear from you.

MT
May 1
Cocoa, FL
Warren Wooten Ford & Space Coast Mustangs presents the 3rd Annual Mustang Shelby Cobra Show at Warren Wooten Ford on State Road 520 in Cocoa, Florida. Dash plaques for all participants, trophies for all classes according to pre-registration. Pre-registration fee is $8.00 before April 18th, $10.00 day of show, vendors $5.00. For more information contact Space Coast Mustang Club, Box 867, Cocoa, FL 32923.

May 1
Durham, NC
3rd Annual Carolina Cruisin Car Show sponsored by the Carolina Cruisers. Show is open to street rods, street machines, trucks, mini-trucks, Vans, off-road, 4x4s, and pro-street. Profits will be donated to the Cystic Fibrosis Foundation. For additional information contact Jim Rockelle, Carolina Cruisers, 105 Jasmine Place, Durham, NC 27712, (919) 479-3032.

May 1
Gettysburg, PA
10th Annual Spring Battlefield Meet held rain or shine at Adams County Motors, Rt. 34 N. Classes for Mustangs, Shelbys, Bosses and Ford Special interest. For additional information send SASE to Mike Hutnicke, 2730 Carlisle Pike, New Oxford, PA 17350.

May 7
Harvey, LA
Don Bohn Ford Car Show hosted by the Classic Mustang Association at Don Bohn Ford, 3737 Lapelio Blvd., Harvey, Louisiana, 15 minutes from downtown New Orleans. For additional information contact Monte Harvey, Classic Mustang Association, 225 Waggard Drive, Nine Mile Point, LA 70094, (504) 436-1855.

May 7
Nashville, TN
8th Annual Music City Mustang Club Show. Over 21 classes for every Mustang model and year. Show to be held at the beautiful Moss-Wright Park in Goodlettsville, Tennessee which is about twelve miles north of downtown Nashville. For more information call Frank at (615) 227-5671 or Joe at (615) 790-6792. Come on out and enjoy the show and see Music City!

May 13-15
Oxnard, CA
Mustang Owners Club of California presents its Ninth Annual West Coast Meet at the Casa Sorra Hotel, Channel Islands Harbor, Oxnard. There will be concours and people's choice judging in 23 classes. NOTE: Pre-registration is required for concours judging cars and people's choice vehicles and must be postmarked no later than April 29, 1988. No exceptions. For more information write MOCPC, P.O. Box 8261, Van Nuys, CA 91409 or call Wayne at (818) 343-2091 or Sue at (805) 694-0468.

May 14
Huntsville, AL
The Rocket City Mustang Club presents its 8th Annual Show and Swap Meet at The Mall in Huntsville, Alabama. 27 classes to be judged with trophies for longest distance, people's choice, and best of show. For additional information call David Allen (205) 859-9119 or Barry Barnett (205) 852-4740.

May 14
Louisville, KY
Kentucky Fair/Expo Center West Wing Giant Indoor Heartland Swap Meet and Classic Car Sale. Room for 600 vendors. For additional information call (502) 964-9486.

May 14
Siler City, NC
3rd Annual All Ford Car Show sponsored by the Central Carolina P.C.A. at Welford Harris Ford, Siler City, North Carolina. Special guests include the Jack Roush NASCAR racing team. For information please contact Floyd Heyes at (919) 742-3834 or Randy White at (919) 663-2748.

May 14
Charleston, SC
All Ford Weekend hosted by the Carolina Classic Ford Club at Charles Towne Landing State Park. Car show and parts swap with awards given at show. Pre-registration will be greatly appreciated. For additional information contact Doug/Sandra Elliott at (803) 596-9447 or Clay/Elizabeth Whethers at (803) 875-9608 or write Carolina Classic Ford Club at P.O. Box 38117, Charleston, SC 29407-5064.

May 14
Union Grove, WI
1988 Muscle Car Review Nationals North at the Great Lakes Dragway. Numerous events planned in addition to the car show and drag races. For further information contact Jerry Kelley, 709 Diane Ave., Nashua, GA 31639, (912) 688-2102 or Latham Hill, 2053 Sandy Ave., Valdosta, GA 31602, (912) 244-3754.

May 14
Kansas City, MO
6th Annual Concours d'Elegance at the Kansas City Museum will feature an outstanding collection of classic and special interest automobiles, including a fine grouping of Mustangs from 1964-1970. From vintage antiques to the sporty Mustangs, this event offers an opportunity to view the fine craftsmanship and attention to detail of these 100-plus lovingly restored vehicles, all elegantly displayed on the lush grounds of the Kansas City Museum, 3218 Gladstone Blvd., Kansas City, Missouri 64123. Call (816) 483-8500 for details.

May 20
Jacksonville, IL
Jacksonville Jaycees Cruise Night & Car Show; cruise begins Friday night May 20, car show Saturday, May 21. For additional information contact Pat Meyer, 7 Regent Ests., Jacksonville, IL 62650, (217) 245-1291 or Bob Rhodes, 351 S. Diamond, Jacksonville, IL 62650, (217) 245-9667.

May 20
Nashville, IN
11th Annual Spring Fling hosted by Indana SAAC; cooperating sponsors — Illinois, Kentucky, Michigan, Missouri, and Ohio regions, and the Midwest Region. Regrants, East/Applied East, Small bore chassis, ras & SCCA sanctioned autocross. Brown County State Park. For more information send SASE to Steve & Joyce Yates, Rt. 1, Box 377, Nashville, IN 47448 or phone (812) 988-7426.

May 20
Shawnee-on-Delaware, PA
6th Annual Tri-State Shelby/ Mustang Police Weekend, Shawnee Inc., Shawnee-on-Delaware, PA 18356. Car show (judged and popular vote), all Ford powered vehicles, swap meet, buffet and Friday night welcoming party. Call Alec Garden at (717) 476-6579 or Ed Shaw at (215) 723-0464 or send SASE to Alec Garden, Box 4012A, RD #4, Stroudsburg, PA 18360.

May 21
Amarillo, TX
10th Annual Mustang Show hosted by the Texas Panhandle Mustang Club at John Chandler Ford. For additional information contact Texas Panhandle Mustang Club, P.O. Box 2574, Amarillo, TX 79105.

May 21
Sioux Falls, SD
The Sioux Empire Mustang Club will present its 3rd Annual Mustang and Ford Powered Car Show. Location: Ben-Hur Ford lot, two blocks east of I-29, exit #77, on 41st Street. Trophies in 36 classes: Thunderbirds, Cougars, Mustangs, etc. For further information contact Don Johnson, 3112 S. Walz, Sioux Falls, SD, (605) 332-7837. Set-Up time 9:00 a.m.-11:00 a.m. Judging starts at 11:00 a.m. Awards at 4:30 p.m.

May 21
Florence, OR
First Annual Johnston Rhody Mustang Round-Up to be hosted by Johnston Motor Company Ford/Mercury, 2150 US 101. Informal show 'n shine event with dash plaques, people's choice judging, and trophies. Come enjoy Rhododendron Festival Week-end! Contact Alex Bentovich, P.O. Box 315, Mapleton, OR 97364-0319, (503) 268-4669.

May 1988
May 21-22
Belvidere, IL
Old Car Banana Weekend sponsored by the Rockford Chapter of the Model T Ford Club at the Boone County Fairgrounds, Hwy. 76, half mile north of Business Route 20. The show will feature classic/collection & antique models, makes, and parts. For additional information contact (day) Bob Dixon (815) 544-0341 or (evening) Arnold (815) 562-5526.

May 22
Concord, NC
The Winston and the Winston Open, Charlotte Motor Speedway, Hwy. 29 North, P.O. Box 600, Concord, NC 28026-0600. The richest, most exciting race of the season for winners only! First driver to go the distance takes home a minimum of $200.00! Unique three-segment format. Call Watkins Raceway (704) 455-3200.

May 22
W! Schwister Ford and the Wisconsin Early Mustangs present their 5th Annual Ford Show and Swap Meet at 10136 W. For Dat Lac Avenue. All Ford vehicles are welcome. For additional information call (414) 761-2267.

May 27-29
Mankato, MN
Atlanta 58 Flea Market & Collector Car Show sponsored for the 11th year by Southeastern Region AAC & Atlantic Region HCCA at the North Georgia State Fair, Cobb County Central Park, 2245 Callaway Rd., SW, Mankato, Minnesota. Information Hotline: (404) 297-9474 between 7 and 10 p.m. EST.

May 27-29
Waco, TX
13th Annual Waco Street Machine Mint Nationals at Fort Fisher Park, Waco, Texas. Open to 1949 and up cars, trucks, and vans. For further information contact Bobby Ramsey at (713) 932-8805, Ronnie Fords at (817) 857-4946, or Tony Grato at (214) 288-8542.

May 28-29
Albuquerque, NM
The Rio Grande Mustang Club of Albuquerque, New Mexico, is hosting its Western National as sanctioned by the Mustang Club of America. The show will be held at the elegant Holiday Inn Pyramid Hotel on I-25. There will be 35 classes for Mustangs/Shelbys and over 100 trophies. There will be vendor spaces and a pony corral. A welcoming dinner and family activities are planned for Saturday night and an awards banquet Sunday evening. For further information contact Wally Short at (505) 299-4573, Mike Lozopaka at (505) 822-6732 or Mike Brings at (505) 294-4895.

May 29
Exton, PA
Valley Forge Mustang Club and Chester County Antique Car Club present The Exton Car Show at the Exton Square Mall. 300, Exton, Pennsylvania. Reg. $4.00 by May 20th, $6.00 day of show; 9 a.m. to 12 Noon. Flea market, auto parts only, $10.00 per space, '64a through '73 judged; '74 to '88 popular built. Trophies awarded in 17 Mustang classes. For further information or a flyer contact Natalie Gomeze, 322 Colonial Dr., Exton, PA 19341, (215) 365-7589.

June 4
Calabasas, CA
9th Annual Mustang Show hosted by the Chabers Western Mustang Club. Classes for all Mustangs and a special interest class for all Ford cars. For further information call (404) 629-9176 or (404) 625-2677 or 629-6872 evenings.

June 5
Bloomington, IL
7th Annual Central Illinois Ford Day at Bob Demminion Ford. Show and swap meet. 23 classes for all Fords, trophies, dash plaques and door prizes. Food and drinks available. For further information contact Central Illinois Mustang Association c/o John Dubin, 2806 Morningside Dr., Bloomington, IL 61704. (309) 662-3874.

June 6-12
SD
First Center of the National All Car Rally, Bus tours Monday through Thursday. See Mount Rushmore, Passion Play, caves and much more. Friday golf tournament, open pit barbeque, and dance. Saturday show and shine, trophies (all jackets), Big Jim's spit ball, demolition derby, and dance. Sunday drag races and rodeo in Hulett, Wyoming. For further information write Deloris Wayner, 900 5th Ave., Belle Fourche, SD 57717.

June 10-11
Hutchinson, KS
The 2nd Annual Mid-Kansas Mustang Club "Mustang and Ford Powered Car Show", 22 classes, 44 trophies. To be held at the Hutchinson Holiday Inn Holidayhouse, Registration and hospitality room Friday night, June 10th, Registration, show and awards banquet Saturday, June 11th, For further information write or call Bert Neufeld, 3405 East Sylar Drive, Hutchinson, KS 67502, (316) 665-6061.

June 10-12
Hollywood, CA
Pacific Mustang Club presents their First Annual Fabulous Car Show in Hollywood. Concours and people's judging, Hotel available. Make your car show into a vacation, will have shuttle to Universal Studios. For more information call Dave Finner (818) 998-8671.

June 12
Toledo, OH
All Ford Car Show sponsored by N.W. Ohio Region Performance Ford Club of America at Oregon Ford, 2811 Navona Ave., on Rt. 2, 1/2 mile east of Rt. I-280. For additional information contact NAPA, N.W. Ohio Chapter, 3150 Brie Street, Millbury, OH (419) 893-7322.

June 12
Decatur, IL
Central Illinois Mustangs and Northtown Ford are hosting their 10th Annual Mustang and Shelby Show. Classes for all Mustang, Shelby and special Fords. Dash plaques, door prizes, swap meet, and pony corral. Judged show, 3 awards per class. For additional information contact Rick Storer (217) 765-3512, Floyd Scramon (217) 977-9045, John Murphy (217) 625-7363 or write CIMS, 5042, Peoria, IL 61609.

June 12
Chester, PA
3rd Annual Charitable Mustang and All Ford Car Show at Widener University, Chester, Pennsylvania. Sponsored by the Rotary Club of Chester and hosted by the First State Mustang Club. Held on the upper athletic field. There will be entertainment, refreshments, and vendors. Registration 9 a.m. to 12 Noon with judging until 2 p.m. $7.00 pre-registration or $10.00 day of show. Dash plaques to all entries. For additional information contact either Bill Adze (215) 459-8860 or Dick Steininger (302) 368-2236 during evenings or weekends.

June 12
Raytown, MO
8th Annual Mustang, Shelby, and Boss Car Show and Swap Meet. Sponsored by Mid America Mustangs, 8 a.m. to 4 p.m. at Dick Smith Ford, 1400 East 72nd Street, Raytown, Missouri. Show fee $7.00 in advance, $9.00 day of show. Vendors $10.00 pre-registration only. Door prizes. Contact Orlene Brown (816) 254-3187 or Werner Herze (314) 373-3560.

June 12
Greensboro, NC
2nd Annual True Blue Sunday All Ford/Mustang Car Show/Drag Race/Flea Market. 17 show classes (Ford, Mustang, and trucks), Professional and sportmen drag race. Piedmont Motorsports (919) 697-7690.

June 18
Jackson, TN
Mustang Fun Day Mustang Round-Up sponsored by the Golden Circle Mustang Club at Holiday Inn I-40 Exit B/A, Jackson, Tennessee. Vendors, dash plaques, trophies, and fun for everyone. There will be 15 classes. Registration will be from 9 a.m. until 12 Noon. For more information contact Larry Connell at (901) 685-6038 or Mike Gordon at (901) 772-3893.
June 19  
Norwich, CT  
Anything on Four Wheels II Show & Shine & Swap Meet hosted by the Nutmeg State 4-Wheelers. Show site: Micanic Community College, Mohan Drive, Norwich, CT 06360. A portion of the proceeds will be donated to Special Wishes, Inc. For further information contact Mark at (203) 549-9167 evenings, Mike at (203) 538-7336 days, Bob at (203) 442-3788 days, Mike at (203) 376-9137 nights.  

June 24-25  
Denver, CO  
The Front Range Mustang Club of Colorado presents their 2nd Rocky Mountain High Show & Shine. The headquarters and show location will be at the Holiday Inn North, 120 & I-25, Denver, Colorado 80233. Co-sponsored by O’Meara Ford (one of the oldest Ford dealers in the Denver area). We welcome all Mustangs, Shelby’s and special interest Fords. Our show chairman is Darrell Hesselus, 1250 Gilpin, Boulder, CO 80303, (303) 494-4678.  

June 25-26  
Milwaukee, WI  
Autofest ’88 to be held at the Milwaukee County Stadium from 10 a.m. to 4 p.m. each day. Hundreds of autos will be on display as well as a raffle for a completely restored 1931 Pontiac two-door sedan, music, food, beverages, and a whole lot more. The event benefits the American Cancer Society. For additional information call the American Cancer Society office at (414) 962-6400.  

June 26  
Fulton, MO  
Central Missouri Mustang Club presents All Ford Car Show and Swap Meet. Co-sponsored by Tower Ford at 1250 Business 54 South (under the water tower). 15 classes for all Fords. Free t-shirts to first 100 entries. $50.00 cash prize to car club with most entries. Special attraction, the famous Bigfoot from St. Louis, Missouri. For additional information contact Floyd Siebenwenn, Rt. 1, Box 58, Henley, MO 65040, (314) 496-3531.  

July 1-3  
CA  
13th Annual Shelby American Automobile Club national convention in the Sonoma Valley area. For further information contact Northern California Region SAAAC 1034 Sherman Drive, Sebastia, CA 93070, Don Coloney at (408) 375-8277 days or (408) 758-0888 evenings.  

July 9  
Fort Wayne, IN  
6th Annual Mustang & Ford Show hosted by the Old Fort Mustangers, co-sponsored by Student Against Drinking Drunk to be held at Zolpher Stadium, 3500 N. Anthony Blvd., Fort Wayne, Indiana. Registration from 7 until 11 a.m., participant judging, award at 4 p.m. Enjoy the airplane show and the model car show. For additional information contact Don (219) 749-5859, Ron (219) 697-3054, or Biff (419) 542-7137.  

July 10  
Russellville, OH  
Cruise-In ’88, Reed’s Park, 1 mile south of Russellville, Ohio on SR 62. Swap meet space available, all cars welcome. Sponsored by the American Heart Association, Brown County branch. Contact Jim Marks, AHA, Box 123, Georgetown, OH 45122, (513) 378-8650 or (513) 378-4237.  

July 15-17  
Great Bend, KS  
The Shelby Owners of America, Inc. present their 1988 National Convention and Car Show at the Expo Building in Great Bend, Kansas. Non-members are welcome. For additional information contact Randy Schwartz, RR 4, Box 179A, Great Bend, KS 67530, (316) 792-6135.  

July 31  
Randolph OH  
7th Annual All Ford, Lincoln, Mercury Car Show, Car Corral & Swap Meet, Randolph County Fairgrounds. Admission $2.00, swap space $10.00. Three trophies per class, dash plaques for 1st 150 cars. For more information contact Cleveland (216) 234-516 or Mentor (216) 974-8125.  

August 7  
Rochester, MI  
10th Annual Meadow Brook Concours d’Elegance to be held on the grounds of historic Meadow Brook Hall at Oakland University, just north of Detroit, Michigan, from 10 a.m. until 4 p.m. For additional information contact Jack Bodoine or Charlene Kull at (313) 227-9306.  

August 14  
Livonia, MI  
The Mustang Owners Club of Southeastern Michigan presents an all Ford powered car show and swap meet at Greenmead, the Livonia historical village and museum, at 8 Mile Rd. and Newburgh Rd. Special awards to daily drivers. 9 a.m. to 3 p.m., admission $2.00, swap spaces $15.00. For additional information call Mike (313) 453-9468 or write P.O. Box 39088, Redford, MI 48249.  

August 14  
Wahoo, NE  
8th Annual Show ’n Shine sponsored by the Saunders County Auto Association at Wahoo City Park downtown Wahoo. Open to all antiques, rods, customs, and vintage cars/trucks. For further information contact Tom Bern, 359 R. Linden, Wahoo, NE 68066, (402) 443-3155 evenings or (402) 443-3424 days.  

August 20  
Romolke Rapids, NC  

August 21  
Cumberland, PA  
12th Annual Summertime sponsored by the 1st Pennsylvania Mustang Club at the Saucon Valley Living Memorial Park on Rt. 390; features antique and classic cars, 12 Mustang classes, pony corral, auto flea market. 1st to 4th place trophies. Pre-registration $5.00, day of show $8.00. For additional information contact Dale Bowers, 610 Fitch Rd., Hatboro, PA 19040, (215) 675-7511.  

August 21  
Hampton, VA  
8th Annual Mid-Atlantic Mustang Show and Swap Meet. Located in New Market North Shopping Mall just off of I-64 approximately 20 miles east of Colonial Williamsburg. Pre-registration encouraged. For additional information call John Class (804) 583-6250 or Bill Crockser (804) 495-2659.  

August 28  
CA  

September 2-4  
Greenville, SC  
The Fourth annual Mustang Club of Greenville, South Carolina, will be hosting the 1988 Mustang Club of America Grand National on Labor Day weekend. The show site will be the Greenville Mall on I-85 Woodruff Rd. Exit I-385 and Roper Mountain Rd. Show headquarters will be at the Holiday Inn on Roper Mountain Rd. (803) 297-6300. There will be a welcoming dinner on Friday night and an awards banquet on Sunday. For further information contact Paul or Nancy Owens (803) 245-4936, Johnny Dean (803) 953-8515, Timmy Parker (803) 877-6034, or Charles Hampton (803) 225-7260.  

September 10  
Knokon, WI  
1000 Island Environmental Center 2nd Annual Auto Show. $4.00 registration fee (all proceeds go to the Center). All cars, trucks, vans, and 4x4s welcome. For additional information contact Randy Vollmer at 788-3476, 224 Franklin St., Little Chute, WI 54140.
September 10  
Kokomo, IN  
5th Annual City of Firsts Mustang Show and Swap Meet for 1964½-1968 Mustangs. To be held at Kokomo Ford. Pre-registration is $6.00; $8.00 day of show. Voting by show entrants only. 1st, 2nd, and 3rd place trophies in 14 different classes including pedal cars. Free vendor spaces for pre-registrants. For more information call Vince Springer at (317) 453-7587 or write to 3117 Mayfair Dr., Kokomo, IN 46902.

October 14-16  
Sonoma, CA  
Wine Country Autofest ’88 collector car flea market, car corral and car show at Sears Point International Raceway in association with Golden Gate Region ACA. For information call (707) 938-8440 (9 a.m.-5 p.m. Monday through Friday, PST).

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March Meeting Minutes
by Kitty Wilmot

The meeting of the Board of Directors was called to order by the President, Charles Hampton, on Tuesday, March 8, 1988. Since the Treasurer was absent, the reading of the Treasurer's report was waived. The minutes of the February meeting were read and approved. Roll call was made with 25 responding. Sam Dean and Scott Chastain were guests.

Old Business
Melvin Little from Sapulpa, OK was present and agreed to be on the Board. He will attend at least six meetings this year.

Don Perry read the committee report concerning salaried employees. This report was presented as a recommendation. A motion was made that these recommendations be accepted. The motion was approved.

Tom Bader requested a list of the Gold Card Judges be published in the Mustang Times. Jim Osborn indicated that list has already been compiled and will be forwarded to the editor by Bob Perkins.

Charlie Hampton indicated he has received several questions concerning the Points System. Jim Osborn indicated this also would be published in the Mustang Times. Tom Bader suggested a registration form for the Points System be included also. There was some discussion regarding verification of the information submitted. Jim Osborn said he would be verifying any information submitted as needed. He also indicated that the Points System became effective as of March 1, 1988, and includes all shows with different point scales for different types of shows.

New Business
Two complaint letters were read and discussed. It was decided that all letters should be responded to by the secretary who will keep any correspondence in the future.

Jim Osborn stated he received a telephone call from a woman employed by a company that represents Ford Motor Company. She indicated Ford is interested in sponsoring up to three shows in 1989. Jim will obtain any information and advise.

Charlie Hampton.

Charlie Hampton advised the Greenville Grand National Show in progressing as planned.

Melvin Little indicated he would like to see the Board Meetings changed to Sundays in order to draw more people from outside Georgia. After much discussion, a motion was made to hold the Board Meetings on the second Sunday of every other month at 3:00 p.m. beginning with the May meeting. This would be done on a trial basis. The motion carried.

Jack Hinson reported the Shenandoah Valley Mustang Club of Virginia has submitted an application for a Grand National Show in 1989. We have also received a request from the Pensacola group for a National Show in 1989. It was pointed out that such requests for shows be received by more than one group, the group with the highest percentage of MCA members would be awarded the show.

Horace Wood agreed to continue as the National Regional Group Director.

Jim Osborn suggested that since MCA accessories would be sold at the Pensacola show, that a commission of 15% be approved to encourage sales. A motion was made and carried.

Ed Hunter reminded everyone of MCA's commission deal with Alamo Rent-A-Car and requested any members using Alamo be sure and advise them of the MCA account number so that MCA would be sure and get that commission. The MCA number and all details are published periodically in the Mustang Times.
All Couped Up?

Do you lust after the hot Mustang GT image but your budget only allows for a four-cylinder coupe? Coupe owners can now spice up their rides GT-style with a variety of body packages available through the aftermarket. The Mustang LX pictured above was modified at Mike Bell Ford in Conyers, Georgia, and features the 2.3-liter four-cylinder/five-speed manual combination, trunk-mounted luggage rack, GT-style body panels, and aftermarket wheels. We will feature more information on this package in an upcoming issue of Mustang Times.

If, on the other hand, you can afford to have extravagant tastes and want a Mustang with a different twist, you will probably want to make out a check to Saleen Autosport for one of their new high-performance coupes. The Saleen coupe may just be the hottest performance package running the Ford oval these days owing to a body that is already 50-80 pounds lighter than the top-of-the-heap Saleen fastback. Mustang Times has received no word on the expected price of the naughty notchback but it will likely hover around the fastback’s $20,000 price tag.

On The Matte

Here’s a helpful hint for those of you who would like to remove our monthly “car portraits” from Mustang Times in order to display them more appropriately. Readers who cut the last two months’ drawings out of the magazine soon realized that our paper stock is thin enough to allow ink from the other side to show through. Use a straight-edge and Exacto knife to square off the paper to the size you want. Then glue the print to a slightly larger sheet of black construction paper. Liquid glue is not recommended as it will cause the paper to buckle up. A glue stick or rubber cement will work better than anything else. With the black construction paper in place, you will not be able to discern print from the other side of the page and you will have a nice matte background.
MINOR DETAILS, a company specializing in automotive care products, announced the development of its WASH KIT, a new cleaning and enhancing tool for the do-it-yourself car enthusiast. Offering commercial-grade products not normally available to the public, WASH KIT achieves results similar to those of professional detailers but for a fraction of the cost. The kit contains a one step wash-'n-wax liquid soap that cleans, while restoring a protective finish to even the most delicate waxed surface. The soap renders a professional-like polish while significantly reducing the time normally spent washing, then waxing. Included in the kit is a water base leather/vinyl dressing that conditions and protects without leaving the milky residue of the popular silicone base dressings. The kit’s rubber dressing, a petroleum-base compound, maintains luster and pliability well after the first and second rain. A claim the common silicone dressings fail to live up to.

WASH KIT contains a one year supply of these professional materials and includes a buffing mitt, chamois cloth, dressing applicator and two gallon bucket. It retails for $29.95. For information regarding WASH KIT, please contact MINOR DETAILS, 123 West Padre, Suite B, Santa Barbara, CA 93101, (805) 563-1185.

A Professional Car Wash in a Bucket

Spicer Lite Aluminum Driveshafts Now Available for Retrofitting

TOLEDO, Ohio — Spicer Universal Joint Division of Dana Corporation has introduced a new retrofit program for the Spicer Lite aluminum driveshaft.

According to Spicer representatives, aluminum driveshafts are now available for retrofitting on 1982-87 Chevrolet IROC and Z-28 Camaros, Pontiac Trans Ams and Formula Firebirds, and Ford Mustang’s GT and LX.

The driveshafts are supplied completely assembled with tube yokes, slip yokes and specially coated universal joint kits already installed.

The patented Spicer Lite aluminum driveshaft features 40 percent weight reduction over comparable steel shafts, as well as reduced driveline vibration and noise, greater resistance to corrosion, improved underbody appearance and better vehicle fuel efficiency.

The retrofit aluminum driveshaft is perfect for race car enthusiasts, car show participants and high performance vehicle owners.

Application and ordering information is available wherever Spicer products are sold. For additional information, contact Spicer Universal Joint Division, Dana Corporation, P.O. Box 955, Toledo, Ohio 43695.
Letters to Mustang Times are published as an information exchange service to Mustang Club of America members. Publication of a letter does not constitute an endorsement of content by the Mustang Times staff.

Mustang Times,

I am a proud owner of two Ford products. The first one is a 1980 Ford Mustang. The other one is a 1976 Mercury Marquee Wagon.

The wagon has over 145,000 original miles on the engine and transmission and is still running strong.

The Mustang is the vehicle I'm writing about. The engine is the smallest, stupidest V-8 engine Ford has ever designed. I would like to replace the 285 CID engine with a 351 Windsor with minimum hassles. There was an article in one of many Mustang magazines that covered in-depth steps of such. Included were part numbers and special hints. I would be eternally grateful if one of your many members could give me the name of the magazine, the month, or maybe even a copy of the article.

I thank you very much for your time and any help you can forward me.

Sincerely,
Bryan G. Krieter
8027 Churchill
Niles, IL 60648

Dear Teresa,

First of all, a big thanks for the job you and Brad Bowering did featuring our '65 Fastback in the March issue. But just in case some Mustang Times readers try to find the Mustang in an auto salvage yard, save them some time. Like you said, "Mustang enthusiasm is hard to kill." We just couldn't let the Saturday Night Special rest in peace.

As many Mustangers learn, giving up your prize pony because of a few wrinkles and dents is unheard of. About a month after we sent you the story on the '65, we rescue it from its grave. Since there was so much damage, something had to go. We opted to let the '66 Shelby GT-350H go to a new home in Indianapolis, Indiana, and used the funds set back to restore it on the black '65 Fastback.

Some Mustangers would say we were crazy not to do the Shelby, but after years of work on the '65, it just had to be. Interestingly enough, the '65's first show after the accident would be our last. At the show, an antique airplane dealer approached us and made it very clear he wanted that pony. He claimed that it had been his, back in 1965, and he didn't care what it cost—he had to have it.

Well, first of all, we tried everything under the sun to convince him that it couldn't be the same car, but when someone hands you a very handsome price in cash, you have a tendency to agree. Today, the '65 is used to chauffeur prospective buyers around to bi-planes of yesterday. Indeed, the '65 has gotten a good home.

What is really neat, after we delivered the '65 Fastback and returned home, we were met by a friend who had to sell his Mustang. Unreal, for the price we received for the '65, we became the new — and only the second — owners of an original '69 Mach 1 with options that would make your mouth water; only 38,000 actual miles, and it had only been licensed once. It has the mighty 428 Cobra-Jet under the hood. I guess this must be our special reward for not giving up the Saturday Night Special!!

Sincerely,
Bill Hitzeman

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JOHN LOUGLAS
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Ridgefield Park, NJ 07660
Randall Gay owns and shows this yellow 1971 429CJ Mach I. Randall is no stranger to high performance vehicles — he has a 429SCJ Mach 1 under restoration. He is the "G" in G&S Reproduction which specializes in Boss 429 parts.

Al Cherry of Hoover, Alabama is the original owner of this 1974 Ghia Mustang II. Although this pony is driven regularly, the odometer registers only 36,000 miles. Al has owned a variety of Mustangs through the years, but currently shows the Ghia at national and regional events.
Jeremy Church received this 1982 Mustang GT for his 16th birthday. The car has a build date of February 22 and Jeremy's birthdate is February 21. Jeremy has already begun preparing his car for show this summer. Jeremy resides in Baldwin, Georgia, with his parents who are recent members of the Georgia Regional Mustang Club.

Mid-Mississippi Mustang J. F. Ponder claims this 1968 GT500KR convertible. Look for it as an upcoming Mustang Times cover car.
Steve Zenobia has only put 75 miles on this 1979 Pace Car edition Mustang. The 302 powered pony is one of 8,000 built to commemorate that year's Indianapolis 500 race. Steve owns another example of this special edition automobile which he has driven on the Indy track with his regional group, Mustang Club of Indianapolis.

Aaron Scott owns this Grabber Blue 1970 Boss 429. It features white interior, Magnum 500s, sport slats, and front and rear spoilers. Aaron is the "S" in G & S Reproduction which specializes in Boss 429 parts.

If you would like to see your favorite pony in the "Horse Show", please send us information along with a few black and white negatives of the car. If requested, all negatives will be returned shortly after we have made prints from them.
Gold Card Judges

Below is the list of Gold Card judges. These MCA members are assistants to the National Head Judge and they are specialists in their listed Mustang classes. They will be glad to answer your letters or phone calls concerning judging and restoration in these classes. No collect calls please.

1964½-1965
Bill Caywood
Rt. 2, Box 850
Silsbee, Texas 77656
(409) 755-4756 (after 5 pm)

Ray Boismenue
6131 North Belt West
Belleville, IL 62223
(618) 235-4634 (after 7 & weekends)
(618) 397-3807 (daytime 9-6)

Charlie Hampton
822 Sharonwood Dr.
Anderson, SC 29621

John Murphy
P.O. Box 945
Pawnee, IL 62558
(217) 625-7183 (weekday evenings 7 - 11 pm)

Bobby Dodd
Rt. 1, Box 1508
Danville, VA 24541

Don Phillips
410 Holly Hill Rd.
Murfreesboro, NC 27855

Barry Phillips
410 Holly Hill Rd.
Murfreesboro, NC 27855

Bobby Summers
P.O. Box 378
Gibsonville, NC 27249
(919) 449-7565 (after 5:30 pm)

Scott McNair
420 Sarah Way
Suisun City, CA 94585

Jim Watters
438 Prospect St.
Wood River, IL 62095
(618) 254-2962 (8 am-8 pm)

Johnny Blackston
17 Lawmieve Ct.
Greenville, SC 29611
(803) 246-7444 (after 6 pm)

Melvin Little
P.O. Box 918
Sapulpa, OK 74066
(918) 227-0678 - Office
(918) 224-1121 - Home

Horace Wood
3653 Altadena Dr.
Birmingham, AL 35243

Bob Miller
5301 Jessie Dr., NE
Albuquerque, NM 87111

Wally Short
12825 Cedarbrook Ave., NE
Albuquerque, NM 87111
(505) 299-4573

Richard Gaffredo
21454 Sara Hills Ct.
Saratoga, CA 95070

1966
Bill Caywood
Route 2, Box 850
Silsbee, TX 77656
(409) 755-4756 (after 5 pm)

John Henderson
1607 Lake Martina Dr.
Hixson, TN 37343

Ray Boismenue
6131 North Belt West
Belleville, IL 62223

Jim Watters
438 Prospect St.
Wood River, IL 62095
(618) 254-2962 (8 am-8 pm)

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Tommy Gilstrap
6133 White Horse Rd.
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Scott McNair
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438 Prospect St.
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(618) 254-2962 (8 am-8 pm)

Melvin Little
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Sapulpa, OK 74066
(918) 227-0678 - Office
(918) 224-1121 - Home

Horace Wood
3653 Altadena Dr.
Birmingham, AL 35243

1967-1968
Bill Caywood
Route 2, Box 850
Silsbee, TX 77656
(409) 755-4756 (after 5 pm)

Floyd Scranton
61 Ronald Dr.
Decatur, IL 62526

Junior Downer
145 Rolling Hills Dr.
Chattanooga, TN 37434
(615) 842-4293 (7 pm-8:30 pm)

Mark Lien
7206 W. Appleton Ave.
Milwaukee, WI 53216

Jeff Speegle
1223 Huntington
Manteo, NC 27953
(209) 239-6650 (6 pm-10 pm)

Don Oehrlein
605 Violet St.
Modesto, CA 95356
(209) 527-7217 (after 5 pm weekdays, anytime on weekends)

1969-1970
Jack Staples
P.O. Box 61
West Point, GA 31833
(205) 576-3377

Jim Engel
21144 Robin Wood
Farmington, MI 48024
(313) 474-4764 (6 - 10 pm EST)
Jim Osborn  
101 Ridgecrest Dr.  
Lawrenceville, GA 30245

Bob Vickery  
1470 Stephenson Rd.  
Lithonia, GA 30058

Gary Schwartz  
N. 2751 Thiel Dr.  
Merrill, WI 54452

Jeff Speagle  
1223 Huntington  
Manteca, CA 95336  
(209) 239-6050 (6 pm-10 pm)

Ron Myska  
886 La Cruz Ln.  
Vacaville, CA 95688

Jim Osborn  
2627 Stone Dr.  
Lilburn, GA 30047

1971-1973  
Jack Yeager  
4378 Glenhaven Dr.  
Decatur, GA 30039

Bob Coulston  
5716 Bar-Del E. Dr.  
Indianapolis, IN 46241  
(317) 856-6204 (4-10 pm)

Bob Black  
9182 N. Cherry Hills Dr.  
Columbus, IN 47201

W. J. Meade  
Route 3, Box 122A  
Honecker, VA 24260

Teresa Vickery  
1470 Stephenson Rd.  
Lithonia, GA 30058

Gary Schwartz  
N. 2751 Thiel Dr.  
Merrill, WI 54452

Rudy Garth  
2463 Alvin St.  
Mountainview, CA 94043

Tom Podemski  
1526 W. Calvert St.  
South Bend, IN 46613  
(219) 289-1920 (evenings and weekends)

1965-1966 Shelby  
Charles Cross  
891 Fulton Rd.  
Merritown, TN 38005

Jim Cowles  
2215 O’Connor Rd.  
Green Bay, WI 54303

1967-1970 Shelby  
Jack Staples  
P.O. Box 61  
West Point, GA 31833  
(205) 576-5377

Charlie Hampton  
822 Sharonwood Dr.  
Anderson, SC 29621

Bob Oswald  
1919 Blue Ridge Terrace  
W. Columbia, SC 29169

Gary Burke  
Rt. 10 Tam's Lane  
Kingsport, TN 37664

Jim Cowles  
2215 O’Connor Rd.  
Green Bay, WI 54303

Jim Osborn  
2627 Stone Dr.  
Lilburn, GA 30047

Boss Mustang  
Jim Engel  
21146 Robin Wood  
Farmington, MI 48024  
(313) 474-4764 (6-10 pm EST)

Tom Pirkle  
1410 River Dr.  
Waterdown, ON 53094

Jim Cowles  
2215 O’Connor Rd.  
Green Bay, WI 54303

Bob Perkins  
N. 3183 Hwy. 26  
Junoa, WI 53066

Bill Dillard  
2536 Old Rome-Dalton Rd., NW  
Calhoun, GA 30001

Gary Schwartz  
W. 2751 Thiel Dr.  
Merrill, WI 54452  
(715) 536-8279

Jim Osborn  
2627 Stone Dr.  
Lilburn, GA 30047

1974-present  
Tom Bader  
1818 Cambrook Dr.  
Montgomery, AL 36106

R. D. Tipton  
3276 Sir Scott Ct.  
Lawrenceville, GA 30045  
(404) 921-6190 (weekdays 5:30 pm-8:30 pm)

1974-1978  
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South Bend, IN 46613  
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1979-1988  
Mike Gudnicks  
14374 Lenore  
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Cobra Jet and Cobra II

story by Brenda Jacobs
photos by Gary Stein, Greg Jacobs and Brad Bowling

Part One — Cobra Jet

You never really forget about your first set of wheels, especially when that set happens to be on a Jade Green 1969 428 CJ Mach I. Unfortunately, that first Mach of mine was sold long ago and I had been missing it ever since.

When I was in a grocery store last April, I saw a picture on the bulletin board with a Mustang almost identical to my first one and it quickly caught my attention. The green fastback was a four-speed with black interior and boasted, among other things, less than 50K miles and it was being sold by the original owner! Although it sounded like a good deal, it was not until a few weeks later that my husband, Greg, and I talked each other into contacting the owner.

Upon seeing the Mach, we could not believe that it was original because it looked so good. We thought that it must have been restored, but after the "big inspection", we were convinced that everything he told us about the car was true.

The decision was made quickly to purchase the car. The owner wanted just one more drive in it before he sold it. So, on the day we picked it up, he took it for a short spin that ran the odometer up to exactly 46,000 miles.

All-original goodies on the Mach include: the 428 CJ motor, shaker hood scoop, power steering, power brakes, pollution equipment, AM/8-track stereo radio, chrome wheels, spare tire (original Goodyear), and complete exhaust system. Maintenance on the car was done at the same garage every time and we have every receipt for every tune-up, belt, hose, etc. We have original owner's manual, warranty book, and showroom literature. The previous owner kept documentation of every form pertaining to the car. Included in our purchase was every license plate from 1969 to present, all Indiana inspection receipts, registration papers, and even one recall slip.

Greg and I plan to drive the car occasionally for a year or two before detailing and preparing it for concours competition. We already have two cars (a Corvette and a Cobra II) that are not driven because of their show status.

Part Two — Cobra II

I first saw this Cobra II at a showing of new (for 1977) cars at Scottsdale Mall in South Bend, Indiana. My best friend was with me at the mall and, as we were looking at the various cars on display, I confidently predicted to my friend that some day I would own a car exactly like that red-on-white fastback.

Not only was I right, but it was only one month later (February 17, 1977 to be exact) that I became the owner of that very same car.

May 1988
The car I was driving at that time was spending more time in the shop than on the road and I found it necessary to start shopping around for more reliable transportation. One night I decided to visit our local dealership, Jordan Ford, to look at new cars. When I walked into the showroom, my Cobra II was sitting there waiting for me.

The sales manager was a friend of mine and I asked him what kind of deal he could give me on the Mustang. It was an offer I couldn't refuse and I bought the car without even test-driving it.

When I drove it home from the showroom the next day, I decided it was destined to be a show car. My Cobra II was driven only in summer months and I avoided rain whenever possible. Most of the time, the Cobra was in storage while I rode to work with co-workers.

In 1980 I bought a second car to drive in the winter. I wanted to be sure to keep the Mustang away from harmful weather and, in 1982, the car went into year-round retirement. Since then, it has been driven only a few times a year to keep the original General tires from flat-spotting and to properly lubricate the 302 2-barrel engine and 4-speed manual transmission. I'm proud of the 5,512 actual miles recorded on the odometer.

Just because the car was stored does not mean that regular maintenance was neglected. Back before I got married, I would spend weekends washing and waxing while my friends went out on dates. At the time, they teased me for working so hard on a car I never drove. Needless to say, they don't tease me anymore.

I can honestly say that I've never regretted any of the time and effort making the car what it is today; a low-mileage, show-winning original.

Greg and I were married in February of 1983 and it was with his encouragement that I decided to start showing the car. Since its debut at local car shows, it has won numerous trophies. Success on the local level prompted me to enter it in MCA national competition in 1987. Last year was the first time a 1977 Mustang eligible for judging in a national show.

It is my understanding that ours was the first and only 1977 model to compete on the national level. At the Lincolnland National and the Great Southern Grand National, we took home first-place trophies for the trailered concours 74-up models.

The Cobra is totally original, interior as well as exterior. The only things changed were oil, oil filter, and, in 1985, the battery. The engine compartment and undercarriage were tuff-coated (rust-proofed) when I bought the car. When we started showing the car, we decided to remove the rustproofing and discovered that the paint had been well-protected. After two weeks of tedious work, the job was completed and the results were great. The paint received a good cleaning to remove the last of the residue.

For 1988, we will continue to trailer and show the Cobra II and our plans are to make it to the MCA Grand National in September. We really appreciate the enthusiasm the Cobra II has generated as well as the attention it has received. People are just now becoming aware of the II's as show cars and I hope mine will inspire others to take a second look at the second-generation ponies. The car is fast, sporty, comfortable, and it handles well. It is a fun machine to drive and I am proud to own it.

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Tom and Betty Pirkel’s High
Performance Pair

Text by Teresa Vickery
Photos by Tom Pirkel

Old: 1970 Boss 302, 20,000 miles, Calypso Coral, white deluxe interior, AM radio, shaker hood, window slats, rear spoiler, Magnum 500s, Goodyear F60 x 15 raised white letter tires.

&


Many folks know the pleasures of owning a Mustang whether it is used for daily transportation, for rallies or get-togethers during fun-filled weekends, or for winning awards at shows. Some individuals are lucky enough to own more than one example of Ford’s better idea; Tom and Betty Pirkel belong with those fortunate few. Their Mustang thrills come by way of a 1970 Boss 302 and a 1988 GT.

Tom has been a performance enthusiast for several years as evidenced by his previous ownership of three Boss 351s (one of which is an MCA grand national champion and a feature car in the November 1987 issue of Mustang Times). The 1970 Boss 302, however, has long been his favorite; during May of 1970 Tom spotted a Calypso Coral 302 on a Ford dealer lot while on his way to a high school track meet. Since he had ordered a 1970 Chevelle just two weeks earlier possession of such a car would have to wait. When the low mileage “unmolested” 302 featured here became available in February of 1987 a deal was quickly made.

Although the fastback is a Wisconsin car, no rust can be found anywhere (believe it or not, rust-free Wisconsin cars do exist). The previous owner pampered the car from the beginning making sure that road salt and winter storms were not a part of the muscle car’s daily life. Tom and Betty continue to give the unrestored beauty plenty of TLC, having put less than 200 miles on it during their first year of ownership. Equipment on the 20,000 original mile head-turner includes white deluxe interior, AM radio, shaker hood, window slats, rear spoiler, Magnum 500s and Goodyear F60 x 15 raised white letter tires; the car is complete right down to the original smog equipment.

Immediate plans for the Boss include drives on warm sunny days and an occasional show; future plans are to replace maintenance parts where necessary, do some thorough cleaning, and ready the car for the MCA unrestored class.

Their interest in the newer model Mustangs began when Tom and Betty read several articles on the new high-output 302 engine. Interest turned to enthusiasm when they rented a 1987 convertible while in Florida. The overall handling and performance of the late model impressed them very much. This first-hand knowledge, along with the bold, good looks and appeal of the new GTs, meant that the Boss would no longer rest alone in the climate controlled garage. An other was placed with a local Ford dealer in July. Tom gave strict instructions to leave the new beauty just as it came from the factory — no dealer prep; “roll it off the truck and I’ll take it home”. The painfully long wait for the Scarlet red and Titanium fastback with red interior, air conditioning, and AM/FM cassette with premium sound ended on September 25, 1987. Other than a wash job the car remains untouched and presently has an odometer reading of only 212 miles. Snow, ice, and road salt will not have a chance to damage this performance vehicle since it will receive the same love and attention as the Boss car. The long-term scheme of things is to keep the GT as a future (read “retirement”) collector car.

After completing the photo shoot for this article Tom asked their eight-year-old daughter Amy which car she would like to ride home in. She replied, “the fastest one”. Since her father was driving the Boss 302 she chose to ride with him not knowing that within the span of two city blocks she would be traveling at 70 mph!

The coming of spring will give Tom, Betty, and Amy a chance to enjoy their prized ponies. Betty is very anxious to drive the GT to work to show it off and Amy is probably ready for another fast-paced ride with her father in the 302.

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The Mustang II had been touted by Ford as “the Mustang of the '70s,” a title made believable by accelerating gas prices of late-1973. Suddenly, terms like “gas guzzler” and “thirsty V-8” became part of the popular language and the II became Ford’s sporty import fighter.

The 1974 lineup was broken down into four different, though not very distinct, models: the Hardtop, the Ghia, the 2+2, and, shamelessly borrowing a name from the past, the Mach I.

The Hardtop was the cheapest (excuse me, “easiest to own” says Ford) model of the four. It was not, however, without luxury appointments. Thick carpeting ran from door to door. Woodgrain appliques covered most of the instrument panel. Special soft vinyl on the seats was color-keyed with the door panels, dash pad, and headliner. Standard engine was the 88 horsepower 2.3-liter four-cylinder and standard transmission was the four-speed manual. The base Hardtop was the lightest of the IIIs at 2,743 pounds.

Named for the studio responsible for the Mustang II’s design, the Ghia carried the luxury banner for the small Fords and was available only on the Hardtop body style. Special “spoke-style” hubcaps, a padded vinyl roof, dual remote color-keyed mirrors and body contour stripes set this model apart from its cheaper stablemate. In their advertising, Ford often referred to the II series as “a little jewel” or “one little jewel of a car,” attempting to convey the idea to potential buyers that luxury could be had in an economical package. It was this market segment that Ford was hoping to capture with the Ghia.

The first Mustang to be labeled 2+2 was the 1965 fastback. A radical restyle in 1969 caused Ford to adopt the SportsRoof name to distinguish the swoopiest Mustang from its chopped-off siblings. For the hatchback/fastback design of the II, the 2+2 name was revived. The fastback saw all five years of production with a standard folding rear seat, just like the original started life with. Aimed at a practical buyer looking for something sporty, the 2+2 was often displayed in ads performing useful, yet sports-oriented, chores such as holding golf clubs or skis. Although similarly equipped, the 2+2 weighed a full 60 pounds more than the hardtop.

Attempting to put together a performance package for the new generation of Mustang, the Mach I came the “big” motor as standard equipment. Unfortunately, the largest engine for 1974 was the 105 horsepower 2.8-liter V-6. Available only in fastback form, the new Mach was a mere shadow of its former self although there was a cosmetic resemblance; the lower body received a black-out treatment, color-keyed dual remote mirrors set on each door, and the standard styled steel wheels resembled Magnum 500s. The Mach I came equipped with the six-cylinder/4-speed combo all five years of its production, but the smaller motor was optional for economy seekers.

In order to allow personalization by customers, a full line of cosmetic options was available; tinted windows, vinyl tops, sunroofs, heated backlites, accent stripes, bodyside molding, rocker panel molding, and bumper guards are only a few items on the long list. Two types of wheels were offered in 1974; the previously mentioned styled steel wheels (standard on Mach I, optional all other models), and forged aluminum slotted wheels (optional all models) which bore a slight resemblance to...
the previous year’s version. Both of these styles were offered throughout the production of the II.

For 1975, the public was offered the same Mustang II as the year before, except with a wider variety of options. A Silver Ghia option one-upped the regular Ghia with its Silver Metallic paint, Silver Normandy grain half-vinyl roof, Cranberry tape stripes, Cranberry Interior, and “unique” hood ornament. Looking more like a show trophy than an ornament, this upright emblem caused the removal of the grille-mounted running pony for that model.

A half-vinyl roof was offered along with the first-year's full roof treatment and included an opera window. The Cast Spoke Aluminum wheel was added to the lineup and was much more attractive than the spoke-style hubcap that it resembled.

As if to reflect the gas crisis mentality prevalent among the auto makers, a larger gas tank, measuring 17 gallons, became a must-have option for Mustang II buyers hoping to avoid the long gas lines.

The big news, however, was the introduction of the 129 horsepower 302/2V V-8. Installation of this motor was not a simple operation and a lot of work was put into moving the radiator, installing new engine mounts, and designing a new exhaust system that would clear suspension and drive components without hitting the firewall. Even with the gas crisis in full swing, the V-8 Mustang received the praise that Ford had expected for its V-6 Mach I.

For its first year, the 302 was only available with the SelectShift Cruise-O-Matic transmission, which gave the enthusiast driver the choice of shifting for himself if so desired. Although 1976-78 V-8 cars could be had with a manual 4-speed, California-bound V-8s were stuck with the SelectShift because of strict emissions standards. Although no package existed in 1975 to highlight the performance of the V-8, any of the four models could be powered by the big motor. The Extended Range 17-gallon fuel tank was standard with the 302.

As if to counteract the introduction of the antiscial V-8, Ford introduced a MPG model in June of 1975. MPG Mustangs came in every bodystyle and model and included the 2.3-liter engine, 4-speed or automatic, a catalytic converter, and a numerically lower rear axle ratio of 3.18:1 (standard four-cylinder rear axle was 3.40:1). Although these MPG’s were embarrassingly slow in the stoplight Gran PRIX, they were impressive as gas-sippers and boasted 30-35 miles per gallon, a range which gave it very little competition at the time.

There is one easy way to differentiate the first-year II from the later models. Ford did little to change the II bodies during the five-year run but the 1974 grille was composed of 7 rows of rectangular boxes and Ford changed this in 1975 to 6 rows of slightly larger boxes. Why did Ford decide to alter the appearance of the II in such a subtle way? Did people complain that their sensibilities were offended by an odd number of rows in the grille? Who knows? Keeping this change in mind, it is interesting to note that Ford used many of the same pictures in the 1974 and 1975 brochures with one change. The grilles were of the six row type in the ‘75 brochure.

The hottest news for 1976 came in the form of appearance/performance packages. The Stallion model featured black-out trim and some mild graphics; it was also shared with the Pinto and Maverick. This monochrome package could be ordered with any combination of engine/transmission/bodystyle.

More eye-catching, however, was the Cobra II. Available only in blue-on-white or gold-on-black, this special-edition (though not limited in production) fastback was assembled by the Motorown company near Dearborn and was sold alongside the regular Mustang models by Ford dealers. Instead of the running horse grille emblem, a coiled, ready-to-strike Cobra sat between the two parking lights. Although the intention was to recall the glory days of Carroll Shelby’s race-winning cars, not many purists could take the striped, bespattered 2+2 seriously due to its standard 2.3-liter engine. Even worse, the Cobra II could be ordered with the mega-slow MPG setup! In its defense, the 302-equipped Cobra II is one of the few American hot rods to emerge from the period of the energy crisis, and, as a nod to enthusiasts, a 4-speed became available for the V-8 that year.

The Mach I also ran the engine range from MPG-four-cylinder to 302 V-8. However, for 1976, an attractive All-Black Sport Group was offered, which included: Black paint, Black or Bright Red interior, brushed aluminum instrument panel, blacked-out chrome trim pieces, Traction-Lok differential, and cooling package.

The catalytic converter that first saw use on the MPG model became standard equipment for all powertrains in 1976 and marked the end of leaded fuel for the Mustang II.
For 1977 Ford put some of its better ideas to work on the II, but, performance-wise, it was more of the same. Convenience items included standard stalk-mounted wiper/washer controls and an optional pop-out sunroof became available for buyers wanting an open-air environment without paying extra for the sliding version. The two sunroofs were only available for the Hardtop and the Ghia models.

Fastback buyers were not without their open-air options, however, because T-tops were introduced to the line in 1977. The T-Roof convertible package included smoke-tinted panels, a vinyl-insert “roof band” (what European car makers would call a targa bar), and vinyl storage pouches. T-top owners who did not pamper their weatherstripping with protective lubricants, however, soon found out what convertible owners had known for years: “open-air motoring” eventually translates to leaks and rattles, even with tops in place.

Blacked-out grilles became standard on all 2+2 models. A front spoiler, styled steel wheels, white-letter tires, brushed aluminum instrument panel appliques, and the sport steering wheel were also no-cost options. This upgrading of the base 2+2 was part of an effort to standardize what had been considered optional equipment and the Hardtop also benefitted.

Cobra IIs sold so well during their first year that Ford brought their production in-house. New color combinations were offered for 1977; Polar White could be accented with Red, Blue, or Green stripes and Black could still be had with Gold stripes. Fortunately for classic Mustangers, no one at Ford thought to call this car the “Mustang II Cobra II Hertz II”.

California-bound Mustangs with V-6s and V-8s received new variable venturi (VV) carburetors in order to help the cars meet that state’s tough clean-air standards.

The Ghia model received a new package, the Ghia Sports Group. Basically, it offered all of the regular Ghia equipment (half-vinyl roof, plush interior, etc.), a trunk-mounted luggage rack, and Chamois-painted cast aluminum wheels.

For 1978, the last year of the Mustang II, performance once again took a back seat to “designer packages,” with one exception. The King Cobra was a factory-produced, limited-edition, special-edition fastback that one-upped the extremely popular Cobra II in the looks department. Whereas the Cobra II had spoilers front and rear, the King Cobra had a massive front air dam that blended into the front fender flares. The King sported spats on the rear fenders.
and a black-out trim treatment carried to
the extreme. A unique Cobra emblem cov-
ered the hood from fender-to-fender and
the rear-facing non-functional scoop
prudently announced that a 5.0-liter Mus-
tang motor (still strapped with a 2-barrel
 carb, however) lived underneath.

The only mechanical difference between
the King Cobra and the Cobra II was that
the II could be ordered with any engine, in-
cluding the 302, whereas the King came
exclusively with that motor. Less than
5,000 examples were produced, making
the King Cobra the rarest and most
desirable of the II series. If you are looking
to buy one of these cars, expect to pay a
premium for a new paint job. Like the
Cobra II, the King has tape stripes and
decals that cause body repairmen sleepless
nights when it comes time for removal and
replacement.

Advertised as "the ultimate Mach look",
the King Cobra was, like the Cobra II,
available in the "T-Roo Convertible" form.

The final-year Cobra II only received a
restyled graphics design. Instead of the
1976-77 "Le-Mans" stripes, one super-
wide band was used to dissect the car sym-
metrically. The "Cobra II" name was raised
from the low position on the rocker panel
up to the beltline of the door. The rocker
was blacked-out to give the profile of the
car a leaner appearance. From headlight
to taillight, a large three-colored stripe ran
t rampant along the fastback's flanks. A rear-
facing non-working hood scoop, similar to
the King Cobra's, replaced the 1976-77
forward-turned version. Black-out paint
covered what had been finished in chrome;
the windshield wiper arms, windshield/
backlite moldings, and upper door
moldings were liberally coated with black.

On the opposite end of the spectrum
was the new Fashion Accessory Package.
Apparently figuring that a chauvinistic
marketing approach would sell cars to
women, Ford used lines like, "Especially
for you, lovely lady" and, "designed with
you, a woman, in mind." This model
featured pinstriping, "chic" Fresno body-
cloth seat inserts in a choice of four colors,
vanity mirror ("for the fairest of all" — I'm
not making this up), parking brake boot/
coin tray, and four-way manual driver's
seat.

Mustang II seats were never known for
their comfort and it is interesting to note
that Ford waited until the very last year of
production to address this problem with the
offering of an optional adjustable seat.

Another final-year improvement was the
replacement of the back seat bench with
two separate cushions. It did not greatly
increase the useable space but went a long
way toward appeasing the poor souls who
were forced to ride back there.

By 1978, Ford was already setting up for
production of the Mustang II's replacement.
The third-generation Mustang was
being designed under even stricter gov-
ernment- and economy-imposed guide-
lines, but Ford had learned a lot about
down-sizing, economizing, and marketing.
Turbocharged four-cylinders were being
designed to balance the performance/economy scale and the new car
was being designed with the venerable 302
V-8 in mind just in case Americans got
nostalgic about big motors again and ...

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Mustang Families: Still No Cure

by Brad Bowling
photos by Gary Stein

Mustanging is such a contagious disease that if one family member succumbs to it, the entire family is often doomed. Symptoms include driveways congested with Ford ponycars, restorable (read "parts") cars secreted in various locations about the yard, and a compulsive desire to visit local salvage yards.

These "Mustang families" drive great distances to meet and discuss ways to infect more members of the general populace with the expensive, incurable Mustanging virus. All reports indicate an increasing number of outbreaks all over the world and the demand for Mustang-related material has exceeded available supplies (there is some talk of the Red Cross printing up several million Mustang T-shirts as a stop-gap measure until a cure can be found).

There are three types of Mustang families, those resulting from child-to-parent infection, those resulting from parent-to-child infection, and, perhaps the most complex version, the single person who strives to be a Mustang family.

Child-to-parent. The Baders were, at one time, a model family. Their quiet, at-home personalities caused the occasional visitor to believe that he was reliving old "Ozzie and Harriet" episodes. Over milk and cookies, Tom and Vicki would pore over snapshots of their two sons, Shawn and Larry. All was well until the day that Shawn, the youngest, came home with a bad case of 1966 coupe. Because it was a six-cylinder, the prognosis was optimistic that Shawn would work the bug out of his system and go on to lead a normal and productive life.

But, the Baders were careless, "Shawn's problem" (as the doctors called it) continued to grow and the once-sensible Tom began to show signs of a black 1985 GT. When the fever leveled off, the GT had developed into a truly nasty case. An 8.8-inch rear end grew to a full 3.55:1, aerodynamic Saleen body panels sprouted in place of the stock pieces, a Racecraft suspension kit made the car sit lower, and multiple other complications developed. Tom's case is perhaps the most severe of the late-model variety.

Meanwhile, Shawn had seemingly recovered; his coupe was gone and, although he was left with a green 1966 six-cylinder Falcon, a relapse was only months away. When the disease made itself known again, all hope was lost. This time it was a 1969 Mach I with 351 Cleveland, 4-speed close-ratio transmission, and 3:00:1 rear end. Tom has been keeping close watch on his son's condition and is busy fitting an SVO roller-cam setup onto the metallic grey Mach motor.

Contagious as the Mustang disease is, it was only a matter of time before Vicki came down with a 1983 GLX convertible. This white-on-red pony has taken over completely and Vicki's white Datsun station wagon is seldom seen outside the Bader's crowded driveway.

What of Larry, the eldest son? Has he been spared the dreadful effects of his family's illness by being away? "We're looking for another car for Vicki," Tom tells me.
“because Larry wants this one.”

Is there any hope for this family to lead a normal life again? “I’m trying to get a price out of Gilmore Ford for the 25th Anniversary model,” Tom said. “I hope they put a 351 in it.”

**Parent-to-child.** Jim Deininger was stricken almost twenty years ago. When the first outbreaks of “Mustang-mania” (as it was called in those early days) were detected, Jim was able to successfully prevent falling prey to the illness. However, new strains immediately began developing. Jim seemed immune to “Mustang-mania”, “Shelby fever,” and other mutations; perhaps it was overconfidence that led to his exposure to a 1969 convertible with a 302-2V and automatic transmission. The power steering, power top (with folding glass rear window), air conditioner, Wimbledon White exterior, and 2.79:1 rear axle proved to be his undoing.

It was almost 18 years later that Jim’s wife, Mary Ann, caught the fever. At first, it looked like she would wind up with a Caspian Blue 1965 convertible but that soon developed into a Shadow Blue Metallic 1987 GT convertible with the 225-horse V-8 engine and 4-speed automatic overdrive. When it became obvious that Mary Ann was to be a victim of the Mustang disease, there was nothing to check its progress and her car came equipped with a white/blue leather interior, Oxford White roof, air conditioner, AM/FM stereo, cassette player, graphic equalizer, power windows, power locks, speed control, and lower paint treatment.

Unfortunately, accumulated wealth and furniture are not the only things that get passed from one generation to the next. Just this year, Jim and Mary Ann’s son, Jimmy, became infected and succumbed to the newest strain, 1988 GT, in January (many specialists in Mustang diseases notice an increase in cases at the beginning of each year; some speculate that this lowered resistance might be due to the cold and flu season).

**Single person.** Patti Sankey contracted her fever several years ago after being exposed to persons similarly afflicted. Still not fully recovered from the first attack, a 1966 convertible with 289/2V, a relapse resulted in a 1988 Cabernet Red Saleen Mustang. This 5.0-liter, 5-speed pony has all of the performance goodies a person could ask for, including 2½-inch tubular stainless steel exhaust system, Hurst close-ratio shifter, Flo-fit sport seats, 170-mph speedometer, 7,000 rpm tachometer, Racecraft suspension, four-wheel/live-lug SVO disc brakes, American Racing wheels, and General XP2000V high-performance tires.

As mentioned earlier, there is no cure for the dreaded Mustang virus and those infected seemingly go out of their way to spread the illness to others. Such is the case with the above-mentioned group of folks.

In fact, they are part of a larger group of Mustang families that call themselves the Heart of Dixie Mustang Club. This group often travels great distances to meet with other similarly afflicted members of the Mustang Club of America.

Until a cure can be found, there is very little to be done for these people except to leave them to their own devices. Ford Motor Company found that out recently when they attempted to end the spread of the Mustang virus by cross-breeding it with a Japanese strain.

**THE END?**
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For those of you with long-term memory problems, perhaps the term "Maztag" will aid your understanding. This time last year Mustang Times and every other Mustang magazine were warning the enthusiast public about Ford Motor Company's attempt to convert the all-American pony car into a Japanese econobox. Mustangers everywhere were encouraged to start letter-writing campaigns within their clubs to prevent what we knew would be a major mistake for Ford. Ford was inundated with letters threatening all sorts of retaliation if the V-8 Mustangs were cancelled in order to give the name to the Mazda-designed vehicle.

As if to prove an age-old axiom concerning customers and people who are generally considered to be right, the company promised extended life for the decade-old rear-drive design and quickly dug a less controversial moniker out of the files. As die-hard Mustangers, we congratulated ourselves on our victory against corporate America, sat back and prepared to hate the would-be Mustang — the pony imposter — as soon as the Flat Rock, Michigan plant started turning them out. Anticipating all of the clever things we would say against the Probe, your Mustang Times editors were buying refills for poison pens and eagerly awaiting the opportunity to heap severe criticism on what was to have become the Mustang IV.

The only problem is that, now that we have driven it, we're having a little trouble coming up with abuse for the car. You might say that we've lost that loathing feeling.

Although the Probe models would never have taken the place of the current Mustangs in our hearts, minds, or driveways, we have to report that the Probe GT is a decidedly sporty car that will survive all of the current comparisons to the V-8 GT it was to have replaced and go on to become one of Ford's most popular cars.

Contrary to what rumors suggest, the Probe is not simply a Mazda with Ford oval stuck on it. Although Mazda was responsible for the mechanical design of the Probe (and Mazda's own MX-6), Ford performed their own tricks to the body, creating a look that is radically different from anything either company offers. Why did Ford look overseas for a new car? Simple. Ford owns 25% of the Japanese automaker and has already collaborated with them on one project; the Mercury Tracer. The Flat Rock plant that builds the Probe will also be turning out Mazda's U.S.-market MX-6 meaning that Americans will be building American and Japanese cars designed by the Japanese for sale in America. It may be confusing to us non-corporate types but it spells "sweet deal" for both companies.

Looking at the Probe from the outside, the first thing you notice is this car seemingly has no pillars holding up the roof. Ford is playing tricks with your eyes by using special blacked-out glass pieces that hide the pillars. Although Ford is not the first company to use this effect, they are definitely the first to make it work so well to complement the rest of the body.

Pop-up headlamps make for a baby-bottom smooth front end, and, as your attention moves across the hood and toward the back of the car, you begin to notice the tricks of the aerodynamic trade at work on this slippery coupe. Twin hood blisters were used to give underhood clearance to the shock towers, allowing for a lower front. Door-mounted mirrors sprout from the body. Flush-mounted glass is used all around. Even the door handles and gas tank flap were designed with maximum airflow in mind.

The 1989 Probe is available in three flavors: LX, GL, and GT. Standard engine in the LX and GL models is the 2.2-liter, 12-valve, normally aspirated inline-four. With 110 horsepower, this motor comes hooked up to a five-speed manual transmission unless the automatic four-speed is requested.

In case you think your multiplication tables need rechecking, let us explain about the valve train at work. The current trend in the automobile industry is toward multi-valve (in this case, that means more than the standard two) heads and Mazda is quite fond of their three-per-cylinder design. Two intake, one for exhaust, and a centrally located sparkplug make for efficient combustion.

There are many goodies on the base engine but for techno-minded enthusiasts the turbo-equipped GT is the only way to go. Rated at 145 horsepower, this motor only comes with a five-speed manual and a single-plate performance clutch. The GT designation is not just an indication of a turbocharger; the entire car benefits from well-thought-out equipment that the lesser models cannot have. Four-wheel-disc brakes, not available with the GL and LX,
are standard on the GT. So is the computerized automatic adjusting nitrogen gas-pressurized strut setup, speed-sensitive variable-assist steering, 15-inch aluminum wheels, and P195/60VR15 Goodyear Eagles.

Our Probe GT was well-equipped, missing only the optional Anti-Lock Brake System. ABS is available only with the GT's four-wheel disc system; the GL and LX get by with front discs and rear drums. Ford describes their five-speed shifter as "close-ratio" and it feels very tight. The head of the shifter takes some getting used to because it pivots to the front and rear as you shift, allowing drivers of the palm-down shifting school a smooth gear change without a lot of wrist action.

Once inside the gadget-strewn interior, we experienced a strong feeling of security for the inside was designed with human shapes in mind. With the doors closed, the dash blends in with the soft door panel and occupants become surrounded by the car rather than simply sitting in it. Switches, knobs and dials are all within easy reach for the driver and that is sometimes a disadvantage for a well-equipped car. For example, the radio controls are small enough and close enough together that tweezers are more appropriate to use than fingers. The steering wheel is so close to the glove box behind it that spirited driving is liable to trigger turn signals or windshield wipers.

That steering wheel comes with a unique tilt feature — standard on LX and GT, available on GL — that moves the wheel and the instrument cluster so that above or below average-height drivers will always be comfortably aware of what is happening to the engine vitals.

Many new cars require a good week's worth of familiarization before the owner is able to figure out all of the gadgets and their purposes; for us, the Probe GT was no different. Sitting in the John Bleakley Ford dealership lot, we learned how to use the seats, the tilt steering adjuster, and the air conditioner. We were more interested in the car's performance and were eager to get it on the road.

With the turbocharger, the 2.2-liter motor is very flexible in its output. It is neither a bottom-end puncher nor a high-rpm screamer but the power kicks in early and stays on as you shift through the gears. The combination of front-wheel drive and 145 horses takes some practice when you are more familiar with rear drivers so it is advisable to keep an eye on what the car is doing in curves, especially if the accelerator is not exactly what you would call living-room quiet when driven hard. Then again, neither is any other sport-oriented small car, including our own beloved Mustang GT. The Probe, with its low-profile tires and tight suspension, receives a good bit of noise from the road but it is not an uncomfortable sensation at all. It makes the driver feel that he is in touch with the pavement he is covering. The raspy turbo motor makes a nice growl when the tachometer is rising to above 2500 and there is a real seat-of-the-pants driving feeling that should appeal to enthusiastic drivers.

Speaking of seats, the front ones are very snug and comfortable but the back seat, practically a flat bench, just was not made for anyone taller than five-foot six-inches tall. This is understandable in such a small car but only children would be able to ride back there without rubbing their hair off on the headliner. Back seat passengers, however, are not left out in the sightseeing department with the large expanse of glass that serves as a back window. Fold down the back seats and you've got plenty of room to carry equipment, groceries or enough luggage for a week in Disney World.

If not for a very vocal Mustanging public, this car would be the "new" Mustang and we would have hated it and said many bad things about it, then ended the article by saying, "That is the last you will read about this car in Mustang Times."

But, Ford listened to some of its most rabid fans; made some very wise decisions, and this is not the "new" Mustang. We liked it and would recommend the Probe to anyone interested in this type of small sporty car and, since it is not a Mustang, that is the last you will read about this car in Mustang Times."

We would like to thank John Bleakley Ford in Atlanta for supplying us with one of the very first Probe GTs in the south for this article.

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Spring and summer brings an abundance of Mustang shows and events to all areas of the country. At any given time during the show season at least one Mustang or all-Ford show can be found somewhere in the nation. These events usually last well into the fall months but how or where does it all begin? Does a magical alarm clock awaken us all to the sights and sounds of freshly restored pony cars? The answer to that, at least in the south, is an emphatic “yes!” The show hosted by the Gulf Coast Regional Mustang Club of Pensacola, Florida, in March of each year serves as this alarm clock.

The Mustang Round-Up has earned the well-deserved reputation of being a must for all serious show enthusiasts. Each year more and more ponies make their way from all across the nation to Pensacola. And these cars are far from average; each one is a work of art from the trailered concours beauties to their street driven counterparts. You see, this has become the perfect show to try out your latest restoration and the newest MCA judging rules; if your favorite 1971 fastback passes muster here, you’re ready for the national shows.

Friday was a cloudy and mostly rainy day—a tradition at this show—with many ponies, as well as their owners, going under cover. Although this made it extremely difficult for show participants to take care of the last-minute preparations on their cars, it did give friends a chance to catch up on the latest news and happenings from across the nation.

Friday evening the rain cooperated by halting its downpour long enough for the host group to provide a hungry crowd with some of the best fried fish and trimmings (hushpuppies, barbecue beans, cole slaw, and homemade desserts) you could possibly imagine. A rumor has been circulating that many folks attend the show solely for the fish fry.

Later in the evening officers and members of visiting regional groups had the opportunity to meet with John Manners from Switzerland. This organizational wizard is the brains behind the 1989 American Pony Drive. During the trek across the southern portion of our nation (from Jacksonville, Florida, to California, and back to Balti-
more), 150 European Mustang enthusiasts will be meeting with various clubs along a pre-selected route. The primary purpose of the meeting in Pensacola was to work out some of the details with these club officials. Tom Corcoran, editor of Mustang Monthly, also attended the meeting and pledged the support of his magazine and your editors restated their enthusiasm for the cause. Of course all the groups want to be involved in the history-making event by including the visitors in a local show or some type of Mustang-related activity. “There is only one weekend in a week,” stated Mr. Manners indicating that some visits will take place on weekdays. There is optimism that fellow US pony car enthusiasts will accompany the drive along each portion of the route. Although there are still numerous details to work out plans have already been made for back-up vehicles to make the journey in case of a breakdown or emergency (when the cars are shipped from Europe they must be completely empty — no spare parts, no tools, etc. — only manufacturer equipment is allowed) and numerous hotel rooms have already been booked. With the assistance of MCA members this drive is destined to be an unforgettable event; watch for upcoming details in future issues of Mustang Times.

Despite the rain on Friday, all 221 cars were in place, spiff-polished, and ready for the judges inspection by midday Saturday. Out of this large selection of cars, 7 were entered in the special interest class and 36 were in the pony corral (the term “pony ranch” seems to best describe the size of this gathering of “for sale” vehicles). Included in the special interest category were an Edsel, a Cougar convertible, a Falcon convertible, and a Falcon Futura Sprint, owned by singer/songwriter Jimmy Buffet.

Just about every model of Mustang was represented in the pony corral; convertibles, Mustang II, Shelby, coups, and fastbacks — a virtual smorgasbord for the hungry pony car consumer.

The vendors outlined the event area at University Mall and served as retaining walls for the sea of show cars. Old and new, stock and modified made up this impressive gathering. Spectators could get an eyeful of everything imaginable from a pristine Boss or Shelby to a bright yellow four-wheel-drive fastback.

Ticket sales for the raffle car, a red 1972 Senior Division Mach I, and the large Mac tool chest were brisk during the afternoon. Proceeds from the raffle will benefit the Ronald McDonald House, Shrine Hospital Fund for Children, and Sacred Heart Children’s Hospital.

A new record time was probably set by the judges at this show. Within a few hours all cars had been judged using MCA rules. Considering the size of the show this was no small task.

The awards ceremony Saturday evening was quite a treat. Not only do Pensacola folks know how to put on a great show, they know how to keep you laughing. Before a standing-room-only crowd, members of the Gulf Coast group put on several mini-skits (not, mini-skirts) involving the Florida Raisins, the Harlem Globetrotter Cheerleaders, and several others. Folks, you had to be there to believe it. This was the best and most unusual entertainment we’ve seen at a Mustang show. By the end of the evening all the awards were presented and Shannon Cory of Pensacola was announced as the lucky winner of the give-away car. Christine Key of Eatonton, Georgia was the winner of the very nice and heavy Mac tool chest.

Sunday morning everyone was ready to head home with their favorite toy and begin preparations for the next outing. Before everyone got away we managed to snag a few ponies and their owners for several photo sessions; watch for some terrific feature articles in the near future.

This event was a great way to begin the 1988 show season. If you missed this one be sure to attend the 11th Annual Gulf Coast Region Mustang Round-up. It promises to be even bigger and better.

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1978 King Cobra. T-tops, 302, AT, PS, PB, remote mirrors, red, factory wheels, 44,000 miles. $6,000. Write to Fran Griffin, RI #5, Box 648, Hendersonville, NC 28793 or call (704) 685-9303 after 5 p.m.

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1972 Mach I, 351C, ram air, AT, AC. Pioneer cassette, original owner with maintenance records and manual. Silver with black stripes and hood. Excellent condition, collector's dream. $8,000 or best offer. Call Jerry (214) 886-0761. Photos available on request.

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1965 right hand fender, good condition. Bill, (404) 943-6898, GA.

Miscellaneous


I'm interested in correspondencing with other Mustang owners and enthusiasts. Please write Renzie Ludwig, P.O. Box 2104, Martinsburg, WV 25401.

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May 1998
Owning a classic Mustang is one of the great pleasures of life; buying one may not be.

The car we purchase is in many ways an extension of our ego. We tend to forget that it is just one more object which is bought and sold so we subsequently handle the purchase in an entirely different manner from other major purchases.

When you have made other major purchases did you think you could have gotten the item for less? Even skilled negotiators ask themselves this question. If you know and follow some simple rules you will feel more comfortable with your deal.

There are several decisions which must be made before you begin your search. You must decide if you want a daily driver or a restored/show car. Do you want to handle the necessary work on the car yourself or do you want to buy one that is in A-1 condition? Whatever your decision price should not be the only consideration.

Classic Mustangs have consistently shown year to year increases in value. Cars which sold a few years ago for hundreds are now selling for thousands. However, if you make the wrong selection your investment can be lost the moment you drive away.

The rising costs of new cars has helped increase the popularity and price of our favorite cars. America's appreciation of the Mustang era and the classic look of the automobiles has also been a contributing factor. Time and miles has taken a toll on the cars and has helped to limit the number of good solid Mustangs available for purchase. You can still find a bargain if you are willing to put in the time and effort.

Remember that quality makes the price. We can't go into all the mechanical and body problems here but you must be aware of the many potential problems since they will affect the worth of the vehicle.

You can avoid some fruitless trips and headaches by asking some pertinent questions over the phone. Inquire as to the condition and mileage (remember the seller will probably under-report any damage and rust). Find out if the car has ever been wrecked (usually easy to verify later). Ask why it is being sold. Don't forget to get the "asking price" and ask about any deadlines.

After you have decided to look at a particular car carefully inspect the vehicle to determine its condition. Condition, rarity, and desirability set the price. Take a look at all the papers outlining the history of the car. Remember that the identification numbers must all match for maximum value.

Spend a minimum of an hour inspecting the car. Request a test drive and leave if the owner refuses your request or will not allow your mechanic to check out the car. (Having a mechanic examine the car for hidden problems may save you money in the end.)

There seems to be two basic ways to approach the seller; make him feel he has less to sell than he thought and dazzle him with B.S. (fancy footwork) or the much preferred approach of good common-sense negotiation. Don't ever be ashamed to bargain for a better price. You don't have to be pushy or tactless to bargain effectively. The actual selling price of a car is almost always derived by negotiation. Rarely is the asking price really what is expected by the seller. Since you don't know the "real price" of the car, the odds are against you, the buyer, but you can reduce them if you know the basics.

Know the fair market value of what you want. The Mustang Black Book is a good place to start. Study the classifieds in a large city newspaper for price trends and availability. Have as much knowledge of the cars you are looking at as possible. Know what to look for, where to look, and why.

Decide what you are willing and able to pay. Have your money assured up front. Trying to secure a loan after the fact may cause you to lose the deal.

Resist the urge to make the first offer if you can, but if pressed make a reasonable offer. Don't use even numbers; if they are asking $10,000 offer $8,250. Odd numbers have more appeal.

Use time to your advantage. If the seller has a deadline and you don't, you are under no pressure. You can wear him down over time.

Be prepared to lose the car. You must be willing to walk away from a deal in order to be a successful negotiator.

If it is a sellers market or a very fine or rare car, the seller may try to get you into a bidding war with another buyer. Don't fall into this trap. Adopt the I-care-less-about-buying-than-you-do-about-selling attitude and chance losing the car rather than being forced to bid too high.

A private owner usually sells for less than a dealer but usually with no guarantee. A private owner is usually, but not always, easier to negotiate with.

Remember, if the deal seems too good to be true, it probably is. You only get what you pay for and most of the time less.

How to Buy a Classic Mustang

by Tony Edmondson