

Vol. 23 No. 1

MUSTANG TIMES

The Official Publication of The Mustang Club of America

January 1999



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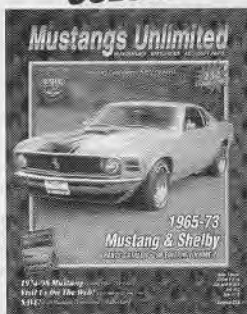
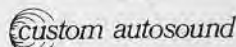
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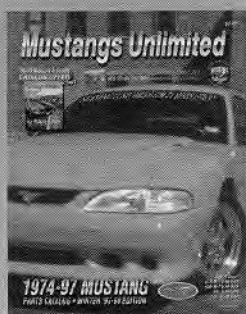
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Mustang Times

January 1999

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

Vol. 23, No. 1

Mustang Club of America, Inc.
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(706) 778-6329



Table of Contents

From Our Cover	4
National Headquarters	9
1999 Officers & Directors Installation	
Dinner Form	11
New Members	12
2FAST4U2C	14
Snapshots	15
Mailbag	16
News & Notes	18
Ask Fred	20
Third Generation News	23
35th Mustang Anniversary Celebration	25
It Takes One to Catch One	29
Tried and True	32
Good Intention	35
Once Hooked Always Hooked	37
Regional Events	41
For Immediate Release	46
Event Calendar	49
Marketplace	51
Viva Las Vegas	60

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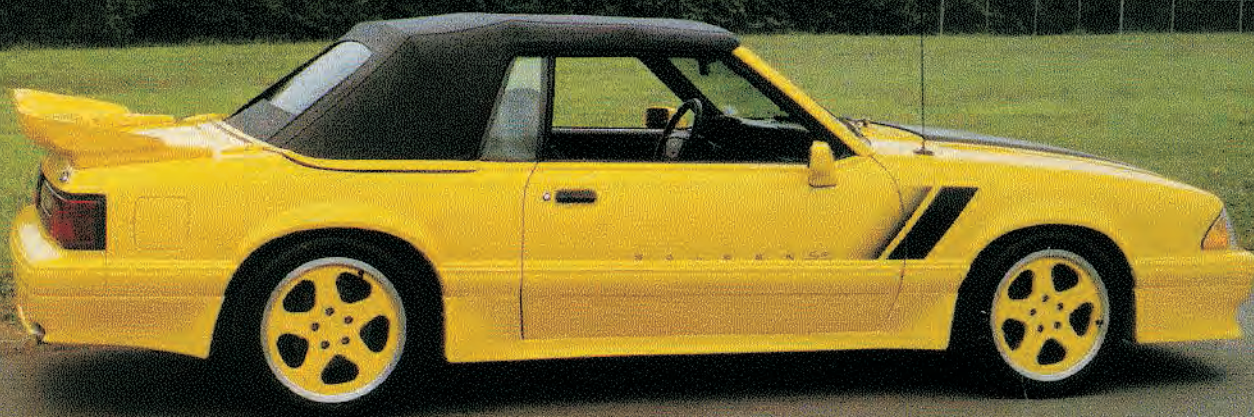
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The information presented in this magazine is from many sources from which there can be no guarantee by this publication as to accuracy and completeness. Liability for clerical and/or typographical errors is limited to the correction of same.

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THIS PONY
DESERVES

Special Consideration

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

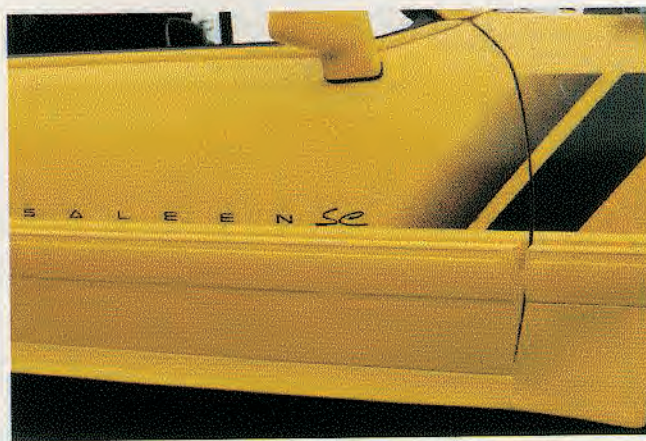
Limited edition, limited production, one-of-a-kind. These are terms that we hear quite often within the world of collectibles, especially in our world of Mustang. But how often can a owner tout that their pony is truly one-of-a-kind?

Bill Price of Resaca, Georgia, has always loved Mustangs, particularly the powerful or unusual ones. His very first Mustang was a 1970 Boss 302.

At one time or another he has also owned a 1971 Torino Cobra,

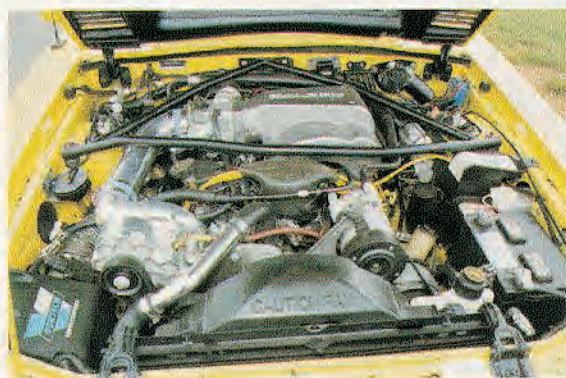
1969 Shelby GT 350, 1971 Boss 351, and a supercharged 1993 Saleen Mustang (#93-0091). His stable currently includes a 1967 coupe with a Holman-Moody-built 289, a 1969 Shelby GT 500, a 1993 Paxton supercharged Cobra, a Limited Edition 1993

Canary Yellow LX convertible Feature Car, a 1993 LX coupe,



1993 Saleen SA10 #8, and the 1993 Saleen SC convertible featured here.

Originally delivered to John Bleakley Ford in Lithia Springs,



Georgia, Bill admired the Canary Yellow and black ragtop for a very long time. So long in fact, that the car remained at the dealership well into 1994. As much as he wanted the car, the sticker price was just too much.

Eventually a buyer came along but traded the car in some time later. A second owner came into the picture for only a short time, trading the car for a 1998 Cobra at Parkway Ford in Adairsville, Georgia. Thanks to a friendly relationship with Derrick Smith

In about three days we purchased the car," Bill explained.

Only five Saleen SC Mustangs were produced in 1993. Three are convertibles and two are hatchbacks. Bill owns #93-0001SC, the *only* Canary Yellow SC convertible produced that year.

The Saleen SC is a marvelous piece of work. Numerous changes take place under the skin

wheels (painted body color in this case) shod with BFGoodrich Comp T/A (Z-rated) rubber, Saleen/Vortech supercharger, big valve cylinder heads, 77mm Saleen mass-air flow sensor, 65mm throttle body, aluminum roller rocker arms, Saleen design ceramic-coated headers, low restriction exhaust system, three-row high performance radiator, Saleen high flow fuel pump, Saleen performance computer chip, Racecraft Suspension (consisting of progressive rate



at this dealership, Bill was notified that a Saleen had arrived that deserved his attention.

"After work, Linda, my wife, and I drove down to Adairsville and looked at the car. I knew I had to have it.



which wears the customary exterior upgrades. Included among the very long list of goodies are Racecraft sub-frame connectors, Hurst quick ratio shifter, Saleen close ratio five-speed transmission, Auburn cone clutch, 3.55 differential, 17" three-piece five-spoke alloy

front/rear springs, Saleen Racecraft front struts/mount bushings, Saleen/Racecraft gas rear and quad shocks, and Saleen urethane sway bar pivot bushings), special SC 200 mph speedometer, Saleen edition Recaro seats, the all-important serialization console plaque, and Saleen SC graphics.

The example shown here has also undergone special engine tuning which includes cam and 24-lb. injectors, an upgrade to 13" Alcon brakes with grooved rotors, Saleen Spyder Package, black leather interior, and a compact disc player.



serves as his club's Mustang Club of America representative. On the Saleen side, they are members of Team Saleen and the Saleen Owners and Enthusiasts Club.

It isn't unusual to spot the Prices at car shows and special events. In fact we found them at the Bright Light City Cruise in Las Vegas last November to show their support for the Mustang Museum.

To top it all off, this beauty has less than 4,000 miles registered on the odometer.

There is ample opportunity for Bill to show off his yellow rarity. He and Linda are members of the Cherokee Regional Mustang Club which they helped form. Bill also

Many times we hear folks claim to have found something very unusual within the Mustang hobby. Declaring one-of-a-kind status can be likened to a battle for king of the hill. It can be a tough fight. But here's



one pony that deserves special consideration. MT



Mustang 35th Anniversary Year

Proceeds of Show to Benefit
Area Youth, will be Divided
Between YMCA and D.A.R.E



MCA
National Show

The Space Coast Mustang Club Presents:

"Spaceport Blastoff" 1999

Kennedy Space Center Visitor Complex

February 26, 27, 28, 1999

Schedule of Events

Friday, February 26th

10:00 AM - 5:00 PM -- Registration, KSC Visitor Complex
1:00 PM - 5:00 PM -- Vendor Setup, KSC Visitor Complex
6:00 - 9:00 PM -- Open House, Hospitality, McCotter Ford, Inc.

Saturday, February 27th

8:00 AM - 5:00 PM -- Car Show, KSC Visitor Complex
8:00 AM - Noon -- Registration/Vendor Setup, KSC Visitor Complex

10:00 AM -- Judges Meeting, KSC Visitor Complex

Noon - 5:00 PM -- Judging of Vehicles

6:00 - 9:00 PM -- Barbecue/Cookout

Sunday, February 28th

8:00 AM - 2:00 PM -- Car Show, KSC Visitor Complex

8:00 AM - Noon -- Judging of Vehicles

2:00 PM - 3:00 PM -- Presentation of Awards, KSC Visitor Complex

Club Web Site: (www.quancon.com/~mustang/mustang.htm)



Vendors

All Vendors for this Show MUST be Pre-Registered, NO Vendors Accepted after February 17th. Call 407-254-7087 or 407-723-1486 for Vendor Information and a Vendor Packet.

Car Corral

NO Car Corral or FOR SALE signs at this Show due to Show on Govt Property.

HOST HOTEL

Ramada Inn & Suites, Kennedy Space Center, at the junction of I-95, FL 50, & FL 405. Special Mustang Club rates: Rooms - \$59.00 (Up to 4 persons); Suites - \$69.00. Call 1-800-292-1192, mention Mustang Club Show. Web Site: www.ramadaksc.com E-Mail: info@ramadaksc.com

INFO: Call Art Griffin - 407-254-7087 (e-mail: artgriffin@worldnet.att.net) OR John McAvey - 407-723-1486 (e-mail: jmcavey@concentric.net)

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☐ Thoroughbred
☐ Concours Trailered
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2nd Generation 74-78

3rd Generation 79-93

4th Generation 94-97

Current Year 98-99

*Saleen 84-97

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Mustang, MCA Mem. \$25.00

Mustang, Non-MCA \$35.00

Special Interest \$25.00

Early Registration - \$5.00

(Before 2/13/99)

Saturday Evening Barbecue/Cookout

Number @ \$8.50

Show T-Shirt (Must be ordered in advance, NO shirts available at Show Site) @ \$10.00

No. Size \$

No. Size \$

GRAND TOTAL \$

Make check payable to SCMC
Mail to: Connie Heber, 508 Teal St.,
Melbourne, FL 32935

NASA

Name _____ MCA # _____ Exp. Date _____ Phone _____

Address _____ City _____ State _____ ZIP _____

Veh. Year _____ Make & Model _____ VIN # _____

Can you help judge? _____ Gold Card Judge? _____ E-Mail _____

I agree to abide by all show rules and understand that I am solely responsible for my actions, my vehicle and merchandise. I agree to release the **Mustang Club of America**, the **Space Coast Mustang Club**, the **Ramada Inn**, the **Kennedy Space Center**, and all show sponsors from liability for personal injury or loss or damage to property.

Signature _____ Date _____

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AM/FM radio only **119.95** each
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Floor Pan Kit

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64-68 **245.95** kit



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67	Cpe.	259.95
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68	ea.	269.95



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54.95 each

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69 F28C	20 gal.	178.95
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Made from high-impact ABS plastic. Your choice of red or black center caps.

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Kit includes one vinyl trunk mat, one tire cover, and one jack pad.

65-70	kit	31.95
71-73	kit	43.95

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We offer the finest upholstery on the market. All seats are made using the correct materials and colors. Call for color availability.



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69	Mach I 2 buckets	189.95
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70	Mach I 2 buckets	179.95
70	Mach I full set	279.95
70-73	Std. 2 buckets	149.95
70-73	Std. full set	189.95

Repro Gas Caps

64%	49.95
65	49.95
66	Std. 38.95
66	GT 38.95
67	GT 42.95



64-66 Shock Tower

RH or LH **89.95** each



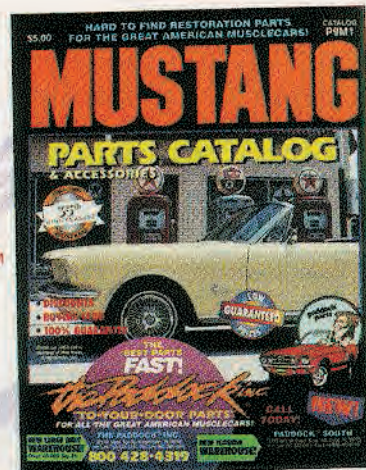
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Will Boddie

Hal Sperlich

Carroll Shelby

Steve Saleen

Don Frye

Lee Iacocca

Bunkie Knudsen

Jim Osborn

SOUTHERN NATIONAL



"Old Southern Charm"



MUSTANG CELEBRATION

Augusta-Richmond County Civic Center, Augusta, Georgia

Friday, June 18, 1999

Registration 10am - 5pm
Vendor Setup 9am - 5pm
Tech Inspection 10am - 5pm
Hospitality Room 5pm - 8pm
(Radisson Riverfront Hotel)

Saturday, June 19, 1999

Registration 8am - 12pm
Vendor Setup 8am - 12pm
Tech Inspection 8am - 12pm
Judging 12pm - 5pm
Sock Hop Dinner & Dance
7pm @ the Bell Auditorium

Sunday, June 20, 1999

Show Hours 8am - 4pm
Judging 8am - 12pm
Awards 3pm
@ the Bell Auditorium
(Show Site)

Host Hotel

Radisson Riverfront (.7 mile)
1-800-333-3333 or 706-722-8900
\$76.00 + Tax

Ramada Plaza Hotel (.3 mile)

1-800-257-5060 -- \$64 + Tax
Comfort Inn Downtown (1 mile)
1-800-228-5150 -- \$56 + Tax

The Partridge Inn (2.5 miles)

1-800-476-6888 -- \$65 + Tax
Holiday Inn (5 miles)
1-800-343-4538 -- \$49 + Tax

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

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

Car Registration	\$40.00	_____
MCA Members Deduct.....	- \$10.00	_____
Early Registration by 6/4/99 Deduct..	- \$ 5.00	_____
Vendor Spaces (10x20).....	X \$40.00	_____
Pony Corral.....	X \$30.00	_____
"Sock Hop" Tickets (Adults).....	X \$18.00	_____
"Sock Hop" Tickets (Under 12).....	X \$ 9.00	_____

Total Enclosed: _____

Car Classes (Please Indicate)

Concours Trailered *	_____
Concours Driven *	_____
Unrestored *	_____
Thoroughbred *	_____
Retired *	_____
Street Driven.....	_____
Daily Driven.....	_____
Modified.....	_____
Second Generation (74 thru 78).....	_____
Third Generation (79 thru 93).....	_____
Fourth Generation (94 thru 97).....	_____
Current Year (98 thru Present).....	_____
Saleen/Saleen Trailered.....	_____

For More Information Contact:

Midgee Hazelrigs @ (706) 556-3755 ----- Registrations
Rick & Bo Lawless @ (706) 855-5783----- Show Chairpersons
Steve Prewitt @ (706) 860-4535 ----- Head Judge
James Aldridge @ (706) 854-9597----- Vendors/Pony Corral

* These classes will be parked inside the Civic Center (as space permits). Gas tanks **"MUST"** be less than 1/4 tank and vehicles **"MUST"** remain in place throughout the show. Please check here ☐ if you don't want your car parked inside.

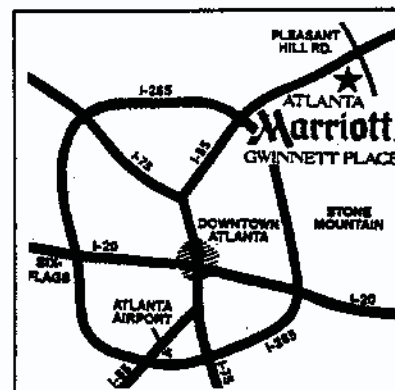
I agree to abide by all of the show rules and understand that I am responsible for my Car and Property. I agree to release from liability the CSRA Mustang Club, The Mustang Club of America, The Augusta-Richmond County Civic Center, and their representatives from any and all claims of injury, or lost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

Signature _____ Date _____

You are invited to
The Mustang Club of America
1999 Officers and Directors Installation Dinner
January 16, 1999
Atlanta Marriott Gwinnett Place
1775 Pleasant Hill Rd., Duluth, Georgia

6:30 - 7:30 p.m.
Cocktails
7:30 - 8:30 p.m.
Dinner
8:30 p.m. - ????
Entertainment

From Hartsfield
International Airport:
Take I-85 North approxi-
mately 30 miles to Duluth,
Exit 40, Pleasant Hill Rd.
Turn right. The hotel is a
17-story building at the sec-
ond traffic light. Turn right
onto Crestwood Parkway.



Chicken Wellington
Boneless chicken breast wrapped
in a puff pastry with
wild mushroom sauce
\$29.00 per person

**Menu
Choice:**

Grilled Ribeye
Grilled ribeye steak
with wild mushroom sauce
\$32.00 per person

And

Tomato Florentine Soup, Bella Key Salad, and Dessert

Special room arrangements have been made for those wishing to stay overnight. Room rate is \$59.00 per night plus tax. For reservations call Atlanta Marriott Gwinnett Place at (770) 923-1775.

Dinner Choice:

Chicken Wellington

\$29.00 each # _____

Grilled Ribeye

\$32.00 each # _____

Total Enclosed: _____

Send payment and dinner choice by

January 11, 1998 to:

Sue Osborn

101 Ridgecrest Drive

Lawrenceville, GA 30245

(770) 962-7556 (days)

Check, money order, or Visa/Mastercard accepted.

Name : _____

Address: _____

Phone Number: _____

New Members

Mary Barr Sequim, WA
Les Norton Wausau, WI
Jason Hickox Oakville, Ontario,
Canada

Tom & Joe Corcoran	FPO, AP, USA
John Hocker	Springdale, AR
Robert Patterson	Santa Rosa, CA
Bruce Simons	Norwalk, CT
Don & Joyce McCraven . . .	S. Windsor, CT
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Lee Hart	Jacksonville, FL
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Eric Sage	Des Moines, IA
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Tom & Sally Jarrett	Kennesaw, GA
Edwin & Angela Zarr	Rome, GA
John Wiesner	Savannah, GA
Leonard Archer	Sharpsburg, GA
Dan Fogel	Dubuque, IA
Tom Goldsmith	Long Tree, IA
Craig Pohlman	Palatine, IL
Eric Symonds	Ft. Wayne, IN
Lea Moore	Gosport, IN
Justin Smith	Indianapolis, IN
Joe & Jamie Svec	Lexington, KY
James Langevin	Norton, MA
Marcia Feaster	Reisterstown, MD
Stephen Arnett	Allen Park, MI
Robert House	Maple City, MI
Kevin Shaw	Burlington, NC
Harold Ferris	Eden, NC
Hayden Warren	Fayetteville, NC
John Bishop III.	Laurel Springs, NJ
J. Richard Brown	Los Lunas, NM
Dale & Lucy Wilson	Portales, NM
Paul & Leuretta Lewis	Rio Rancho, NM
J. H. Ford	Albany, NY
Denis Smith	Freeport, NY
Davod Edwards	Mt. Vernon, NY
Christine Ranieri	Nesconset, NY
Troy Word	New York, NY
William Kuhens	Otisville, NY
Philip & Helen Benner	Scotia, NY
Rusty & Kim Allen	St. Albans, NY
William Annis	W. Seneca, NY
Dan Morales	Austintown, OH
Mike & Debbie Babet	N. Ridgeville, OH
James Cross	Norwalk, OH
Frank Feko	Solon, OH
John & Helen Franklin	Claremore, OK
Thomas Hall	Midwest City, OK
Bob Myers	Owasso, OK
Eugene & Denise Hogan, Jr.	Cave Junction, OR
Charles Kostic	Downingtown, PA
Nicholas & Michele Solimeo	Philadelphia, PA
Tom Petrosky	Pittsburgh, PA
Marc Mittman	Wayne, PA
Elizabeth Kafont	Cayce, SC
Michael Smith	Charleston, SC
Aleem Sattaur	Goose Creek, SC
James Stodola	Goose Creek, SC
Irby Shealy	Greenville, SC

New Members

Joe Price Greenwood, SC
 Sharon Ratenski Greer, SC
 Durward Corriher James Island, SC
 Ron & Frances Smith Lexington, SC
 Cody Wine Gray, TN
 Jon & Martha Shaltry Amarillo, TX
 Mike D'uva Amarillo, TX
 Susan Babenco Canutillo, TX
 Harley & Cynthia Hughes Canyon, TX
 Davis & Kumcha Brown, Jr. El Paso, TX
 G. C. Rutter Plano, TX
 Otho Evans, Jr. Spring, TX
 Tom Redding Weslaco, TX
 Bill Long Lake Ridge, VA
 David Huschke Virginia Beach, VA
 John Lyons Bremerton, WA
 Michael Tipps Seattle, WA
 Jake & Christa Jarrell Noama, WV
 Daryl Zobko Alberta, Canada
 Alberto Brown, Jr. Phenix City, AL
 Goetz Vogelsang San Diego, CA
 Galen Landrum Colorado Springs, CO
 Chris Snell Homeland, FL

Juan Amortegui Pembroke Pines, FL
 Jeff Deas Chamblee, GA
 Damon Smith Columbus, GA
 Juan Zapata Columbus, GA
 Willie James Holloman Columbus, GA
 Willie Cornelious Columbus, GA
 Steve Turcotte Mableton, GA
 Brian Witt Winona Lake, IN
 Donald Perron Opelousas, LA
 Craig & Eileen Pulkkinen Sangerville, ME
 Douglas Zakolski Riverview, MI
 Bill Walsh Woodbury, MN
 Lee Hammond Goldsboro, NC
 David Smith Boston, NY
 Charles & Ruth Truesdale Cincinnati, OH
 Michael & Debbie Ceres Summerville, SC
 Robert & Jeanie Beard Summerville, SC
 Mel Bain Memphis, TN
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This **Candyapple Red 1968 1/2 GT fastback** resides in the stable of **Steve Robison** of **Jackson, Michigan**. Equipment on the **4,237-original mile** beauty includes a **428 CJ Ram Air engine**, **C-6 automatic transmission**, **folddown rear seat**, **AM radio**, **standard interior**, and **GT equipment group**. Steve also has the original window sticker, warranty card, owner's manual, etc. No wonder it took a first place award at the Stampede to Dearborn National.

Frank Shannon, III, of **Arnold, Maryland**, enjoys owning this **silver 1977 Mustang II Ghia coupe**. Purchased in early 1994, this pony sports a **2.8L V6 engine**, **three-speed automatic transmission**, and **half vinyl roof with opera windows**. Frank has been slowly revamping his chosen mode of transportation with an eye toward the 35th Mustang Anniversary Celebration in April.



Friend Indeed

Though I've never written to you before, I've been a member of MCA since 1993 and would like to thank you for a fine magazine and club.

Not only am I an MCA member and Mustang owner, but an avid Ford fan. My current all-Ford collection includes a bone-stock 1993 5.0 LX (that has only 3,915 miles), a 1979 F-100, a 1978 Mercury Cougar, 1964 Fairlane 500 station wagon, and my most recent purchase, a 1976 Mach 1 edition Mustang II which has only 33,000 original miles (pictures and complete story at a later time). I recently sold my 1973 Mach 1 restoration project to a friend who had more time to devote to it.

What I actually wrote to you about is an idea I feel you should consider. My father is a member of the National Street Rod Association (NSRA), and much like yourselves, their organization has a large emphasis on not only the cars but the owners behind them. They have what they call the "Fellow Pages". This is an organized book of club members who voluntarily sign up to help fellow members in trouble on the road away from home.

We always hear of people being good samaritans based on one thing, their love of cars. Just think, wouldn't it be nice to know you had the phone number and address of someone willing to help out in an emergency on your way to or from a show? You don't have to be an ace mechanic or have a garage full of N.O.S. parts to help a fellow enthusiast — just willing to share some of your time and energy.

The book is small enough to be kept in the car at all times, updated every year, and is organized by state and major city areas. I sug-

Do you have any questions, suggestions, comments, or information you would like to share? Send your letters to:

Mustang Times
Attn: Mailbag
3588 Highway 138, Suite 365
Stockbridge, GA 30281
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gest the name "Stable Mates" or "Round Up", or maybe you could pass this idea on to MCA members and have a write-in suggestion contest. Not only would this help find the perfect name, but give you an idea of the support you could expect to get from all club members.

I feel that if you would help promote this idea, it could be extremely helpful to everyone in this great hobby. I also encourage others to send in any ideas they may have for such a book.

I've enclosed all my information for any member in need:

Ray Burk
MCA #31986
126 W. Garfield
Swanton, OH 43588
(419) 826-1303

Consider your suggestion passed along to not only the MCA membership but also the club officers.

Thank you for taking the time to share your idea with us. It's because of people such as yourself that our club continues to grow and prosper within the collector car hobby. We particularly liked your statement "a large emphasis on not only the cars, but the owners behind them." This type attitude is exactly what makes this club tick. Without the willingness of fellow members to share their time, knowledge, and enthusiasm, this hobby would be pretty boring.

Compiling such a book will be no small task. And the bulk of the work and responsibility falls on the shoulders of the MCA members. Are any of you willing to share your time and energy with another member who is in need of help? If so, would you be willing to take the time to submit your name, address, and phone number for publication?

Please carefully consider Mr. Burk's suggestion. There's a lot of potential here, but it will take everyone working together to make this happen.

All in favor, raise your hand.

—Editor

You Caught Us!

Mr. Burk also included a second letter in reference to his 1993 LX Mustang —

I recently received my October 1998 issue of Mustang Times and was pleased to see that the 1993 Mustang was the feature of Third Generation News. However, I must point out an error I noticed about the new color options for the '93 model year; color code of Silver (YN) was not only available on GT models as your statement read. I do however, believe you meant to say that Vibrant Red, also stated as code (YN), which should be (EY), was the only GT-specific color.

Normally this would be an insignificant detail I would probably overlook or not have even noticed, but I am the proud owner of an all-original and fully loaded 1993 5.0 LX hatchback with only 3,915 pampered miles. My Silver Metallic paint has been quite a special feature of my car amongst friends and fellow Mustang owners in my area. Many people who have seen it question me whether

or not it is factory or if I've had it painted myself, which usually followed by some form of statement about the fact that they've never seen pure silver — usually it's Light Titanium. I also would love to know the specific quantities of cars produced for each color; a small fact I'm sure is only known by Ford itself (?).

Anyway, thank you for listening and please feel free to correct me/inform me if I'm wrong about Silver being available on the GT only. But keep in mind I've got one beautiful argument to back me up!

Once again, keep up the great work and keep MCA alive and well.

Ray Burk

The statement to which Mr. Burk refers is on page 23, para-

graph 3, of the October issue. It states, "Seven new exterior colors (not including any limited edition colors) were added. These were Vibrant White (WB), Electric Red (EG) Royal Blue (LA), Reef Blue (PD), Silver (YN) only for GT, Vibrant Red (YN), and Bright Blue (KF)."

We contacted Third Generation News co-author Stewart Jones for his take on the situation and received the following information: "To some people out there, this might have slipped by, but Ray Burk was able to catch us in a little slip-up. Ray, you are correct. What we meant to say was 'Vibrant Red (EY) and Bright Blue (KF) were used only on the GT series.' We apologize for the confusion this has caused."

Thank you for bringing this matter to our attention. We rely

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on eagle-eyed individuals such as yourself to keep us on our toes.

Now about that beautiful low-mileage example you have — may we expect photos and information in the near future?

— Editor



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News & Notes

Gold Card Judges

Please include the following updates/changes to the listing of Gold Card Judges last published in our October 1998 issue:

1964 1/2 - 65

Leonard Paquette
6131 Lost Colony Drive
Woodbridge, VA 22193
(703) 670-5051

Charles Turner
103 Pocono Lane
Cary, NC 27513
(919) 462-8970

Farrel Buis
399 Maycrest Dr.
Cincinnati, OH 44552
(513) 821-4928

1966

Mike Denton
1204 Oakwood St., NW
Hartsell, AL 35640
(205) 751-0542

Brian McDonald
6301 River Hill Dr.
Greensboro, NC 27410
(336) 668-9290

Charles Turner
103 Pocono Lane
Cary, NC 27513
(919) 462-8970

1967-68

Farrel Buis
399 Maycrest Dr.
Cincinnati, OH 44552
(513) 821-4928

1969-70 Boss

Bill Weaver
304 Foster Dr.
Rocky Mount, NC 27801
(252) 466-6639

1979-93

Danny Barnhill
20999 East NC 210 Hwy.

Ivanhoe, NC 28447
(910) 669-2926

Modified

Luke Lucas
5709 NW 110th
Oklahoma City, OK 73162
(405) 722-2503

Thoroughbred

Bill Weaver
304 Foster Dr.
Rocky Mount, NC 27801
(252) 466-6639

Judging Rules Meeting

A judging rules meeting has been scheduled for 9 a.m., Saturday, January 16, 1999, at the Atlanta Marriott Gwinnett Place in Duluth, Georgia. This is the same day as the officers and directors installation dinner.

The meeting is open to all who wish to attend.

Following the rules meeting, a gathering will be held for all judges who are interested in assisting during the 35th Mustang Anniversary Celebration in April.

For hotel reservation information, please refer to page 11 of this issue.

Adding Up the Numbers

Everyone associated with the task of hosting the 35th Mustang Anniversary Celebration in April is very busy these days.

As more and more registrations and accessory orders pour in, Jean Penn, who is handling registration, is furnishing us with "the numbers" that reflect what's happening.

As of November 23, 1998, judges choice entries outnumbered

concours registrations. But the available slots for concours competition are filling very quickly.

Of those cars registered at the aforementioned date, 61% fall into the 1964 1/2 - 78 category.

A total of 41 states were represented and two foreign countries!

The Friday evening barbecue will be a blow-out of huge proportions since nearly 500 tickets were already sold.

Jean's information indicated that tickets for the "Evening with Ford Dinner" were still available although we suggest that the number remaining has changed drastically by now. If you haven't already purchased your tickets for this prestigious evening, do so right away.

In addition to accessories sales at shows, the mail order business has been brisk. So far sales of the limited edition jacket and event jacket are virtually neck and neck. The golf shirt has nudged out the denim shirt in numbers, but the biggest seller of all is the event t-shirt.

And don't forget that caps, hat pins, embroidered emblems, key rings, and coffee cups are also currently available.

Be sure to check out the color ad on page 57 for information on these high-quality souvenirs of a landmark occasion in pony car history.

To expedite shipping of accessories, please note the following additional information:

- Overseas shipment sent by U.S. Postal Service. Courier service available at extra charge.

- Orders without a street address and phone number will not be accepted. No post office boxes, please.

A portion of the registration information for this event is included in this issue. Be sure to send in your entry right away!

2000 National Shows

The National Show Committee is now accepting applications from clubs interested in hosting a national event in 2000.

If your group has been on the fence the last few years, this is the time to get off! There's no better way to strengthen your club, plus it's the perfect way to get new people involved as well as find new leadership within your ranks. This is also an excellent way to raise money for your favorite charity.

So how do you get your name in the hat? Just simply write or call National Headquarters and request a national show packet. The information contained in this packet will explain the guidelines that your club will need to meet in order to be considered. Included

will be an application that must be filled out and returned to us within the next two months. Your National Show Committee is available to assist you and answer any questions your group may have. It's actually a very easy process.

Bring an MCA National Show to your area. Take that first step today!

Oops! Department

Well folks, your editor has blown it big time this go around. We know of at least two classes that were omitted from the Music City Grand National Winners List published in the November 1998 magazine. (Apparently the editor's brain decided to go out for

lunch while this list was typeset!)

The classes and winners not listed are:

Division I Concours Trailered JT 1971-73 Open Gold

Frank & Kathryn Deibert

Division IV Street Driven (Occasional Driver) SDD 1971-73 All First

Peggy Farmer
Brad & Jana Swanson

Second

Ronnie & Gail Hall

Third

Jeff Sanders

Please accept our sincere apology for this oversight.



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Ask Fred

Dear Fred,

What is the difference between a 1978 Mustang II and a 1978 Mustang Mach 1? Why doesn't anyone have information on the '78s?

I am 12 years old and bought a '78 to restore by the time I get my license. The VIN says it's a Mach 1 but the guy I bought it from said it's a Mustang II. It has a 302 cid engine. Can you give me some information?

Pauline

Dear Pauline,

All 1974-78 Mustangs were officially named Mustang II. The Mach 1 (code 05 in the VIN) shared all the features of the 2+2, such as color-keyed bumper covers with black inserts, bright exterior moldings, Styled Steel wheels, color-keyed carpet and door panels, sports steering wheel, brushed aluminum instrument panel, and fold-down rear seat. Additionally, the Mach 1 had dual color-keyed mirrors with right and left remote control; black body paint on lower sides, lower front and rear, and between the taillights; accent tape on the lower back; "Mach 1" fender decals; bright trim rings on the wheels; BR70 white letter tires; and a 2.8L V6 engine. The 5.0L V8 in yours was optional. In fact there was a whole host of options available including three different aluminum wheels.

Fred

Dear Fred,

Just a note to say thank you for your help on my frame rails for my 1968 fastback. The information you gave me was exactly what I needed.

My next question concerns a complete set of motor mounts for a 390 for my '68. The car is an original S-code car, but it had a 302 in it. I have called several

Do you have a problem with your Mustang that no one seems able to fix? Are you confused by the various replacement parts that are currently on the market? Do you have a technical or mechanical problem that seems impossible to answer?

Then -

Ask Fred

**c/o Glazier's Mustang Barn
531 Wambold Road
Souderton, PA 18964**

places and everyone tells me that the motor mounts have been discontinued. If you have any idea where I can find any, I would appreciate it.

Doug

Dear Doug,

The rubber insulators for the 390 are still available. They were attached to the engine block with two brackets, D0ZZ-6030-B (rh), and D0ZZ-6031-B (lh). These were discontinued by Ford a few years ago. They can be found, but it takes a few phone calls or trips to auto flea markets.

The lower bracket can also be found, but was so similar to the 302 lower bracket that these may still be in the car. It would be possible to attach the 302 to them. In fact, the 1967 Mustang used the same bracket for 289 or 390 engines. The only difference was where the bracket-to-frame holes were drilled in the bracket.

Fred

Dear Fred,

I have a 1965 Mustang GT convertible. The car is equipped with a 289 V8, four-speed, with Cobra valve covers and chrome breather. A few of the other somewhat unusual options are the passen-

ger grab bar, chrome shifter knob, lift-handle for the console ashtray, remote rear antennae, and AM/shortwave radio. Also the color is a bit odd. I have seen a lot of Mustangs in my day but never another one this color. I recently saw a 1965-67 Comet/Fairlane the same color but could not find the owner of it. The color is sort of gold with a green tint to it.

The car was purchased new in 1965 in South Carolina. My father bought the car in 1972, and it has remained untouched (in storage) ever since. I bought it from my dad in 1995 for my wife for our 10th wedding anniversary.

I recently have been looking for someone to paint this car, but after much consideration, I feel like it should be restored to its original glory. I have most NOS parts to restore the car with.

I know you have probably heard this a million times, but the car is rust-free and has no dents. It is complete except for the bumpers which were used on my 1966 hardtop.

I would just like to get an idea of what a professional restoration would cost. I would be happy to send you pictures or a video of the car if you could give me a ballpark estimate (non binding). I know this is more of a hands-on type of thing, but please understand that I am trying to decide whether I should just paint the car and drive it or do a total restoration.

Chip

Dear Chip,

It sounds to me like you have color code "C", Honey Gold, a very attractive color when properly done. This color is listed as 5.5% of the 1965 cars reported to the Mustang Production Guide. It is not commonly seen today in part because these cars tend to get repainted to other colors such as "resale red."

We would be happy to look at photos or a video of the car; just bear in mind there is no substitute for hands-on inspection.

Fred

Dear Fred,

I purchased a 1969 Mach 1 with a 390 4V engine, C-6 automatic without air. It was purchased at a "classic car dealer." I tried to locate the previous owner (documentation on the car was extremely lacking), but did not have any luck.

The VIN verifies that it is a true S-code HiPo. I recently attended a car show and was talking to an owner of a 1968 GTA with a 390. He pointed out to me that his intake manifold had a large letter "S" stamped on it. He indicated that this was the "tell-tale" sign of a true HiPo 390. I can't locate any "S" on the intake anywhere.

The Ford part number on my intake manifold is C9ZE9425B with a four-letter code above it denoting 9E26. I have the Ford four-set car shop manuals but can't locate this part number to authenticate whether or not this is the proper intake.

Also, where is the location of the engine block and head part numbers on a 1969 390? I read your column in Mustang Times every month and it is very helpful.

Scott

Dear Scott,

The "S" code indicates a 390 4V and is not officially dubbed "HiPo". The 1969 390 intake manifold, unlike the 1966-68 390 GT, did NOT have the large "S" on the runner. The C9ZE-9425-B on the manifold is the engineering number, not the part number, and is correct. The 9E26 is the casting date, in this case 1969 May 26.

The engine block number is underneath on the side, so take a flashlight with you. It should be C8AE-C. The head number is in the middle, between the spark plugs, and could be C8AE-H, or C8OE-B, F, or H.

Fred

Dear Fred,

I installed a rebuilt engine and a C-6 transmission. I got the tranny from someone who said it was good. It was free, so I took the chance. With the engine running, I can see the converter is turning, but there is no output movement in the drive shaft. The C-6 came out of a van and I don't know if C-6s are different.

Is it possible that the converter is too far forward to contact input of tranny? Can the tranny be that bad to have no output? I opened the bottom to clean it and change the filter and it looked good and clean.

Any ideas or opinions would be appreciated.

Wayne

Dear Wayne,

The C-6 transmission was used in big-block form on the 1967-71 390, 427, 428, and 429. The small-block version was used on the 1971-73 351C 4V. The van should have the same dimensional set-up for mating to the engine. The difference would be in the overall length and in the shift lever/kick-down linkage. Sounds to me like the converter is not properly seated in the input side, or the transmission is, as they say, "broke." Make sure the shift pattern places the transmission in drive and that it has enough fluid.

Fred

Dear Fred,

I have a 1966 Mustang with a

289, a lightly bigger cam, a Holley 650 carburetor, and MSD ignition. I purchased the car last year and it needed valve work. I recently put anew set of heads on and have been having an overheating problem. I replaced the thermostat (160°) and replaced the water pump (high performance aluminum one), the radiator (a three-core heavy-duty one) and the car has an electric fan (which is working), and it is still overheating. I was wondering if anyone had some advice or had a similar experience that would help. I'm pulling the hair out of my head.

I was thinking about getting a flex fan but everyone says the electrics work better anyway. Any advice would be appreciated.

Andrew

Dear Andrew,

Does the car overheat at high speed or in slow traffic? Use a 190° thermostat, which is what the engine is designed for. The 160° will not help, and will cause the engine to run too cool when it is not overheating. Do not use a flex fan. We have never had good results with these. We recommend a fan shroud, and a five- or six-blade OE-style fan with rigid blades.

Fred

Dear Fred,

I have a 1969 390 convertible with power (Midland booster) disc in front and drum in rear. My problem is when I apply the brakes sometimes, the pedal sticks in the down position. Ever run into this problem?

Larry

Dear Larry

Sounds to me like there is an internal problem with the booster.

Fred

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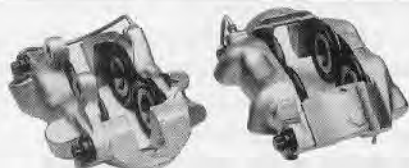
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Third Generation News

From Third Generation Gold Card Judges Stewart Jones and Terry McCoy

WHITE HOT

&

HARDLY MELLOW Yellow

Ford reached a new milestone in 1993: Alex Trotman succeeded Harold Poling as chairman of Ford Motor Company, the Dearborn Assembly Plant (originally the Rouge Plant) celebrated its 75th anniversary, and the Fox-bodied Mustang ended production after a successful 15-year span.

Likened to the finale fireworks at a county fair, the 1993 production year went out with a boom. Dearborn Assembly Plant turned out more unique types of Mustangs than any other year. Three different Limited Edition Feature Cars were produced in 1993 but only long enough for a mere 3,003 units to make it to market. All three were based on the LX 5.0L Convertible Sport Series. And all three were similar in design, but very unique in their own way. Once again Joe Laura, who we highlighted in our coverage of the 1990 Emerald Green Feature Car, was in charge of the special program.

The idea of a 1993 Feature Car came about during the winter of 1992. With the SN95 just around the corner, the last-of-the-third generation Limited Edition

Mustangs would have to be very unique in appearance. Color was a special consideration. The Design Team was looking for something that would stand out in a crowd. The answer came from the future offering of Canary Yellow. This was a difficult color to perfect but the end result is outstanding.

If one Feature Car is good then two must be better. A Vibrant White version was added to the palette.

Details can make or break the appearance of a vehicle. These Mustangs were intended to be much different from their LX and GT cousins, so only the best would do. Convertible top and interior colors were critical.

A black top and black interior would contrast nicely with a bright yellow exterior. But past Feature Cars had sported white tops and interiors. The decision was made to go with both color combinations. The white top and interior would be beneficial for individuals living in areas

Did You Know? Topic: 1993 Feature Cars

1. The 1993 Canary Yellow convertible Feature Car was the first Mustang to have an all-chrome wheel. The Vibrant White convertible had a special all-white wheel.
2. These Feature Cars were the only 1993 models to include a stitched pony on the headrest.
3. These Feature Cars were monochromatic in appearance.
4. This was the last year for a Feature Car.
5. Special floor mats were included as part of the Feature Car package. The Canary Yellow version had a black mat with a yellow embroidered pony, while the Vibrant White model had a black mat with a black embroidered pony.
6. This was the last year for the "dove wing" rear spoiler.

Third Generation News would like to thank MCA member Barry Bower, and Joe Laura of Ford Motor Company for their assistance with this column.

TEST YOUR KNOWLEDGE

Answers from last month's issue.

1. 1989 was the last year for the "pillow-style" headrest.
2. The GT had an emblem on the passenger-side dash in 1983.
3. 1984 was the last year for GT lettering to appear on the fender.
4. 1986 was the last year for GT lettering to appear on the deck lid.
5. 1983 was the last year for the GLX Mustang.

Registry of the Month

Third Generation News co-author Terry McCoy heads up the Limited Edition Registry. He can provide you with colored sheets of promotional material, a color page which indicates when your car was built, how many were built that day, what number order your car was, how many automatic versus five-speeds were built, and can totally authenticate your Feature Car. Contact him at Featurecar@juno.com or write to him at 4311 John Goff Rd., Watervliet, MI 49098, or (616) 463-8325 after 9 p.m.



1993 Vibrant White Feature Car convertible owned by Jerry Joyce-Singer

where high temperatures could make black leather unbearable. The white top and interior theme was a natural for the Vibrant White model.

A special wheel was necessary for both the yellow and white convertibles. A white wheel (different from the pearlescent wheel used on the 1992 Feature Car) would further enhance the Vibrant White paint, but a gleaming yellow exterior required something different. A chrome wheel was the answer. Joe Laura indicated it was quite a challenge to produce a chrome wheel that could meet the three-year, 36,000 mile warranty. But this was accomplished by testing the wheel in salt baths. Several trips to Superior Wheel, who produced both the chrome and white wheels, were made to observe the testing process. The chrome wheel slid in just under the finish line completing a 15-month process from idea to prototype for the Canary Yellow Feature Car.

The first public unveiling of the Canary Yellow Feature Car was January 14, 1993, at Cobo Hall Center in Detroit, Michigan. The rag-top generated a lot of excitement and enthusiasm at the show which was exactly what the marketing team wanted to see. This was one of the main reasons for producing such a Mustang — to generate enthusiasm at the dealerships with a half-year offering.

The Canary Yellow (BZ) convertible was available with either a black leather interior (CJ) and black top (AA), or white leather interior (CZ) and white top (WW). Although slightly different in appearance, the two were basically the same car. Both sported the dove-wing spoiler as seen

1993 Canary Yellow Feature Car convertible, with black trim, owned by Mike and Barbara Poore.



on the 1992 Vibrant Red Feature Car, monochromatic exterior (moldings, side view mirrors, etc., painted body color), black-on-black or white-on-white running horse embroidered front seat headrests (stitched at the Ford Interior Trim Plant in Utika, Michigan), black front floor mats with yellow embroidered pony, and those long awaited five-spoke chrome wheels. These wheels really made their mark in the automotive industry as Ford was the first manufacturer to successfully equip a vehicle with an all-chrome wheel. This started a new

trend with manufacturers.

The Vibrant White (WB) Mustang was, as the name implies, all white. This particular white was a new color for the 1993 line-up. Once again features included monochromatic exterior trim, and dove-wing spoiler in place of the luggage rack. Available only with a white leather (CZ) interior and white top (WW), this version featured white-on-white embroidered front seat head restraints, black front floor mats with black embroidered running horse, and white five-spoke wheels.

Standard equipment for these limited edition ponies included the potent 5.0L high-output V8, either five-speed



1993 Canary Yellow Feature Car convertible, with white trim, owned by Coy and Jenett Turner.

transmission or four-speed automatic overdrive transmission, dual exhaust system with stainless tail pipe terminations, Traction-Lok axle, handling suspension package with variable-rate coil springs and Quadra-Shock rear suspension, all-season performance P225/55ZR 16 BSW tires, power retractable convertible top with top insulator, power side and quarter windows, and leather-wrapped steering wheel.

Production figures for the 1993 1/2 Limited Edition Feature cars are: Vibrant White - 1,500 (1,056 with automatics, and 444 five-speeds); Canary Yellow with black trim - 1,119 (667 with automatic transmission and 452 with five-speed); and the ultra rare Canary Yellow with white trim - 384 (271 automatics and 113 five-speeds).

Variety was the name of the game for 1993, particularly for those looking for something unique. Promotional material touted, "A Horse of Two Different Colors", along with "The performance-rich tradition of the Mustang continues with an exciting new package that enhances the car's classic sporty look." The perfect way to wrap up third generation production of America's favorite pony car.

MT



Mustang Club of America 35th Mustang Anniversary Celebration APRIL 14-18, 1999



"Celebrating 35 years of the Mustang and Mustangers!"



Charlotte Motor Speedway • Concord, NC



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FORD DIVISION



April 17, 1999 reflects a special date for Mustang enthusiasts worldwide - the 35th birthday of America's pioneer pony car, the Ford Mustang. Numerous changes have taken place during the years, but the Mustang still remains a favorite with the public offering performance and style in one quality package. We hope you will join the Mustang Club of America and fellow Mustang enthusiasts in celebrating this important event. Our show starts on Wednesday, April 14, 1999 with open track activities at the Charlotte Motor Speedway in Concord, North Carolina.

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

The **car entry fee** covers the vehicle and two weekend passes. You must have a pass before entry to the track will be allowed. Each car entered may purchase one extra weekend pass at a cost of \$15.00 from MCA. Additional weekend passes must be obtained directly from Charlotte Motor Speedway at the gate for \$7.00 per day or \$18.00 three-day pass.

The purchase price for **vendor spaces** includes two weekend passes. One additional pass may be purchased from MCA for \$15.00. Please remember that all spaces are on a first-come-first-served basis.

Spectators may purchase a one-day pass for \$7.00 or a three-day pass for \$18.00 from Charlotte Motor Speedway at the gate.

Since this is a special event, we will have two different types of competition available. The **Concours Division** is limited to 300 entries and is designed to accommodate those vehicles that are routinely trailered, are considered top-notch show winners, or are thoroughbred restorations. Entries must be of 1989 vintage or older. The **Judge's Choice Division** is designed to accommodate all Mustangs from all walks of life. Top notch show winners to the average daily driver are eligible for this category. This is where we anticipate our largest number of entries (up to 3200), so be sure to get yours in right away.

An **open track event** is being held in conjunction with the celebration and will be handled entirely by officials of the Speedway. A separate registration form is required for this entry with checks being made payable to and forwarded directly to the Speedway. If you wish to participate in the open track events, check the box on the Show registration form and we will forward it to the Speedway folks. The cost will be \$140 per day and openings will be limited. Sign up now! The open track event is open to all Mustangs and is not limited to race cars only. Imagine the thrill of finding out just how well that 1966 GT fastback handles through the infield course of the track.

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

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Seminar Coordinator

Mustang Club of America

35th Mustang Anniversary Celebration

REGISTRATION FORM

Registration and Show Headquarters: Hilton at University Place
All car entries will receive a unique 35th Anniversary commemorative souvenir.

Show car entry is limited to 1964-1999 Ford powered, Mustang bodied cars only.
See other side for classes.

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

(USE SEPARATE FORM FOR EACH CAR ENTERED)

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

CAR REGISTRATION (See other side for classes)

				TOTAL
CONCOURS JUDGED CLASSES (Judged with M.C.A. Abbreviated Rules)	Includes 2 Weekend Passes	Qty. Cars _____	\$ 50.00 ea.	_____
DISPLAY CARS ONLY	Includes 2 Weekend Passes	Qty. Cars _____	\$ 20.00 ea.	_____
JUDGES CHOICE CLASSES	Includes 2 Weekend Passes	Qty. Cars _____	\$ 20.00 ea.	_____
ADDITIONAL WEEKEND PASS (Limit 1)		Qty. _____	\$ 15.00 ea.	_____
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ADDITIONAL SPACES (10'X30') Do Not Include Weekend Passes		Qty. _____	\$ 80.00 ea.	_____
ADDITIONAL VENDOR WEEKEND PASS (Limit 1)		Qty. _____	\$ 15.00 ea.	_____
MCA MEMBERSHIP (1 Year)		Qty. _____	\$ 30.00 ea.	_____
FRIDAY EVENING BARBECUE (CHILDREN under 7 years FREE hot dogs - Qty. _____) ADULTS		Qty. _____	\$ 8.00 ea.	_____

FOR MORE SHOW AND VENDOR INFORMATION CALL: 580-255-4277

☐ Yes, I want to participate in the open track event. Please have the speedway send me a registration packet.
For more open track information, call the Events Department of Charlotte Motor Speedway (704) 455-3205.

TOTAL A _____

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35th Mustang Anniversary Celebration Event T-Shirt	S _____ M _____ L _____ XL _____ XXL _____	Qty. _____	\$ 12.00 ea.	_____
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SHIPPING: ADD \$6.00 for orders less than \$25.00, \$7.00 for orders over \$25.00.
For orders outside the U.S. add an additional \$15.00 to these shipping costs.

Sorry, we cannot hold mail order for pickup at registration. Merchandise will be available for sale at both registration and the speedway during the event. No mail orders accepted after March 15, 1999.

TOTAL B _____

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

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

CARDHOLDER SIGNATURE: _____

MAKE CHECKS PAYABLE TO and FORWARD TO: 35th Mustang Anniversary Celebration, 1605 Jones Avenue, Duncan, Oklahoma 73533.

I agree to abide by all rules of the show and understand that I am responsible for my car and merchandise. I agree to release from all liability: The Mustang Club of America, Charlotte Motor Speedway, 35th Anniversary Celebration Staff, Ford Motor Company, Hilton University Place, and Dobbs Publishing Group for any damage, injury, lost or stolen merchandise from this event.

SIGNATURE _____ DATE _____

35th Mustang Anniversary Celebration

Participating Hotels

Note: You must identify yourself as part of the 35th Anniversary Mustang event/MCA to receive rates listed below. Inquire with each establishment concerning deposits, guarantees, early checkout penalties, etc.

Show Headquarters:

Charlotte Hilton at University Place
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(704) 795-4888 \$75.00
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1965 Convertible	1974-78 All, except Cobra
1966 Coupe	1976-78 Cobra, King Cobra
1966 Fastback	1979 Pace Car
1966 Convertible	1979-80 All
1967 Coupe	1981-82 All
1967 Fastback	1983 Open
1967 Convertible	1983 Closed
1968 Coupe	1984 Open
1968 Fastback	1984 Closed
1968 Convertible	1984 SVO
1969 Coupe	1984 Anniversary
1969 Fastback	1985 Open
1969 Convertible	1985 Closed
1970 Coupe	1985 SVO
1970 Fastback	1985 Saleen
1970 Convertible	1986 Open
1971 Coupe	1986 Closed
1971 Fastback	1986 SVO
1971 Convertible	1986 Saleen
1972 Coupe	1987 Open
1972 Fastback	1987 closed
1972 Convertible	1987 Saleen
1973 Coupe	1988 Open
1973 Fastback	1988 Closed
1973 Convertible	1988 Saleen
1965 Shelby	1989 Open
1966 Shelby	1989 Closed
1967 Shelby	1989 Saleen
1968 Shelby Fastback	1990 Open
1968 Shelby Convertible	1990 Closed
1969-70 Shelby Fastback	1990 Limited Edition
1969-70- Shelby Convertible	1990 Saleen
1969 Boss 302	1991 Open
	1991 Closed
	1991 Saleen
	1992 Open
	1992 Closed

1992 Saleen
1993 Open
1993 Closed
1993 Saleen
1993 Cobra
1994 Open
1994 Closed
1994 Saleen
1994 Cobra Open
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1965 Convertible
1965 Fastback
1966 Coupe
1966 Convertible
1966 Fastback
1967-68 Closed
1967-68 Open
1969-70 Closed
1969-70 Open
1969-70 Boss 302
1969-70 Boss 429
1971 Boss 351
1971-73 Closed
1971-73 Open
1974-78 Closed
1979-84 Closed
1982-84 Open
1985-89 Open
1985-89 Closed
1965-66 Shelby
1967-68 Shelby
1969-70 Shelby

Watch for additional information in future issues.

To obtain the four-page show flyer, send a self-addressed, stamped envelope to:
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A General Motors vehicle owner's worst nightmare — to be pulled over for speeding by a police officer driving a Special Service Mustang! Talk about hurt pride!

What exactly are these Special Service Mustangs? By the end of this article we'll learn about highway-patrolling ponies; one of the most interesting, and at the same time, misunderstood Mustang models in the marque's 34-plus-year history.

The Mustang Severe Service Package, as it was originally known, was conceived and released in 1982 for limited use by the California Highway Patrol (CHP) to test in high-speed pursuit conditions. The CHP used 1979 Camaros until 1981 with little success due to powertrain problems.

What really sold the car to the CHP was Mustang's outstanding mechanical reliability, incredible all-around performance, and, best of all, a low purchase price of approximately \$6,800 per unit. Actually there were very few differences between the 400 early 5.0L, four-speed manual transmission-equipped Severe Service Mustang sedans and their standard assembly line counterparts.

In 1983, as a result of the rave reviews of these early patrol vehicles, Ford proceeded with a limited law enforcement option based exclusively on the 5.0L Mustang notchback (only) platform and called it the Special Service Package. During its production run from 1982-93, more the 60 local, state, provincial, and federal agencies used the Special Service Mustang in some sort of administrative or law enforcement role. Through the 1985 model year, these Mustangs, as stated above, varied little from their assembly line kin. Items related to extended durability and convenience, such as relocated remote decklid release to the driver's side, 14" x 6" and later (1985) 15" x 7" steel wheels with plain center caps, conventional spare tire and wheel, performance tires, 140 mph certified calibration speedometer, and a few other items, were installed either as standard or optional equipment.

Steadily, law enforcement agencies started taking notice. Orders either commenced or were increased from states such as Florida, Texas, Georgia, California, Oregon, and from the U.S. Government for use with the DEA, FBI, GSA, and the U.S. Air Force.

The most notable Special Service equipment for the Mustang evolved after 1986. The following sampling of standard and optional features, along with the items previously listed, could be combined to make a complete Special Service package as available from 1986-93: silicone radiator, bypass hoses with "aircraft-style" hose clamps, engine oil cooler, external automatic transmission cooler, heater hose inlet restrictor, VASCAR two-piece speedometer cables, radio noise suppression package, air conditioning, 135 amp Lestek alternator with transistorized voltage regulator, and from 1992-93 130 amp Motorcraft internally regulated alternator, body side molding delete, recalibrated cooling fan clutch, 140 mph

IT TAKES ONE TO CATCH ONE

by Jim Dingell

and (from 1990-93) 160 mph certified calibration speedometers, relocated remote decklid release, inoperative door courtesy lamp switches, single key locking system, coding for weight adjustment, paint stripe delete, heavy duty low-back front bucket seats, aluminum LX wheels from 1987-93, under-hood sound insulation





White 1990 Special Service Mustang used by the Missouri State Highway Patrol.

ment Mustang growing, it is very easy to replicate one starting with a standard LX 5.0 notchback and purchasing the many necessary components. The one thing that is impossible to duplicate is the appropriate DSO (Domestic Special Order) code. This code is found on a credit card-sized plate affixed to the driver's side radiator core support directly behind the headlight, or on the vehicle identification decal on the driver's door. This two-digit-hyphen-four-digit code (## - ####) is unique to that particu-

delete, conventional spare tire and wheel, reinforced floor pan, and more.

The evolution of these items was a direct result of the continued interest in the Mustang for high-speed law enforcement purposes. These parts are not merely LTD or Crown Victoria carry-overs, but unique parts produced by Ford and its subcontractors

Black and white 1989 California Highway Patrol (CHP) Special Service Mustang.



Blue 1988 Michigan State Police Special Service Mustang.

other vehicle applications as a result of their durable nature. The heavy duty nature of this equipment also helps to bolster continued private civilian support of these vehicles despite an accumulation of 80,000 to 100,000-plus miles during a tour of duty. It doesn't hurt either that some examples come with a full complement of creature comforts such as AM/FM cassette stereo radios, and power windows and door locks!

With interest in the law enforce-

ment Mustang or series of Mustangs ordered under that DSO. This code can be tracked back to Ford to ascertain the original jurisdictional customer along with all the unique "cop stuff" that was factory installed. A speedometer, silicone hoses, and an engine oil cooler can certainly be installed on a Mustang, but this does not constitute a genuine Special Service Mustang! Beware too, of the myriad of phony parts on the market purported to be police or special service as they are

that in name only and are vastly inferior in quality.

Unscrupulous vendors realize that the buying public is very naive when it comes to police parts. Without the aforementioned DSO code, genuine special service parts pur-

The Texas Department of Public Safety used this 1990 Special Service Mustang.



chases are nearly impossible.

Despite the differences, it is important to note that there are several similarities. These Mustangs shared the same engine, transmission options, rear axle, and suspension as the standard 5.0L sedan. In fact, the only suspension difference came during 1992-93 when the upper rear control arms were changed to utilize a different durometer bushing. A disappointment to many, there are no inflated horsepower ratings, no four-wheel disc brakes, no 351s, no Ram Air systems, no HiPo engine processor chips, or any other modification that could wreak havoc on Ford's warranty and liability exposure. However, this also says a lot for the standard 5.0L package equipment as far as strength, performance, and reliability.

Thanks to the large number of orders placed in the past by law enforcement agencies (reportedly nearly 15,000 units though Ford will neither confirm nor deny), the Special Service Mustang has been available to the public through state and federal auctions around the country. Usually the buyer can look over the service records, and on some occasions, obtain the vehicle history documentation if persistence is used. Some states repaint and service the cars before they are released. For the most part, however, these vehicles are sold "as is", which normally includes gaping holes in the interior and body from the removal of police paraphernalia. Check your state's department of transportation for auction dates, policies, and vehicle availability throughout the year. Since



Although many of us may have seen plenty of the 1987-93-style law enforcement Mustangs, several states used the mid-'80s version.

Ford ceased production of the Special Service Mustang in August 1993, and to date has no plans to revive it, future auction availability will be dwindling. (The feeling at Ford seems to be that the high-speed traffic interceptor niche is better filled by the Crown Victoria.)

Surprisingly, though the success number was low, some individuals were able to convince their Ford dealer to order a new Special Service Mustang for their personal use!

The Mustang Special Service Registry was founded in 1991 with the mission to promote interest in the 1982-93 Special Service Mustang. Late in 1996 the registry was combined with the Emergency Vehicle Owners and Operators Association (EVOOA) founded by John Bujosa (*whose 1985 California Highway Patrol cruiser was featured in our April 1998 issue*).

Although these Mustangs are becoming somewhat less plentiful at auction, two individuals who may be

able to assist with a purchase are Jim Bridges at 1357 Fletcher Road, Shelby, NC 28150, (704) 538-7984, or Mark LaMaskin at Performance Autosport, Inc., 129 Broad Street Rd., Suite C, Manakin Sabot, VA 23103, (804) 784-8851, perauto1@aol.com.

Special Service Mustang related questions may be directed to Jim Dingell at Performance Parts, Inc., 13120 Lazy Glen Court, Herndon, VA 20171-2326, (703) 742-6207, ppi@mustangparts.com. Or if emergency vehicles of all types pique your interest, contact Emergency Vehicle Owners and Operators Association (EVOOA) at West 14311 Lincoln Rd., Spokane, WA 99224-9398 (509) 244-4062, (509) 244-4580 fax, or evooa@spokane.net.

The Special Service Mustang makes a great, very cost effective, yet collectible performance alternative to the standard run-of-the-mill 5.0 LX or GT. Get one while you still can!

MT

Restored 1985 California Highway Patrol Mustang owned by John Bujosa





Tried and True

by Dave Gladys

My love affair with the Mustang began way back in early 1965. As a young sailor, I found myself hitchhiking from Whidbey Island, Washington, to Bremerton, Washington, to report aboard my next command. As I stood along Interstate 5, a beautiful 1964 1/2 red Mustang convertible stopped to give me a lift. As the driver and I sped south, I learned that this Mustang was a 260 c.i.d., three-speed version, and one of the first sold in the greater Seattle area. I was hooked! Within the month, I went to a Ford dealership in Seattle and test-drove a white fastback. That did it. I called home, which was Cleveland, Ohio, at the time, and ordered a new 1965 fastback with a 289 and four-speed from a

friend of mine. Two-and-a-half months later my car was delivered to Cleveland. This, of course, required some leave time.

That beauty was driven at every opportunity. At the end of my military obligation in August 1965, I returned home to Cleveland. In late December, while out for the evening, I had the misfortune of spinning out on an icy road and being attacked in the rear end by a rather large telephone pole. Luckily, no one else was involved and I had no physical injuries, but my pony was totaled. It was devastating watching the tow truck haul it away. A friend picked me up and dropped me off at my home. (This part will never be forgotten). As I sat on the living room couch, bemoaning my loss, the

Christmas tree decided to lean out of its stand and fall on me!

After the insurance company settled, I went car shopping again. Perhaps this time something a little larger would be appropriate. A deal was made on a 1967 two-door Ford LTD. It had a 390 engine, automatic transmission, air conditioning, and red and black interior. A truly beautiful car. I hated it! It was just too darn big! My comfortable fitting Mustang was sorely missed. Before three months had passed, the LTD was gone and an order was placed for a 1967 Mustang fastback featuring a 225 horsepower 289 power plant, four-speed transmission, black interior with fold-down rear seat and AM radio, and a Burnt Amber exterior.

Although low mileage, the 2 + 2 was repainted in the original shade of Burnt Amber before making the trek to its current home in Florida. During the freshening process, a few personal touches were added such as the black 1968-style "C" side stripe.



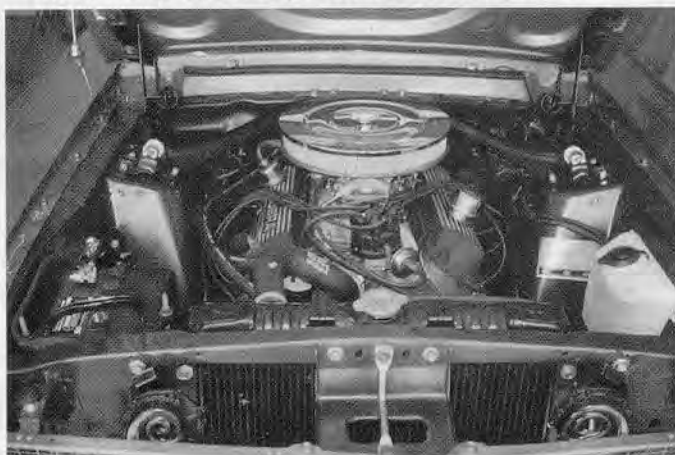
Two-and-a-half months later my second Mustang was delivered. (There must be something about waiting two-and-a-half months for a Mustang.) On May 14, 1967, I took possession of the sloped-roof beauty and I still have it! As of this writing there are just over 26,400 road miles on it. The first several years of ownership is when the most miles were accumulated, but it's always been garaged, always clean, and always pampered.

In 1980, my wife and I decided to leave the cold Cleveland winters and move to sunny Florida. The fastback was towed to our new home in a little town on the gulf coast named Mexico Beach. It didn't take a rocket scientist to know that the salt air along the gulf was detrimental to

all vehicles; therefore, it was necessary to build a fully enclosed garage just for the Mustang.

Several years later a spinal fusion ended any type of heavy

After remaining dormant for 13 years, the A-code 289, which boasts 225 horsepower, was rebuilt and detailed.



physical work on my part, so we sold our business and returned to Cleveland with the Mustang in tow.

During Christmas holidays in

1983, my son Mike, who had also joined the navy, was home on leave. As he stood in our garage looking at the fastback, he said, "Hey Pop, when are you goin' to enter this is in a car show?" I'd never given it any thought. Anyway, in order to make it show worthy the engine compartment would have to be detailed and the only way to do it correctly was to remove the engine, and I didn't have an engine stand. I was hoping that would settle things, but when I returned home from work a few days later, sitting on the garage floor was a brand new engine stand. I was impressed. However, after thanking him, I reminded him that the spinal fusion prevented me from getting the engine out. Little was said



The "inserts" of the original Styled Steel wheels have been painted to match the body color of this 1967 fastback. The Goodyear Polysteel tires wrapped around these wheels are 30 years old having been installed one year after the car was purchased.



The original spare tire of this 21-year-old pony has never been used.

after that. The following day I arrived home and walked into the garage to see an empty engine compartment. It seems that my son and my brother-in-law had been busy that day removing the engine and placing it in the basement workshop. This was a great delight to my wife because she knew I could no longer terrorize the neighborhood slamming the old four-speed around.

As time goes by hobbies change. Boating and flying

became the new interests, leaving the "garage queen" up on jack stands for the next 13 years.

Additional medical problems dictated retirement in 1996. Once again we moved to Florida, this time as retirees.

Before leaving Cleveland, the decision was made to go the full route while putting the car back into "running trim", still never giving serious thought to entering a show. However, I did elect to go for a first-class paint job which

cost more than the original purchase price of the car! My best and most trusted friend, Charles Alberts, and his son Mike, who own Guarantee Auto Weld in Cleveland, went through the low-mileage 289 from end to end. Once this was completed, the trek to Florida was made. The car has since been put back together.

In November 1997, a fellow car buff suggested that the car be entered in a local show sponsored by The Sunshine Cruisers of Panama City, Florida. I still wasn't considering showing the car, but thought "what the heck" and entered. Much to my surprise we took a second place. And yes, my son (who got me started with this in the first place) and his family were with us when we took that first trophy.

Throughout the years many people ask why I keep it and why I don't drive it more. My best and honest answer to them is, I just love looking at it!

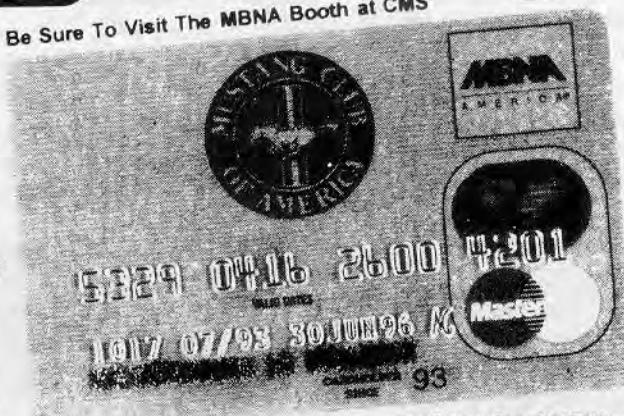
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Good Intention

by Teresa T. Vickery
photos by Terry Holling

After a day of delivering letters for the U.S. Postal Service, Terry Holling of San Bernardino, California, knows exactly how to unwind — slip behind the wheel of his modified 1965 2+2.

Originally purchased by his father in the '70s with the intention of restoring it for daily driver status, Terry inherited the car after his father passed away in 1980.

He drove it in "beater condition" for 12 years. Once the time was right to restore the sloped-roof pony, Terry

opted to go the customized route.

The exterior gleams with coats of Indian Red, borrowed from the

carried over to the engine compartment.

The one thing Terry did not change were the 1966-style three-fingered rear quarter ornaments which were on the car when purchased by his father.

Since completion of the project, the Mustang has been entered into approximately 130 car shows of all types. Needless to say, this has netted Terry a nice array of awards.

Involvement in a freeway accident in October 1997 was enough to make a grown man cry Terry confessed. But an excellent repair job has put the Mustang back on the road and the show circuit.

Obviously Terry and his eye-catching wheels intend to stay on top.



Porsche lineup. A 302 rests under the bonnet and features numerous modifications including electronic ignition and braided hoses. The black standard interior is highlighted by Indian Red accents which is also



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Once *Hooked* Always *Hooked*

by Teresa T. Vickery
photos by Joe Carroll

Driving a Mustang is not simply transportation, it is an experience. And once that experience has been enjoyed, the feeling long remains.

Joe and Cathy Carroll of Valparaiso, Florida, know all too well what it means to be hooked on Mustangs. Through the years they have owned several different vehicles, including a Rangoon Red 1965 coupe, replete with a 289 cid/four-speed combination, which remained a favorite long after it was sold. Although their last Mustang was sold in June 1984, Joe hung on to the feeling that he really needed to own another Mustang.

The Carrolls had become friends with Jim Roberts of Gary Smith Ford in Fort Walton Beach, Florida. Any time something interesting graced the dealership, the Carroll household was notified. In late April 1994, Joe received a call indicating that

there was a Mustang on the showroom floor that he really needed to see.

What greeted Joe was a 1994 Indy Pace Car Cobra convertible. Rio Red in color, it sported a saddle top and saddle leather interior (the seat backs are embroidered with the famous Indy "wing" logo). Additional equipment included a 5.0 liter power plant, five-speed transmission, Cobra brakes with ABS, power steering, power windows, power door locks, air conditioning, cruise control, Mach 460 sound system featuring eight speakers, and special 17-inch wheels wrapped with P225ZR/45 x 17 Goodyear

GS-C tires. With a build date of April 8, 1994, this convertible was number 708 of 1,000 Pace Car replicas produced. The owner of the dealership had ordered the car for himself. It was indeed beautiful, but with a price tag of nearly \$37,000, Joe knew it would not grace his driveway any time soon.

As with any dealership, inventory changed, moving the droptop to a display position under the





front awning where it remained a breathtaking temptation.

In September 1994, Joe and Cathy decided it was at last time to purchase another Mustang. A trip once again to Gary Smith Ford found them trying to wrangle a deal on an Atlantic Blue 1995 GT coupe. Unfortunately, the numbers just didn't add up. "As we were ready to leave the dealership," stated Joe, "we were looking at the Pace Car now sitting front of the dealership under the awning. The sales manager, Chris Stapleton, and our friend Jim Roberts offered the car to us. I told them that I thought they weren't going to sell it. They told me it had not been offered to anyone prior to being offered to us and I was the type Mustang enthusiast that they would want to have the car." An affordable

Plus he fled the scene of the accident. Although Joe and Cathy were basically okay, the poor pony was severely damaged.

In fact, the damage was so devastating that Joe wanted the car declared a total loss. But his

Mustang was short lived as the ragtop was rear-ended in March 1995 by a drunk driver traveling approximately 75 mph with no lights, despite the fact it was nighttime, and no insurance.

body shop to check on and take pictures of the progress being made on our Mustang," Joe explained. "Three months later the car was returned to us and despite our delight, we found many dislikes."

Care had been taken in returning the Mustang to its original shape, but attention to small details was lacking. Clearcoat overspray was on the windows, mirrors, wheels, and lights. Plus Joe found several other "imperfections". Trips back to the body shop yielded unsatisfactory results, so Joe took matters into his own hands.

The total bill for the Cobra, including the Carroll's ambulance ride and emergency room bills,



deal was made and the new owners were signing the final contracts just a few minutes later.

Their joy in owning an eye-catching limited production

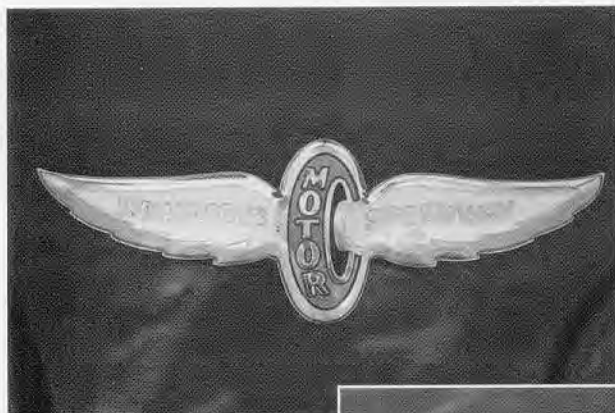
piece by piece until there was a complete car again. (Due to the new Mustang design, there were no rear clips available at the time.) I made daily trips to the

insurance adjuster convinced him that a local body shop could return the car to like-new condition.

"The entire rear of the car, from the doors back, was cut off and replaced

was well over \$22,000!

Disaster nearly struck again in October 1995 when Hurricane Opal decided to make her way through the northwest Florida Panhandle. Joe and Cathy evacuated the area heading to Anniston, Alabama, to stay with relatives. The trip was long and hard as a result of the size of the evacuation coupled with a rainstorm, wind, and mud everywhere. Nine hours later they were safely in Anniston only to find that Opal had followed them wreaking havoc on everything in her path including the red ragtop.



Fortunately, damage was minimal for the pony. However, Joe points out that it took nearly three months to completely remove all the mud from the engine compartment and undercarriage.

Fine tuning of the accident repair work continued until all seemed right once again. A car show in Fort Walton Beach, in March 1996, seemed like a good way to test the success of all this effort. A first place finish was the perfect confirmation.

Several shows, along with numerous first-place wins, have

been worked into the couple's schedule since that time, including events in Pensacola, Florida, and Union City, Georgia.

Since the car had been delivered without the factory decals installed, it still retained a dis-

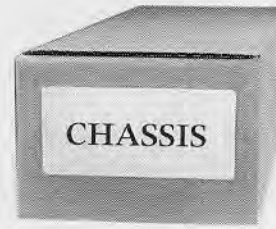
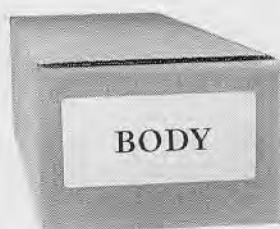
creet appearance. But after seeing other Pace Car replicas wearing their distinctive ornamentation, Joe opted to install the appropriate decals in April 1997.

"Cathy and I are very proud of our Mustang and try our best to keep it looking like new even though we know the dings, scratches, and miles will continue to mount. Being a daily driver car, we have to expect this. However, I guess the old saying of 'once hooked always hooked' applies here."

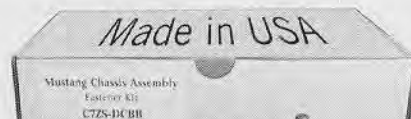
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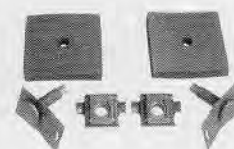
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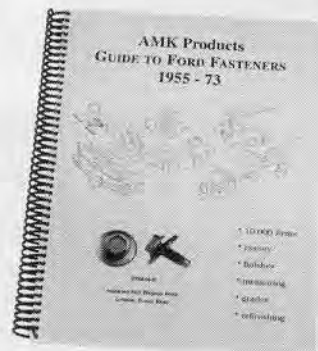
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Dale Jarrett Taurus Draws Attention at Badgerland Mustang Show



The Badgerland Mustang Club held its fourth annual All Ford Show, August 22, 1998. This was the first judged event for the Club. With a lot of hard work and long hours from many club members, along with great support from sponsors, the show was a great success!

A total of 104 cars found their way to Bell Ford in Arlington, Wisconsin. While a large portion of this group was entered for show only, 69 were entered for judging. Competition for Best of Class awards took place among 22 classes.

Upon arrival, each participant was given a goody bag and dash plaque. Throughout the day a coloring contest, model car contest, and bubble gum guess contest were held for the kids in attendance. Winners of the coloring contest and model car competition received ribbons. The lucky winner of the bubble gum guess got to keep the gumball machine filled with gumballs!

For the fourth year, a celebrity auction was held to benefit the Big Brothers and Big Sisters of Columbia County. With items donated from various NASCAR teams, NFL players, and Mustang enthusiasts who promote our hobby, \$425 was raised. The Big Brothers and Big Sisters also provided food and refreshments throughout the day raising another \$800 for their efforts.

The biggest attraction of



the day was, by far, the Dale Jarrett #88 Ford Taurus sponsored by Bell Ford. Free posters were handed out, and a lot of questions about the car and racing were answered.

After the day's events, a short cruise followed to a local ice cream shop for a little conversation and planning for the 1999 show.

Submitted by Dennis Fields for the Badgerland Mustang Club.



Regional Events



Central Illinois Mustangers Celebrate 20 Years



On August 16, 1998, the Central Illinois Mustangers celebrated their 20th anniversary with a birthday party and car show at Northtown Ford in Decatur, Illinois.

The birthday party was held the evening of August 15 at the Best Western Shelton Inn, the host motel across the street from Northtown Ford. Free snacks, anniversary cake, and entertainment were provided for club members and show participants.

After rainy weather on our show dates the past two years, we finally had a hot, beautiful day. A total of 25 classes were offered, plus a class for pedal cars. By noon over 100 entries were in place for the big car classes, plus there were eight pedal cars. In addition there were several vendors on hand along with a food booth.

We were pleased to have several entrants from neighboring states. In fact, Best of Show went home to Cincinnati, Ohio.

In lieu of dash plaques, each registrant received a one-of-a-kind 20th anniversary club hat pin. Door prizes and goody bags were also presented. There were other drawings throughout the day preceding the presentation of trophies.

A good time was had by all!

Submitted by Jim & Barb Holman for the Central Illinois Mustangers.



San Antonio Rounds Up South Texas Mustangs



Within the picturesque grounds of the Crossroads Building in San Antonio, Texas, the San Antonio Mustang Club held its 18th Annual Charity Car Show on October 25, 1998. Proceeds from the show benefitted the Club's designated charity "Dare to Love", a local nonprofit organization which targets the needs of children who are wards of the court.

This Sunday afternoon event drew entrants from across the state which included the finest Mustangs of South Texas and represented eight different car clubs. The weather was picture-perfect which accounted for the throngs of local spectators who flocked to the site to enjoy the collection of prized cars. Mayor Howard Peak, a well known classic car enthusiast and hot rodder, was on hand to designate his Mayor's Choice trophy which went to Austin resident, Brian Pulis for his shaker-hooded 1970 Grabber Yellow Boss 302.

San Angelo resident, Bill Ruth, took home top honors for his stealth black 1993 hatchback Cobra in the 1974-99 closed class. Top trophy for the 1974-99 convertible class went to Peggy Facundo of San Marcos for her yellow 1993 LX 5.0. In the highly competitive modified class, Alan Hibler's lowered Midnight Blue 1966 coupe with a complete 5.0 clutched first place. Honors for top 1964 1/2 - 73 coupe went to Jack and Barb Klug with their 1965 Silver Blue coupe. Top convertible in the 1964 1/2 - 73 class was handily won by San Antonio's James Minica for his blue and white 1965 complete with roll bar. Armando Martinez grabbed first in his 1970 red Mach 1 in the fastback class and Frank Reynold's 1969 blue Shelby GT 500 outscored the remaining field in the beefy Shelby and Boss class.

This year, the Club showcased a new class for Ford work trucks. Cavitt Moon of Northside Ford stole top honors with his 1998 F-150 supercharged 4.6 Cobra.

Highlights of the SAMC show included a raffle and lively auction of donated collectible items. Top bidder of a framed and autographed Carroll Shelby lithograph was Bill Ruth.

The San Antonio Mustang Club, founded in 1980, is dedicated to the preservation and enjoyment of the Ford Mustang. In addition to this annual car show, the Club participates in monthly activities which include cruises, restoration clinics, picnics, and parties. For more information about club membership, contact Rachel Beissner at San Antonio Mustang Club, 23109 S. Breeze, San Antonio, TX 78258, or E-mail jbbeissner@aol.com.

Submitted by Rachel Beissner for the San Antonio Mustang Club.



Regional Events

Valley Forge Mustang Club Members Enjoy It All, Come Rain or Shine



Rain, rain, and more rain greeted 30 members of the Valley Forge Mustang Club on our annual trek to the East Coast Boardwalk Show in Wildwood, New Jersey. However, it would take more than a little water to dampen the spirits of this die-hard group.

Normally the Boardwalk has cars from end to end, doubled in some areas; however, this year the lineup was a little shorter. Despite the rain, approximately 1,000 cars were present.

Our annual car show held, May 24, 1998, at the Kimberton Fairgrounds with the Chester County (Pennsylvania) Antique Car Club was an entirely different story.

The weather was picture-perfect. And what a turnout! We had 117 Mustangs with the antiques totaling 325!

Many spectators were on hand to enjoy the day and take advantage of deals in the auto flea market and craft area. Plenty of good food was also available.

There were 15 classes with first, second, and third place trophies presented in each. The Participant's Choice Award went to VFMC president Jim Aberts for his 1970 Boss 302.

Submitted by Natalie Gomez for the Valley Forge Mustang Club.



Mustang Club of Tidewater Raises Money for Breast Cancer Research

The Mustang Club of Tidewater and Virginia Wesleyan College joined forces to raise money for the Breast Cancer Research Fund, as well as aid a local charity, by way of car show held September 12, 1998.

With over 80 cars in attendance, the Club presented a check to the worthwhile cause in the amount of \$1,280. We even held a 50/50 raffle ultimately raising additional funds. This raffle was won by a member of the club who in turn gave his winnings to chairperson Helen Grukusas. Ms. Grukusas along with her colleagues held an additional raffle with many local businesses contributing items, and also sold food and drinks to benefit this event.

Our club members are very proud to know that we somehow helped the community with the Mustang hobby we all enjoy so much. Once again,

one club doing the work of ten for the good of thousands.

Submitted by Tom Dushatinski for the Mustang Club of Tidewater.

The Mustang Club of Tidewater raised \$1,280 to aid in breast cancer research. Shown here are MCT vice president Marshall Winslow (left), chairperson Helen Grukusas, and MCT secretary/treasurer John Burton



Kansas City Road Warriors

It isn't unusual to see several members of the Vintage Mustang Club of Kansas City traveling in formation to a regional or national show. It also isn't unusual to see this same bunch of Mustangers pulled off the road, parked in a rest area, pulling into a parts store, or working on these ponies in unusual settings. Such was the case when our troop traveled to Dearborn for the MCA National in June.

Some of the hazards encountered included a faulty generator (try finding parts for one of those while on the road!), a hail storm, runaway tie-downs from a tractor/trailer, and a late model wheel losing a sizeable chunk of metal. (Some Mustangs in our group continually have things happen earning them nicknames.)

Despite events such as this, we always manage to have fun whether it's celebrating birthdays and anniversaries, judging, or just enjoying the exciting atmosphere of the Mustang hobby.

Submitted by Jack Bosic for the Vintage Mustang Club of Kansas City.



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Southeast Hatch, Inc., headquartered in metro Atlanta, has been in business for 20 years and has been supplying the automotive aftermarket with top quality products and fast, friendly service. Mustang Times is pleased to report that you can now buy these items directly from the wholesale distributor at significantly discounted prices. This company is the exclusive source for these rear wings.

Through a special arrangement with Southeast Hatch, MCA members can now contact them directly at (770) 939-7490. Southeast Hatch, the exclusive distributor of these OEM-style rear wings, has agreed to provide special discounted pricing directly to you as a Mustang Club of America member. You *must* tell them you saw it in Mustang Times and are an MCA member to receive your preferred customer discount.

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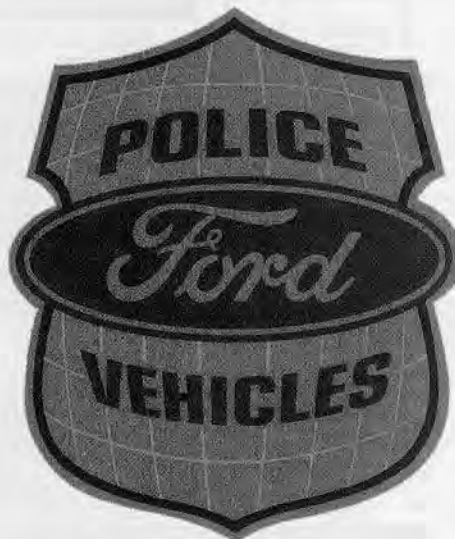
ing with Southeast Hatch to bring you the items you want at affordable prices.

Ford Police Vehicles Decals

After numerous inquiries from Special Service Mustang owners, Performance Parts, Inc., is selling a limited quantity of the "Ford Police Vehicles" decals.

These promotional decals are available in a 3" window size and a 12" door size. The door decal is available in reflective and non-reflective finishes. Both decals are produced with long lasting 3M material to give you years of trouble-free service.

For more information contact Performance Parts, Inc., 13120 Lazy Glen Court, Herndon, VA 20171-2326, (703) 742-6207, ppi@mustangparts.com.



Win a 1999 GT Convertible Mustang!

Ford Motor Company has generously donated for raffle a 1999 Mustang GT convertible by Eton Academy during the Eton's "World of Difference" auction, April 24, 1999, at 9:30 p.m. at Henry Ford Museum in Dearborn, Michigan.

The GT will feature the 4.6L 2V SOHC V8 engine with choice of manual or automatic transmission, air conditioning, leather-wrapped steering wheel, fog lamps, cloth sport seats, 16" aluminum wheels, anti-lock brakes, rear spoiler, power locks/windows and decklid release, second generation dual air bags, AM/FM stereo cassette, and all-speed traction control.

Only 500 tickets will be sold at a price of \$100 each. You need not be present to win. Tickets may be purchased by Visa, MasterCard, or check. (Raffle open to U.S. residents only. At time of delivery, winner will be responsible for paying all applicable title fees, sales tax, and IRS taxes. The 1999 Mustang

GT convertible is nontransferable, non-exchangeable and non-refundable. Delivery of vehicle will be arranged by Ford dealership to be determined by Ford Motor Company.)

Eton Academy is a special purpose school dedicated to educating 1st through 12th grade students of average and above average academic potential who are experiencing specific learning disabilities including dyslexia.

The mission of Eton Academy is to educate students who will understand their learning styles and practice strategies that will prepare them for responsible independence, life-long learning and participation in school, family, and community.

To request tickets, or additional information on the raffle or Eton Academy, contact Eton Academy, 1755 Melton, Birmingham, MI 48009, (248) 642-150, or E-mail etonac@aol.com.

SmarTire™ System

Imagine a system that could alert a driver when the air pressure in one or more tires was getting dangerously low; a system that could actually give you an advance warning of a possible flat tire. It's not some future vision — it's available now, with the SmarTire™ Wireless Tire Pressure Monitor System.

The system relies on state-of-the-art sensor and wireless radio technologies to continuously monitor the pressure and temperature of each tire on the vehicle while it is in motion. Sensors mounted on each wheel, inside the tire, transmit tire pressure and temperature data to an interactive display module located in the vehicle. The display module both alerts the driver of abnormal pressures or temperatures and provides a convenient means to manually check values from within the vehicle. This display module has several automatic alerts or warning levels to increase the driver's awareness in advance of a total pressure loss.



SmarTire™ is suitable for use with most standard tubeless tires, but is especially important for use with "run flat" or "continued mobility" tires. These types of tires do not exhibit the typical "flat" appearance when underinflated or completely deflated. The SmarTire™ monitoring system automatically alerts the driver when abnormalities are detected and helps to prevent run flat damage caused by driving on a tire with little or no inflation pressure.

Offered as the Securitire option on the 1996 and 1997 Lincoln Continental, this technology is now being introduced to the automotive aftermarket. This system will be available at select tire dealers nationwide and installs in about the same time it takes to mount and balance four tires. Check with your local tire dealer for availability.

For additional information call (888) 982-3001 or visit <http://www.smartire.com>.

1999 MCA National Events

February 26-28

Florida

The Space Coast Mustang Club will host the Spaceport Blastoff 1999 National at the Kennedy Space Center Visitor Complex. For information contact Art Griffin at (407) 254-7087 (artgriffin@worldnet.att.net) or John McAvey at (407) 723-1486 (jmcavey@concentric.net). See show flyer this issue.

June 18-20

Augusta, Georgia

The Central Savannah River Area Mustang Club will host the Southern National Mustang Celebration at the Augusta-Richmond County Civic Center. For information contact Rick or Bo Lawless at (706) 855-5783, or Midgee Hazelrigs at (706) 556-3755. See show flyer this issue. (Additional information under "MCA Events".)

May 28-30

Tennessee

The Tennessee Valley Mustang Club will host the Smoky Mountain National. Watch for additional details.

July 9-11

Kansas

The Vintage Mustang Club of Kansas City will host the Kansas City Mustang Round Up. Watch for additional details.

1999 Grand National

September 3-5

Houston, Texas

The Mustang Club of Houston will be hosting the Mustang Club of America's end of the millennium Grand National. For information contact Jerry Moyer at (281) 487-5546. (Additional information under "MCA Events".)

Regional Shows at a Glance

January 8-10

Evansville, IN

Pony Express Mustang Club (812) 425-4794

February 20

Orlando, FL

Mid Florida Mustang Club (407) 366-3949

March 5-6

Pigeon Forge, TN

First Tennessee Regional Group (434) 357-6594

March 13

Brandon, FL

Classic Mustangs of Tampa (813) 961-4776

April 14-15

Charleston, WV

Mahoning Valley Mustangs (330) 792-1004

May 15

Rocky Mount, NC

Tarheel Mustang Club (252) 446-6639

September 18

Wilson, NC

Tarheel Mustang Club (252) 446-6639

Annual Mustang Roundup at the Mercado Village. All Mustangs, Sheldys, and Ford-powered vehicles welcome. For more information contact Larry Mausner at (407) 366-3949.

March 5-6

Pigeon Forge, TN

The 5th annual Mustangers Weekend will be held at the Best Western Plaza in Pigeon Forge, Tennessee. It is a social and meeting gathering. No car show. You can drive your Mustang or the family car and just shop, eat, and talk. The phone number for the Best Western is (800) 232-5656, and the rate is \$39 per night. Just tell them you want the Mustang Club rate. (434) 357-6594.

March 13

Brandon, FL

Sponsored by Classic Mustangs of Tampa, Ernie Haire Ford, and Regency Realty Group, the 18th Annual Mustang, Shelby, and Ford Roundup is to be held at Regency Square Mall, on the northeast corner of SR60 and I-75 (Exit 51) in Brandon, Florida. A portion of the proceeds will benefit the "O.K. Kids" at Faith Children's Home in Tampa. The show includes classes for all years of Mustangs, Sheldys, and Ford-powered cars and trucks. Everyone interested in Ford vehicles is invited to attend. For more information contact Bill Eggleston at (813) 961-4776 or Chris Meyer at (813) 961-3223.

MCA Events

January 8-10

Evansville, IN

15th Annual Mustang and All Ford Show at Washington Square Mall in Evansville, Indiana. Hosted by the Pony Express Mustang Club. Money to be raised to benefit Christmas Clothes Closet for Children. For further information contact Greg Stillwell at (812) 425-4794 or Don Woehler at (812) 476-9294.

February 20

Orlando, FL

Mid Florida Mustang Club will host the 12th

Event Calendar

April 14-15

Charleston, WV

The Mahoning Valley Mustangs Regional Group is sponsoring "Mustangs to Charlotte" Caravan to the 35th Mustang Anniversary Celebration. All roads lead to the Converging Point, Charleston, West Virginia. Meet You Round-up April 14th (Wednesday evening) at Converging Point Hotel, caravan to Charlotte on Thursday. All proceeds to the Tom Pabin Memorial Scholarship fund. For more information call Joe Horne at (330) 792-1004 or Hope Myers at (330) 856-9968.

May 15

Rocky Mount, NC

Tarheel Mustang Club Regional Ford and Mustang Show, Rocky Mount, North Carolina. Contact Bill Weaver at (252) 446-6639. More information forthcoming.

September 18

Wilson, NC

Tarheel Mustang Club Regional Ford and Mustang Show at Lee Motor Company Ford-Lincoln-Mercury, Wilson, North Carolina. Contact Bill Weaver at (252) 446-6639. More information forthcoming.

June 18-20

Augusta, GA

Southern National Mustang Celebration hosted by the Central Savannah River Area Mustang Club. This is the one National show you don't want to miss. The show site is the Augusta-Richmond County Civic Center Complex which will provide plenty of parking, vendor space, air conditioning, food, restrooms, and many other amenities. Saturday night there will be an ole fashion "sock hop" indoors at the beautiful Bell Auditorium located at the show site which will feature dinner, drinks, DJ, live band, skits/acts, dance and trivia contests, and entertainment throughout the evening (sit-down dinner limited to 400). Registration form appears in the January, March, April, and May issues of Mustang Times. For additional information contact Rick Lawless at (706) 855-5783.

September 3-5

Houston, TX

The Mustang Club of Houston will be hosting the Mustang Club of America's end of the millennium Grand National at the Adams Mark Hotel in Houston, Texas. This will be the last show of the decade and will prove to be "the" show of the season. Please make plans to attend and be part of the fun. For further information contact Jerry Moye at (281) 487-5546, evenings, for applications and updates.

Classified Advertising Information

Classified ads are free to Mustang Club of America members.

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

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

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

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

Display Advertising

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

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

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

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

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

Cars For Sale

1965 convertible, blue with white top, V8, automatic. Many new parts, but not restored. Excellent body, runs great. Perfect for daily driver or full restoration. Original car for sale by second owner. \$12,500 negotiable. (800) 476-7268 (North Carolina). MCA #37108.

1965 GT fastback, Raven Black with black Pony Interior, automatic transmission with console. Correct 289 4V, PS, factory AC, Styled Steel wheels, all GT equipment. Red side stripes, fog lights, dual trumpet exhaust, disc brakes. Car is absolutely beautiful. Serious inquiries only. \$16,000. Call evenings EST, (410) 893-3795 (Maryland). MCA #23789.

1966 Shelby GT 350, Ivy Green, four-speed, mostly restored but disassembled, \$22,000. Also, 1990 Saleen Mustang convertible, Emerald Green with white top and interior, silver graphics, five-speed, 90,000 miles, \$12,500. Also 1998 Saleen Cobra, white exterior, black leather interior, five-speed, chrome wheels, 3.55 rear, 1K miles. New and mint. \$30,000. Please call after 5 p.m., (732) 469-0703 (New Jersey). MCA #40110.

1966 convertible, one owner, 289 2V, automatic, PS, Tahoe Turquoise, black power top. 88,000 miles. Well maintained for 32 years. \$14,000. (717) 761-5498 (Pennsylvania). E-mail jetaet@aol.com. MCA #22900.

1966 convertible, 289 2V automatic, Candyapple Red exterior with red standard interior. New white power top, full console, wire wheel covers,

rust free Carolina auto. Beautiful car with all new exterior chrome, new rebuilt transmission, new exhaust system, brakes, carburetor, starter, alternator, top, paint, tires, and all new interior. Just finished this project. Very original and in outstanding overall condition. \$14,995 OBO. Also; looking for 1966 four-speed transmission HEH-BX or any other correct for-speed transmission for a 1966 fastback. Wish complete package. (803) 732-0676 (South Carolina). MCA #1423.

1967 convertible, 289, automatic, in process of restoration. New panels and parts already installed. \$1,500. Call (502) 646-3598 after 5 p.m. CST. MCA #33437.

1967 convertible, one owner, Candyapple Red with black interi-

or and top. Six-cylinder, AT, PS, PB, PT, console, new top, new tires. Everything is original except the twin speakers. Floor needs repair. Only \$3,200. Call Jack at (773) 281-6320 (Illinois). MCA #43406.

1967 fastback, 390, AT, PS. Stored outside, plenty of project for bored bodyman. Excellent race or Shelby clone car. Reduced price, \$1,950. Delivery available. Also; Mustang motorized models, original 1965 orange coupe, 1967 blue fastback. Very rare, unusual. \$250 each. Pete Geisler, (407) 859-0800. MCA #25047.

1967 GT K-code coupe. Very rare export car. Speedometer in kilometers. Restored fall 1997. Have original build sheet. Vintage Burgundy with parchment interi-

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or, white GT stripe, four-speed, 3.50 rear, 8,000 rpm tachometer. One of less than 50 1967 K-codes registered. \$19,000. Motivated seller. E-mail rgd@indy.net or call Randy at (317) 838-0329 (Indiana). MCA #23721.

1968 GT fastback S-code. Featured centerfold in September 1998 Mustang Monthly. Wimbledon White exterior, light blue interior, concours driven. First place winner at Ford nationals. Engine compartment, undercarriage, and interior very detailed. Documentation from Ford on authenticity. Numbers

Windsor, new rear end, all restoration records. Looks magnificent and runs like new. \$12,000 OBO. (770) 532-9339 (Georgia). MCA #42638.

1970 Mach 1 T-5 (export), 351 2V, three-speed manual, 0 miles on stock rebuild. All numbers match. Bright Blue Metallic exterior, black deluxe interior, DSO 91. Have lots of documentation. Must sell to good home. Needs restoration, has rust and accident damage. \$3,500. (509) 545-8474, mccordery@3-cities.com. MCA #41511.

matching 390 cid and C-6 automatic transmission. \$15,500. (410) 529-0337. MCA #33729.

1969 Mach 1, 25,000 miles on rebuilt engine, champagne with black, 351

1970 Boss 302, very clean, lime green metallic, ivy Deluxe interior, Shaker hood, front/rear spoilers, four-speed, PS, PB, Boss motor rebuilt in 1990, factory quality paint job in 1991, same owner since 1975. See photo on the Web at www.geocities.com/motorcity/Garage/2806 (capital "G" in Garage). \$20,900. Call Jim at (814) 825-5495 or E-mail to gtscoupe@juno.com (Pennsylvania). MCA #41816.

1971 rare German T-5 Mach 1. M-code 351C 4V, Bright Blue Metallic, Deluxe black interior, metric speedometer, export suspension, T-5 ID tags, Magnum 500s. Restoration complete August 1, 1998, to MCA standards. Currently the only T-5 Mach 1 351C 4V in registry. Appraised \$25,000 OBO. Dan at (814) 455-7268 or E-mail kilan@worldnet.att.net. MCA #19034.

1973 Mach 1, 351 2V, AT, PS, AC, AM/8-track, console, tachometer, gauges, Deluxe interior, PDB. One owner, 97,000 miles, original paint and interior. Thoroughbred potential. \$4,500. Also; Pace American 24-foot enclosed car hauler. 48-inch curbside and escape doors, drive-on ramp rear door. Dark Charcoal color. Wired for inside lights (included but not installed.) Used less than 4,000 miles. Bill Weaver, (252) 446-6639 (North Carolina). MCA #19098.

1977 Mustang II Ghia, V6, AC, PB, PS, AM/FM, white over white, 1/2 white vinyl top. 67K, all original and very clean. \$5,250. Also; looking for 1965-66 Mustang seat belts, red, Deluxe, front retractors. (405) 677-1800 or E-mail bajjones@worldnet.att.net. MCA #19809.

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1987 Saleen Mustang hatch-back, #87-194. White with gray cloth interior, 68K miles, five-speed transmission, factory cruise control, and Escort radar detector, Ford AM/FM cassette stereo, AC. Immaculate condition inside and out. MCA national trophy winner. Asking \$12,500. Call (513) 874-7441 evenings. E-mail ekennedy@fuse.net. MCA #28387.

1993 Limited Edition Feature Car. Yellow LX 5.0 convertible (black), five-speed, AC, PW, PDL, stereo. In excellent condition. 36K miles. \$17,500. Call Shelia (615) 907-4099 (Tennessee). MCA #33324.

1993 5.0 LX coupe. Street/show, ATI ProCharger, 330 hp at fly-wheel with 5 psi boost. \$11,000 in modifications, all work professionally done. Trophy winning daily driver with 35,000 pampered miles, one adult owner, never raced or abused. Picture and complete modification list by E-mail (scotchab@wserv.com). \$15,000 OBO, (302) 654-7200. MCA #37214.

1994 Cobra. Black with black leather interior, 5.0L super high performance, Preferred Equipment Package, only 4,000 miles. This vehicle is #1328 of a build of 5,009, limited edition. \$22,000 OBO. 1969 Mach 1, excellent condition, appraised for \$14,500 OBO. For more information call Oliver (219) 397-3262. MCA #30396.

1994 Cobra convertible Pace Car, production sequence #415. Mustang enthusiast's dream and a great investment for collectors. Asking \$30,000. Under 2,000 miles. Call (941) 465-4065 (Florida). MCA #33839.

1995 Cobra "R". Never titled, seven miles, stored inside. 1 of 250 built. \$37,900. Thurman Wilson (205) 856-7076 days, (205) 681-2445, nights. MCA #29923.

1996 Cobra coupe, Laser Red exterior, saddle leather interior, all options, 19K miles. Call Kirk after 6 p.m. at (850) 678-1750 (Florida). MCA #28600.

Cars Wanted

Mustang II Mach 1. Solid, original car to be restored to concours condition. Prefer a 1978, 302, automatic, AC. Contact James at (704) 846-6117 or E-mail 68cobra@compuserve.com. MCA #32670.

Parts For Sale

289 cid, rebuilt .30 over. \$1,000 plus shipping. Ted Pisarek, Jr., 100 Emerson Ave., Syracuse, NY 13204, (315) 472-9056. MCA #32523.

1971-73 Mustang parts: hood hinges, \$50 each; gas tank (new - reproduction), \$150; gas tank sending unit, \$30; 1971-72 front bumper, \$140; 1971-73 front valance, \$120; 1971-73 rear valance, \$60, 1971-73 taillight panel, \$90. Classic Mustangs (727) 522-2947 (Florida). MCA #16973.

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Marketplace

Shaker assembly off 1970 Mach 1 with 351 4V, no snorkel. Also 1967 hood cut for this Shaker assembly. Hood and Shaker \$650. 1994-98 16 x 7 five-spoke GT wheels with Bridgestone Potenza 245 50R 16 mounted on them. Will fit V6. Wheels, tires, and centers \$575. Call (706) 629-1967 after 6 p.m. EST (Georgia). MCA #9003.

NOS 1971-73 sheet metal: front fenders, \$400; convertible rear quarters, \$600; NASA hoods, \$750; door skins, \$600 per pair; deck lid, \$300. Right hand rocker panel \$250. Used hood, mint condition, \$100. Will not ship. Tom, (610) 759-3355 (Pennsylvania). MCA #38151.

Four NOS C7ZZ1130E 1967 blue wire hub caps in Ford box. One C7ZA1130G red center wire. One

C8ZA1130E hub cap, four C5OZ1130B 1966 blue wire cover. (360) 832-6983 PST. MCA #27526.

1975 Mustang II Mach V8 take-off parts: the original two-barrel, some AC stuff, and emissions stuff, \$30 OBO. Red Ghia interior steering wheel, \$20 OBO. Bruce (336) 744-5733 (North Carolina). E-mail sawickb@rjrt.com. MCA #34650.

Lucas fog lights for Shelby, 1968 California Special, and High Country Special. Three pairs made in England and one pair made in Italy. English pairs are \$450 and Italian is \$275 a pair. I also have one English clear lens for \$150 and one Italian lens for \$75. All items are in excellent condition. Call (209) 825-1706 (California), ask for Warren. MCA #38544.

1972 Mach 1 used parts: passenger door shell, small rust with one corner bent, \$100; speedometer and idiot light set-up, \$75; Bezel, standard without gauge holes, good condition, \$100; four steel 14" rims. (914) 376-3407, leave message (New York). MCA #40086.

Complete power steering system for 1965-66 Mustang. Drag link with control valve, hyd. cyl., left and right tie rods with adjustment sleeves, \$200. (864) 445-9044 after 7:30 p.m. MCA #42683.

New transverse exhaust system. Includes steel H-pipe, intermediate pipes and tail pipes, aluminum resonators and muffler, chrome tips, and clamps. Guaranteed to fit 1969 Mach 1 with 428 CJ. \$375. Also have oil pan for same car, \$100. Call Bob at (505) 769-1530 (New Mexico). MCA #39374.

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Parts Wanted

Four standard 1966 hub caps with spinners. Also one pair of 1966 Iowa license plates from the Cedar Rapids, Iowa, area. Both items in excellent or mint condition. James Tasich, 3810 Polk Street, Omaha, NE 68107. MCA #07127.

Miscellaneous

Classic Console Armrest for early Mustangs, with drink holder and storage. Models for use with or without factory console. Available in most interior colors. Also, drink holders for most 1968-97 Mustangs. Call Mustang Jack's toll free for color brochure, (888) 895-7006, or visit Web site at <http://mustangjack.hypermart.net> (Michigan). MCA #37290.

Data plates 1965-69, all year/month backgrounds and raised character fonts. 15 years Mustang experience. Licensed by Ford, three-day turn-around. \$30 each, rivets, postage included. Send ownership proof, sketch of tag, and payment. Questionable orders refused. Fender production tags also available. A.G. Backeast, Box 581, Plainville, CT 06062, (860) 747-2942, www.vtxpress.com/ data-plate. MCA #33490.

Restoration service: complete or partial restoration of Mustang automobiles. We also do mechanical repairs and seasonal maintenance. 20 years at the same location. Pick up and delivery available. Call for a free brochure. Bob Baker, 1206 Badger Street, Yorkville, IL 60560. Phone (630) 553-0414, fax (630) 553-1053, www.oldcoachworks.com. MCA #41077.

Mustang invoices. Purchase the original #2 copy window sticker for your 1969 (9F), 1970 (0F/0T), 1971-73 and 1979 (9F/9R) Mustang except convertibles and Boss. Send copy of title or registration, data plate rubbing, and check or money order for \$35. Mailed flat. Roger Hayman, 25 Brookline Lane, Dearborn, MI 48120-1037. MCA #34766.

Shelby invoices: 1968, 1969, 1970 factory to dealer original invoice copies. Must send copy of registration and/or title as proof of ownership; not just rubbings. Invoice mailed flat in clear protector for display. First class mail. \$50. Lois Eminger, P.O. Box 1013, Dearborn Heights, MI 48127-1013. MCA #31685.

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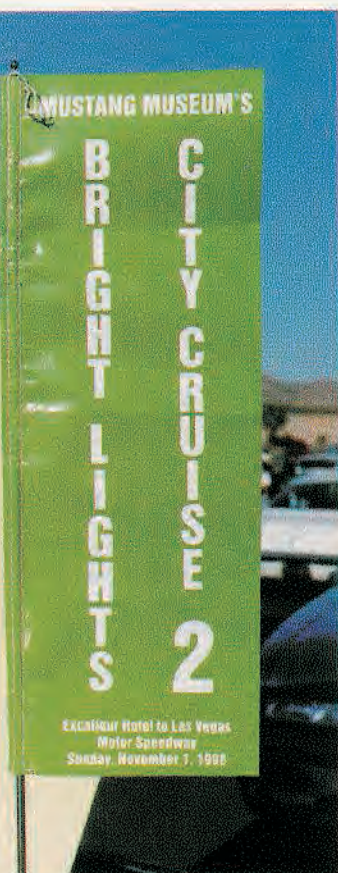
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Take advantage of the free classified advertising for MCA members. Remember that your ad must be submitted 45 days prior to the month in which you wish it to appear (January 15 for the March 1999 issue, February 15, for the April 1999 issue, etc.). Advertising is limited to one ad per member per month. Refer to page 50 for complete submission information. Please note that "Cars For Sale" is currently limited to Mustangs only.

Viva Las Vegas

Mustang Museum Supporters Invade the Bright Light City

by Tony Garcia & Teresa T. Vickery
photos by Tony Garcia & VTC & Co.



When soliciting support for an automotive-related project, where's the best place to be? The center of all things automotive, of course. And that just happens to be the SEMA Show (Specialty Equipment Market Association) held in Las Vegas, Nevada.

For the second year officials with Mustang Museum, Inc., were present at the SEMA event. But this year was different. Even though GM was the featured marque, there was no doubt that Mustang lovers were out in force.

The week was off to an enthusiastic start November 1 with the Bright Light City Cruise 2. There's something magical about a caravan of Mustangs.

It's hard to explain unless you've experienced it yourself. Imagine the sight of over 200 Mustangs of every year, color, and body style parading



single file up Las Vegas Boulevard.

Leading the caravan from the Excalibur Hotel to Las Vegas Motor Speedway in a new Laser Red 1999 GT convertible was Jim O'Connor, president of Ford Division.

Immediately behind him was John and Judy Coletti in the venomous Super Stallion, followed by Steve and Liz Saleen in the #1 1998 SA15. Bob Bondurant in one of his dri-



It's official. Jim O'Connor, President, Ford Division makes the donation of \$1.5 million to the Mustang Museum official adding his signature to the check held by MMI president, Bill Dillard.

ving school Cobras was next with Carroll Shelby in his Candyapple Red 1969 Shelby GT 500 convertible close behind. Add in the Roush cars,

The unusual becomes run-of-the-mill when you're in Vegas. Where else can you see Mustangs parked near a pyramid (the Luxor), and a medieval castle (the Excalibur, rendezvous point for the cruise)?





Cobras, Shelseys, early and late models, and it's a who's who of sheet metal and fiberglass.

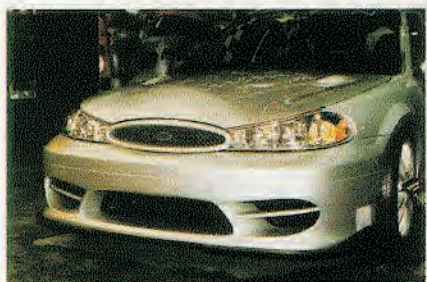
Perhaps the most interesting occurrence was when a black ram air



During the Mustang Museum reception, attendees mixed and mingled around the new 1999 Cobra.



Looking for something out of the ordinary for your driving pleasure? Try a Roush-prepared Expedition (above), or a 1999 SVT Contour by Saleen Design (below) which features a supercharged 260hp V6.



Firebird came by perusing the line as if at a buffet selecting dinner. Keep in mind that many of the cars in this lineup were formidable opponents and likely would have enjoyed their own snack. However, when the car approached the Super Stallion, it was all John Coletti could do to keep the dual supercharged, fuel injected 604 cubic inch

beast from annihilating the black bird reducing it to what would have been molten metal and rubber. Fortunately for the Firebird, Coletti let it survive another day.

The trek ended at Las Vegas Motor Speedway where participants were treated to a few laps at highway cruising speed around the track. Upon exiting the track, photos were made of each vehicle. (The

entry fee for the event, and sale of event t-shirts and these photos benefitted the Museum.)

A total of 210 Mustangs gathered at the Speedway for an afternoon show. Raffles during the gathering netted some impressive prizes such as a \$3,000 induction system from Roush, a Shinoda-designed rear wing, a set of Goodyear tires, etc. Raffle items were supplied by Ford Division, Shelby American, Roush Industries, Classic Design Concepts, Goodyear, National Parts Depot, BFGoodrich, Mustangs Unlimited, Excalibur Hotel, Saleen Performance, Eaton Springs, Vortech Engineering, Kenny Brown Performance, Craiger Wheels, Bob Bondurant Driving School, SEMO Classic Mustang, Larry's Thunderbird and Mustang Parts, and others.

Autograph sessions were held with the legendary Carroll Shelby, Bob Bondurant, Steve Saleen, and Larry Wilcox of the

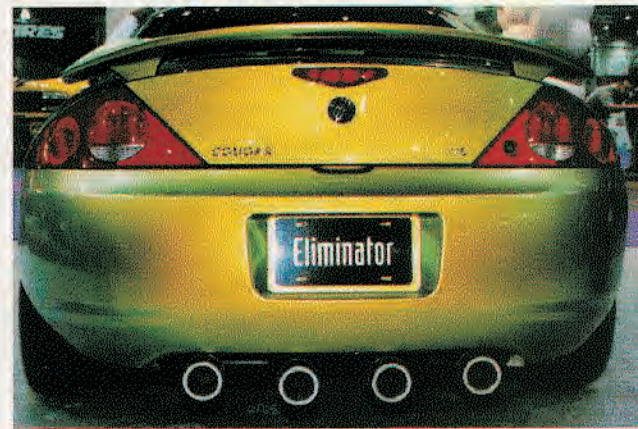
Celebrities were plentiful at the Bright Light City Cruise Show at Las Vegas Motor Speedway. Shown right is Carroll Shelby (standing) and Bob Bondurant.

(Photo left). Larry Wilcox (left) from the long-running TV series "CHiPS" was also on hand for the festivities.



This powerful group consists of (left) John Coletti, manager SVE; Steve Saleen; Jim O'Connor, president Ford Division; Bob Bondurant; and Carroll Shelby.

What was once old is now new again — the Cougar Eliminator.



TV series "CHiPS". If you have viewed the TNT movie "CHiPS '99" you may have recognized a Saleen convertible in the opening chase scene. Wilcox quickly became a Saleen Mustang fan and uses one of the beauties at most of his personal appearances.

Editors and publishers of nationally (and internationally) known Mustang magazines were introduced. (They even included us!) Later the directors of Mustang Museum, Inc., were introduced as well.

The top prize drawing of the afternoon was for a two-year lease of a 1999 GT Mustang. A resident of west Las Vegas, who was present for the drawing, held the winning ticket. After making a choice of color and equipment, the car will be delivered through Friendly Ford of Nevada.

Walking through the rows and rows of aftermarket goodies at the SEMA Show is a bit like being a kid in a candy store. There always seems to be something that you really want. And if you have ever wondered how many different aftermarket wheels are available, a look around this show revealed a staggering amount. There appeared to be thousands of wheels on display throughout the area.

A look into the not-too-distant future revealed an abundant use of carbon fiber products. K & N is introducing carbon fiber valve covers plus carbon fiber steering wheels, mirrors, shift knobs, etc., were spotted.

The new Volkswagen Beetle was used quite often in display booths, but the Mustang was prevalent also. The new 1999



Cobra Mustang, as well as several other Ford products, was on display and drew lots of attention. (Watch for details in an upcoming issue.)

Mustang Museum officials used this opportunity to meet with companies as well as individuals who have expressed an interest in the Museum project. After their presence at the 1997 gathering, it seemed as if more attention was now garnered by the name "Mustang Museum" or "Mustang Experience."

This also proved to be an excellent opportunity for members of the 35th Mustang Anniversary Celebration to solicit support for the April 1999 extravaganza.

Another highlight of the week came the evening of November 3, when a Mustang Museum reception was held. The list of those in attendance was very impressive to say the least; Carroll Shelby, John Force; Kenny Irwin; Steve Saleen, Ken

Brown of Kenny Brown Performance; Jim O'Connor; Jack Witucki, Mustang brand manager; Janine Bay, chief engineer for Mustang; Lon Bollenbacher, specialty vehicle manager; Daniel C. Ross with SVT; and several other heavy-hitters with Ford. Even the big car guys are interested in the project as evidenced by the attendance of Ken Kohrs, vice president Large and Luxury Vehicle Center.

Bill Dillard, president of Mustang Museum, Inc., went over the project in general highlighting the original 25 cities vying for the building site. It was announced that the selection has now been narrowed down to Atlanta, Georgia, and Orlando, Florida. The \$1.5 million check was once again presented to a rousing round of applause.

Is the Museum effort gaining respect and recognition? You bet. Chuck Blum, president of SEMA asked each SEMA member to help in some way with the efforts of MMI.

As a part of the evening's program those individuals who have contributed to the Museum effort, such as Scott Drake of Scott Drake Mustang Parts, were recognized for their efforts. Each was presented with an engraved plaque.

Probably the most interesting comment of the evening came when Jim O'Connor referred to Mustang as "the pony with the golden horseshoe". As evidenced by the variety of aftermarket items that are available, we'd say he hit the (horseshoe) nail on the head.

MT



Advertisers Index

AMK Products.....	40
Auto Krafters, Inc.....	19
Classic Auto Air.....	55
CruiseCam.....	51
Custom Coatings Corp.....	52
Ford Motor Company.....	64
Glazier's Mustang Barn.....	55
Hagerty Classic Auto Insurance.....	56
J. C. Taylor Antique Auto Insurance.....	59
K. A. R. Group.....	17
MBNA.....	34
M. C. A Accessories.....	63
Mac's Antique Auto Parts.....	45
Melvin's Classic Ford Parts.....	56
Mustang & Ford Trader.....	54

Mustangs & More.....	53
Mustang Ranch.....	17
Mustangs Unlimited.....	2
National Parts Depot.....	48
The Paddock.....	8
RPM Press.....	36
Recaro.....	28
Semo Classic Mustang, Inc.....	13
Southern National Mustang Celebration.....	10
Spaceport Blastoff 1999.....	7
Steel Depot.....	53
35th Mustang Anniversary Accessories.....	57
Trailers For Less.....	52
Virginia Classic Mustang, Inc.....	22