

The Mustang Hall of Fame is to honor by public acknowledgement and commemoration, those individuals who have merited recognition and distinction and who, by their exploits, contributions and activities in regard to the Ford Mustang and its heritage and culture, and who by their character and respectability will serve as an inspiration and an example of the highest traditions and whose reputations have withstood the test of time.

1995 INDUCTEES

WILL BODDIE



Will Boddie was Ford Motor Company's Director for Small & Mid-sized Cars during the launch of the SN-95 Mustang. In this role, Mr. Boddie led the team that delivered the 1994 SN95 (4th generation) Mustang.

O. JOHN COLETTI



"John Coletti, Special Vehicle Engineering. Coletti is best known as team leader of the "skunkworks" effort that became the 1994 SN95 Mustang. The "secret group" breathed new life into one of the most legendary automotive nameplates of all time.

Coletti's team also developed noteworthy performance concept vehicles, including such past products as the Mach III, 10.0-liter BOSS Mustang, GT90, Mustang Super Stallion, 6.1-liter Mustang CJR and the Ford GT."

LARRY SHINODA



In 1968, Shinoda (designer of the Mako Shark Corvette concept car) followed then-Chevy General Manager Bunkie Knudsen to Ford. He took over design leadership of the 1969 Mustang in time to sponsor and create the Boss 302 and 429 Mustangs, perhaps two of the most famous Mustang models ever produced. He led the design team for the classic 1970-73 Mustangs.

ALEX TROTMAN



Ford Motor Company Group Vice President of North America from 1990-1993 and Chairman and Chief Executive Officer from 1993-1998. Mr. Trotman was the key sponsor who enabled the "skunkworks" team led by John Coletti to achieve approval for the 1994 SN95 (4th generation) Mustang.

1996 INDUCTEES

CARROLL SHELBY



Shelby, a renowned sports car driver and team manager, began his involvement with Ford Motor Company in 1962 by installing a Ford engine in a British AC roadster. Named the Cobra, it went on to win the FIA Manufacturers Grand Touring World Championship in 1965, making Shelby the only American car company to ever do so. The Shelby Mustangs of 1965 through 1970 were the products of Ford's great success with Mustang. The sporty looking sales sensation of 1964 didn't have much of a performance image, so Ford asked Shelby to help them make the Mustang successful in racing. Soon there was a factory at the Los Angeles, California airport pumping out a couple hundred GT350s a month. GT500s and other now famous Shelby Mustangs followed. Perhaps Mr. Shelby's greatest achievement has been the establishment of the Carroll Shelby Children's Foundation and its new British arm, the Shelby Transplantation Trust. Carroll Shelby has received both a heart and kidney transplant.

STEVE SALEEN



Founder and President of Saleen, Inc., Steve Saleen had been engineering, building and marketing special edition Mustangs since 1984. His cars have been raced in many different series and won several championships. He led Saleen, Inc. to become the highest volume niche Mustang manufacturer in the world and to develop and launch the ultra-high performance S7 sports car. Mr. Saleen was also a key partner in the Ford GT program.

1997 INDUCTEES

LEE IACOCCA



Lee Iacocca led the Fairlane Committee, the end product of which was the 1964 1/2 Mustang. It was this project that put Iacocca on the international platform and gave the world a glimpse of Lee's business management style. His use of good marketing research data, his willingness to listen to people and his readiness in taking the risk of introducing a new product made him an endearing character. All his qualities combined to make the Mustang a success and; he was soon known as the Father of the Mustang.

BUNKIE KNUDSON



Mr. Knudson became President of Ford Motor Company in 1968. While at Ford he was responsible for the fast Fords of the late 1960s. The Boss 302 and Boss 429 Mustangs are particular high points in his era.

1998 INDUCTEES

DONALD FRY



Executive Engineer for all car programs during the time the 1964 1/2 Mustang was being developed. Don Fry was a key member of Lee Iacocca's Fairlane Committee and directed all the engineering activities from initial feasibility through launch of the 1st generation Mustang. Later, Mr. Fry became Vice President of North American Product Development. In that role, he oversaw development of all Mustangs through 1973.

JIM OSBORN



Jim Osborn was one of the founders of Mustang Club of America and one of the driving forces that made it successful. Jim held almost every title in the club and was the "go to guy". Jim was chair of the 30th Anniversary of Mustang in 1994 and he was the chair of the 35th anniversary event at the time of his untimely death.

JOE OROS



Ford Division Design Chief from the studio that created the initial clay model for the 1964 ½ Mustang. Mr. Oros' striking (and now famous) design was a key element in securing the Internal approval of the program. More importantly, his design was a key ingredient in the overwhelming success in the market that is now central to Mustang lore. The Mustang was the first automobile to win the Tiffany Gold Medal for excellence in American design. The inscription read, "Mustang has the look, the fire and flavor of one of the great European road cars. Yet it is as American as its name and as practical as its price." Mr. Oros received the Industrial Design Society Design Award for design of the 1965 Mustang.

HAL SPERLICH



Ford Motor Company's Product Planning Chief during the 1964 1st generation Mustang's Development and launch. Mr. Sperlich was a key member in Lee Iacocca's Fairlane Committee that won approval for the 1964 Mustang.

1999 INDUCTEES

JANINE BAY



Janine Bay was the Chief Program Engineer for Mustang, January 1997 through August 1998. She had previously been vehicle line director for Mustang since 1994 and was responsible for the 1999 SN95 (New Edge) freshening. Ms. Bay had led the team that developed the first SVT Mustang Cobra in 1993.

WILLIAM CLAY FORD JR.



Chairman of the Board and Chief Executive Officer, Ford Motor Company. Mr. Ford's first car was a Mustang and he has been a Mustang fan ever since. Ford, Jr. notes, "Mustang has embodied the spirit of youthful freedom since it was first introduced in the 1960s. Sporty, affordable and fun, it established a new category of automobiles, the pony car. And for nearly four decades, the Mustang has dominated the category it created. Mustangs are much more than a machine to get you from Point A to Point B. People have an emotional connection whose impact goes far beyond the auto industry. Mustangs have really become part of our popular culture."

ROBERT REWEY



Mr. Rewey as General Manager of Ford Division, he was an advocate to reverse the decision to name the 1988 front wheel drive Probe "Mustang". Also, as General Manager of Ford Division, he was a key internal sponsor for the 1994 SN95 (4th generation) Mustang. As Group Vice President of North American Sales, Bob was a strategic sponsor and mentor for the 2005 S197(5th generation) Mustang.

2002 INDUCTEES

BOB DILLARD



A charter member of Mustang Club of America, and served several terms as President. Bill has been a valuable resource in establishing a continuing relationship with Ford Motor Company that has allowed MCA to grow. Bill took over the chair of the 35th Anniversary of Mustang at the time of Jim Osborn's passing.

ART HYDE



Mustang Chief Program Engineer from February 1998 through April 2001. Art is an avid Mustang enthusiast since attending the 1964 World's Fair. He served on the Mustang Club of America Board of Directors from 2000-2004 and was the Deputy Director of the 40th Anniversary event. He led the 1999 Cobra engine customer care program team that protected the brand when it was under fire due to a series of production issues. He created and delivered the 2001 Bullitt, 2002 Mach 1000 stereo and 2003 Mach 1. Lastly, he led all aspects of the design and development of the 2005 (5th generation) Mustang from initial ideation through program approval.

JACK ROUSH



Chairman, Roush Industries. Mr. Roush purchased his first Mustang in 1964, while working for Ford Motor Company. He has been involved with Mustangs in many avenues of motor sports beginning in drag racing, including NHRA. He later fielding teams for Ford in GTX, GTP, IMSA and Trans-Am. In 1989, Roush's Mustang driven by Dorsey Schroeder scored Ford's first Trans-Am title since 1970. Additionally, Mr. Roush's company has worked closely with Team Mustang supporting development of all Mustangs between 1990 and 2004. Roush Performance builds and markets several special edition Mustangs.

Mr. Roush was inducted into the International Motorsports Hall of Fame on April 27, 2006 and inducted into the Sports Hall of Fame on September 13, 2010.

2003 INDUCTEES

BOB TASCA



Founder, Tasca Ford, Providence, Rhode Island. During the nineteen sixties Tasca Ford was synonymous with Ford Performance. Mr. Tasca coined the term, "Win on Sunday. Sell on Monday." He was the father of the Cobra Jet 428 and a key Sponsor for the Boss 429. Over the decades, he effectively used his strong influence at Ford to keep the Mustang true to its heritage as it has progressed from the 2nd on through to the 5th generation Vehicles.

2004 INDUCTEES

JOHN FORCE



John's history with Ford and Mustang dates back to the 1970s. His first car was a Ford Fairlane into which he shoved a Ford Interceptor police special. When he finally went drag racing, one of the first cars he drove was Jack Chrisman's Mach 1 Funny Car.

In addition to the Mustangs he has driven to 50 NHRA tour victories, he has a 1965 that he keeps in his museum in Yorba Linda, Calif. John has exclusively driven Ford Mustangs sponsored by Castrol GTX since 1997. With the Mustang, he and his team have won eight consecutive NHRA championships.

John races a Ford Mustang from 1997 to 2014 winning 10 NHRA Funny Car Championships. John Force Racing won 12 championships during the same time frame, including eight in a row. John is a 16-time Funny Car Champion driver and 21-time Champion car owner. He is one on the most dominate drag racers in the sport.

GALE HALDERMAN



Ford Motor Company, Design Director. Mr. Halderman led the team that delivered the Original Mustang theme through feasibility to production. Gale received the Industrial Design Society Design Award for design of the 1965 Mustang. He also designed the 1971 notch back and fastback Mustangs. Later, Mr. Halderman oversaw the design development of the 1979 Fox (3rd generation) Mustang to ensure it delivered the modern interpretation of the classic Mustang formula the Company planned.

2005 INDUCTEES

LARRY DOBBS



In early 1975, Larry Dobbs, then a display ad salesman for *The Ledger* newspaper in Lakeland, Florida, bought a well-worn 1965 Mustang convertible from a co-worker. That car would lead Larry own an entrepreneurial path into the world of automotive publishing. After refurbishing the Mustang, Larry and his wife, Judy, drove the convertible to Atlanta, where they visited Stone Mountain Park. By sheer coincidence, the Mustang Club of America was holding its first-ever show at Stone Mountain, and Larry became enamored by the fact that people were making money by selling used but usable Mustang restoration parts.

He returned home to Florida and began scouring local wrecking yards for Mustang parts. He named his new venture the Mustang Supply Company and began handing out mimeographed price lists.

As regular orders started coming in, Larry began looking for other ways to market his parts,

Which soon included reproductions of Mustang decals and owner's manuals. Based on his experience with advertising at the local paper, he envisioned a monthly Mustang advertising newsletter containing only Mustangs and Mustang parts for sale or trade. In December 1977, Larry placed a full-page ad in Hemmings Motor News to announce *the Mustang Exchange Letter*. The first issue, published in January 1978, was mailed to 92 subscribers. Less than a month later, after hearing a church sermon urging entrepreneurial young men to go for their dreams, Larry quit his job at *The Ledger*, talked a banker into a \$5,000 second mortgage, and jumped into the Mustang world with both feet. A few months later, Larry heard about a similar publication called *Super Ford Parts Exchange*. Fearing confusion, Larry quickly changed the name of his publication to Mustang Monthly. *Mustang Monthly* continued as primarily an advertising vehicle until October 1979, when the magazine became a full-size publication with a color cover and editorial content. In the early 1980s, *Mustang Publications* was formed to publish both the magazine and books, including *How to Restore Your Mustang*, *Mustang Recognition Guide*, and *Mustang Boss 302: Ford's Trans-Am Ponycar*. Larry didn't realize it at the time, but he had created the first niche automotive publishing company. During the 1980s, *Mustang Monthly* and the Mustang hobby, also fueled by the efforts of the Mustang Club of America, grew side by side. *Mustang Monthly* provided the latest Mustang news and restoration information, while growing Mustang parts companies were able to reach thousands of *Mustang Monthly* readers. Larry's creation was helping to fuel the hobby. *Mustang Monthly*'s growth during the decade was tremendous, helping to fund new magazines like *Musclecar Review* and acquisitions of magazines *Car Exchange* and *Super Ford*. Mustang Publications was eventually renamed Dobbs Publishing Group and found itself competing against big-name automotive publishers like Petersen Publishing. In fact, the larger publishers soon launched Mustang magazines of their own. In 1999, Larry sold Dobbs Publishing Group to Petersen Publishing in a multi-million-dollar deal. *Mustang Monthly* continues to spread the Mustang word as part of Primedia. Today, Larry is semi-retired, operating a consulting business and teaching a Life Skills Sunday School class.

2011 INDUCTEES

LARK BRAGG



Starting in the 1990's, Lark became a great ambassador for the Mustang Club of America. His work started when he became the Regional Director of the Gulf Coast Regional Mustang Club in Pensacola, Florida, and soon ran for and was elected to the National Board of Directors.

Lark served as a National Director for five consecutive two-year terms and worked on the several of the MCA committees. He was a very committed member and was devoted to help the MCA to continue its growth. He spent countless hours between meetings, as well as at the meetings, to make sure the MCA would remain as a constant for generations to come. Lark was also very active in the Judging Community. He served as the Assistant National Head Judge for Classification, and was a Gold Card judge for the 1969-'70 Concours and 1969-'71 Boss classes. As a member of the judging community, he was involved in the setting of new guidelines to create a more friendly environment for all participants at MCA sanctioned events. He will be missed, but not forgotten. His work will continue through others that hold his same goals for the advancement of the MCA now and in the future.

PHIL CLARK



In 1962, Phil Clark began his career at Ford Motor Company after working on the Car of the Future for the 1964 World's Fair at GM. The timing was most beneficial for both Phil and Ford as he was assigned to the team developing the Mustang I concept car. He worked closely on developing the body that would sit on the tube-framed, mid-engine, two-seated sports car and is credited with designing the running pony logo that has become synonymous with the Ford Mustang. He was 27 years old at the time. He was right-handed, and naturally drew all his renderings from left to right. That is why he drew the pony facing left. For decades, the legacy of Phil Clark had been forgotten.

Ford sent Phil to England to manage the design studio there but he returned to the United States in 1967 due to an unknown kidney disease. He was on dialysis most of his adult life. He died in 1968 at the age of just 32, four short years after the release of the Mustang to the public in April 1964.

In 2002, J. Mays, Ford Motor Company Vice President of Design, said that Bill Ford asked that research be done concerning Phil Clark's work on the Mustang. During that research, they discovered that a legacy of Clark's styling was the Mustang logo. Today, more than eight million Mustangs have been produced, each sporting Clark's emblem in four or more places. Mustang emblems are found on virtually everything possible, from T-shirts to car

mats. Companies and magazines are created with the equine's name and likeness. The Mustang emblem is a wonderful legacy.

Mr. J. J. Telnack, former Vice President of Corporate Design, for Ford Motor Company said, "Phil was one of our most talented designers and was part of the original Mustang design team throughout its development in 1962 until its launch. He had considerable influence on the total design with the early prototype Mustang concept vehicle that he [Clark] directed."

When you see the Mustang emblem of chrome, remember the legacy of Phil Clark, the man behind the pony.

KEVIN MARTI



Can anyone successfully turn a hobby into a business?

Twenty-eight years ago, Kevin Marti left his promising engineering career because of his passion for the Mustang. He started Marti Auto Works, which began as a bedroom sideline selling Mach 1 and Boss 302 stripe kits, but developed into a relationship with Ford Motor Company that resulted in the acquisition of the Ford database of North American vehicle production from 1967 onward. Utilizing his knowledge of computer programming, he successfully created the well-known Marti Reports, which have become the standard by which authenticity of a Mustang can be established.

His friendship with Lois Eminger led to his acquisition of Ford Motor Company invoices that Lois saved, which included 1969-1986 Mustangs. Kevin made these original documents available to other owners.

Whether supplying documentation or data plates, reports or production items, Kevin's goal is to see as many Mustangs as possible out enjoying the breed!

2012 INDUCTEES

DONALD FARR



Growing up in Union, SC, Donald Farr's interests included cars and music. An avid fan of the Beatles, Donald learned to play guitar and has been in several bands throughout his life. Building plastic model cars in his spare time his interest in Mustangs grew with the purchase of a 1966 Mustang GT coupe by his grandfather. Today that GT coupe has been restored a second time and sits in Donald's garage, He drives it occasionally and takes it to local shows and cruise-ins. When Donald became driving age his parents grew tired of him constantly borrowing the family car, so off to the used car lot they went. Fortunately for Donald, his father wasn't keen on buying another person's problem, so they eventually made their way to the local Ford dealer to look at Mustangs. The '71 models were out, but the dealer had a couple of '70s left over and Donald scored a '70 SportsRoof with a Boss-type stripe (many years later he'd learn that it was a Ford optional stripe package to boost sales). In 1974, he upgraded to a Boss 302 Mustang, which led him into his next phase-photojournalism.

That Boss 302 got Donald interested in seeking out like owners and joining SAAC and the MCA. At one of SAAC's meets Donald, practicing photography, was asked to take pictures at the event. These photos were published in the SAAC newsletter and eventually Donald suggested to SAAC's then president, Austin Craig, about writing his own column about Boss 302s. Austin agreed and Donald's exposure to photography and writing grew to the point he felt confident in replying to an ad he noticed from Larry Dobbs looking for writing contributions for Larry's magazine, Mustang Monthly. After contributing to the magazine Donald was offered the job as Mustang Monthly's first editor.

In a June 1987 editorial, Donald boldly expressed his views on Ford Motor Company's plan to build what he referred to as a Mazdastang-a front-wheel drive, RX-7-looking version of the Mazda 626. Ford had scheduled it as a 1989 model. Recalling the 1968 writing campaign to persuade Ford to build a high-performance street car, Donald enlisted all readers to write a simple post card, or a long letter, to Ford President Donald Peterson stating "No Japanese Mustang, please." He then proceeded to give Mr. Peterson's address at Ford World Headquarters. That campaign spread farther than the pages of Mustang Monthly and the end result was "No Mazdastang" for Mustang enthusiasts worldwide. Ford stuck to the rear-wheel-drive performance Mustang, and the Mustang lives on!

Donald authored several books including the Mustang Recognition Guide, which is used by editors and enthusiasts alike, and the famous Mustang Boss 302 Ford's Trans-Am Pony Car,

which is now a highly sought-after collectible, and the most accurate source of material for Boss 302s. He also has authored a newer edition of the aforementioned book, Mustang Boss 302: From Racing Legend to Modern Muscle Car.

Over the years Donald's tenure at Mustang Monthly has seen him through several generations and redesigns of our beloved Mustang, involved in countless events, book signings, guest speaking, and more. Donald was promoted to editorial director for Dobbs Publishing Group, before leaving to run a Mustang-themed website for a few years after Larry sold the company to Petersen Publishing. Donald eventually returned to his roots and was reunited with the editor's chair at Mustang Monthly a short time later. Donald holds the distinction of being the editor of Mustang Monthly longer (cumulatively) than any previous editors, and has published a revised version of his famous Boss 302 book.

Donald has made significant contributions to the Mustang hobby over the past 30-plus years. He has educated us all on Mustang facts that were long forgotten. He has represented every Mustang enthusiast in countless ways through his editorial position at Mustang Monthly, and as an avid Mustang enthusiast himself. He is the consummate professional and genuinely of the nicest Mustang guys ever!

2015 INDUCTEES

WALLY SHORT



Wally Short had a long and distinguished career in both the military and private sectors, which culminated in his discovering his love for the Ford Mustang.

In 1966, he bought his first Mustang, a new 1966 coupe, but sold it a few years later. In 1983, he joined the Rio Grande Mustang Club and bought a Poppy Red 1966 fastback, restored it, and became hooked.

There was no looking back after that. Wally quickly immersed himself in the Mustang world and became a recognized authority on first generation Mustangs. If you had a question about some obscure concours detail, Wally was the person to ask. If he did not know, he personally researched and found the answer, usually by locating the NOS part in question.

He was a driving force in the Rio Grande Mustang Club in Albuquerque, NM, serving as its MCA Regional Director and head judge for 25 years, and as president and vice-president for several terms. He was responsible for securing club sponsorship from Rich Ford in Albuquerque in 1989, which resulted in a partnership that continues today. The club honored him by presenting him with a special achievement award for 33 years of service in 2014.

Wally also was instrumental in helping other MCA members become Certified and Gold Card Judges. He himself became a Gold Card Judge in the mid-1990s. In 2005, he was asked to step up and serve as the National Head Judge for First and Second Generation Mustangs. He was delighted to do so and thoroughly enjoyed the opportunity to work with clubs, members, and host clubs at National and Grand National shows. He developed a program whereby he would visit a first-time hosting club to help them with planning and executing a

successful show. One of his main accomplishments during his tenure was the establishment of the Conservator program in 2006.

In 2006 after pressure from a number of people, he ran for the MCA National Board of Directors and was elected, receiving the highest vote total in the election. He also continued to serve as National Head Judge until 2011 when health problems forced him to resign both positions to the regret of many.

After successfully recovering from multiple surgeries, he continued with his Mustang hobby at his local club level. To his great joy, he was able to reacquire his first Mustang, which he bought in 1966, and also restored a beautiful 1955 Thunderbird for his wife, Janice. They continued to enjoy both cars for the next few years.

In 2014, we lost Wally, two years after Janice passed, and it was a major loss for the Mustang hobby and those who loved him

2016 INDUCTEES

JOHN TELNACK



John J. "Jack" Telnack grew up within walking distance of Ford's sprawling Dearborn facilities. As a youngster, he peered over the Ford proving ground walls to sketch the latest models. Shortly after graduating in 1958 from California's Art Center for Design, Telnack landed a job at Ford. Within a few years, he was working for Joe Oros on wheel covers and fastback designs for Ford's new sporty car, the Mustang.

After a stint as chief designer for Ford of Australia, Telnack returned to the U.S. in 1969 to take charge of the Mustang studio just in time to influence the 1971 Mustang. Telnack continued his rise through the company by spending two years heading up Ford of Europe's design department, where he worked with the aerodynamic Sierra. He returned to the U.S. in 1976 as executive director of Light Car and Truck Design. Sketches and models for the 1979 Mustang were well underway, most of them similar to the Fairmont, but Telnack's studio produced a design that was radically different. Instead of slab-sides with a flat nose, Telnack proposed a more European look. With a few tweaks, it became the 1979 Mustang and the most aerodynamic Mustang ever produced.

With the success of the 1979 Mustang, Telnack was promoted to Ford's global vice-president of Design in 1980, where he continued to develop his aerodynamic style by producing cars like the 1983 Thunderbird and 1986 Taurus.

JACK YEAGER



Jack E. Yeager was one of the founding members of the Mustang Club of America, discovering the club shortly after its inception in 1976 and quickly diving in to help keep the young organization afloat. Yeager assisted with writing the original By-Laws and was recorded as the first individual charged with overseeing MCA judging. Early copies of the Mustang Times were stapled together in Yeager's basement by the

founding members.

As the MCA's first National Head Judge, Yeager helped write the first judging rules and assisted with updates through 2000. The idea for a Thoroughbred classification, still in use today, was recommended by Yeager. He also served 20 years on the Board of Directors, 12 of them as publisher of Mustang Times. In the mid-1980s, Yeager was one of several MCA Directors who pushed the expansion of the MCA to include all Mustangs, not just 1965-73. Yeager remained active in the MCA through 2007, attending Nationals as a judge and showing his Mustang in the Atlanta area.