

MUSTANG TIMES

THE OFFICIAL PUBLICATION OF THE MUSTANG CLUB OF AMERICA

PASSIONATELY PINK

Sam McGee finally acquired the Passionate Pink 1968 Mustang that his grandmother once owned



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CONNECTIONS

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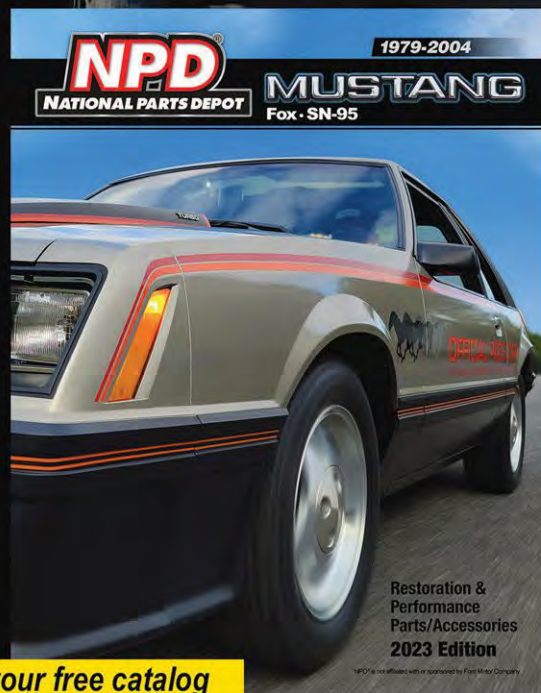
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ON THE COVER

With his grandmother's former Passionate Pink 1968 hardtop now back in the family, Sam McGee celebrated the acquisition at his sister's wedding. Photos supplied by Sam McGee.

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60th Anniversary and New Head Judge

PRESIDENT | 770-318-0987 | dicastshop1@bellsouth.net



Happy Spring to you all. March was a gorgeous month. I was able to get part of my garden started and looking forward to a beautiful April.

This month will carry us to Dallas for our second quarter Board meeting. There will be much to discuss as we move forward with the planning for the 60th Anniversary Celebration. Steve Prewitt, Chris Ponder, and myself, along with Randy Cunningham, made a trip to Barber Motorsports Park last month. We were able to tour the entire grounds and get a vision of how we will be setting up the show. It will be very similar to what we had done in 2009 but there have been many improvements to the facility and grounds over the years which will improve our experience. We are looking at three days of driving on the track as well as an autocross event. This is something everyone will be able to participate in. We want you, as members, to be able to take advantage of all aspects of what we do as an organization at this one event. We will also be supporting a National judged show that will be limited to 250 cars. If you show your car on a regular basis, I suggest you sign up early as I believe it will sell out quick!

I would like to introduce you to our new Head Judge for 1st-3rd generation cars. Please welcome Ron Wheeler. Ron is moving up from his Assistant National Head Judge spot for the 1965-70 Shelbys. Ron brings a long history in the Mustang hobby. He has owned his own restoration business for the past 33 years in the Reno, Nevada, area. Ron bought his first Mustang when he was 17 and enjoys all years of our beloved Pony cars. For many years, Ron has also served as the Regional Director for the Reno Mustang Car Club. Ron is very knowledgeable and dedicated to improving your experience as a participant. Welcome aboard Ron!

With Ron moving up, I would also like to welcome aboard Jeff Yergovich as the new Assistant National Head Judge for the early Shelbys. Jeff brings along an over 40-year history in the restoration of 1st-3rd generation cars. Jeff set up shop early in his career in the greater Kansas City area and has since moved to Arkansas. Many of you know or remember Jeff from our National that we had in Eureka Springs several years back. Welcome aboard Jeff!

I am looking forward to seeing you all at the shows as our season is coming to a start soon. There is still time to register for the shows. Everyone be safe and let's get out and drive!



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Remembering Tom Corcoran

EDITOR | 863-701-2575 | editor@mustang.org



In 1981, I was still learning the ropes as a rookie magazine editor—just a year or so into my job at *Mustang Monthly*—when I received a letter from reader Tom Corcoran, who introduced himself as the owner of a 1966 Mustang convertible. He went on to explain that he was a writer/photographer and expressed a desire to contribute to the magazine. In his resume, he mentioned that he had been published in *Playboy* and worked on a movie screenplay with author Hunter S. Thompson. I procrastinated a few days before calling him. Yes, I was intimidated.

Tom ended up freelancing for *Mustang Monthly*, contributing his first story for the September 1981 issue after we had met for the first time at the MCA's 1981 Grand National in Kingsport, Tennessee. From there, Tom contributed many car features that showcased his spectacular photography that turned Mustangs into art. In 1987, he moved to Florida to take over *Mustang Monthly's* editor chair, a position he held for seven years. With his journalistic flare, Tom's "Hoofbeats" editorials captured the Mustang hobby of the 1987-93 era, including the MCA. It was Tom who spearheaded the addition of Fox-bodies to *Mustang Monthly's* original 1965-73 format. Following his stint at *Mustang Monthly*, Tom authored several Mustang books, including *1964½-73 Mustang Restoration Guide*, *Shelby Mustang*, and *Hoofbeats*, a collection of his *Mustang Monthly* editorials. For over a decade, Tom was an important contributor to the Mustang literary world.

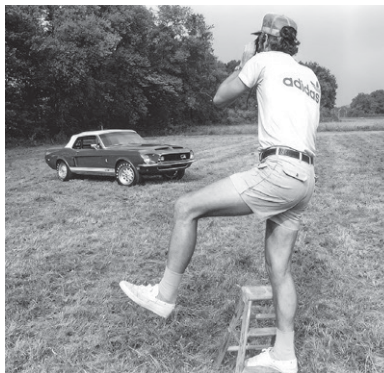
Those of you who met Tom, either at MCA shows or while he was photographing your Mustang, know that he was quite the storyteller. And he had plenty of stories to tell, especially from the 1970s when he lived in Key West and worked a variety of jobs, from street taco merchant to radio DJ. He was bartending at the Chart Room in 1971 when Jimmy Buffett walked in; Tom served the aspiring singer/songwriter his first beer in Key West. From there, Tom became part of Buffett's inner circle, participating in sailing adventures and supplying photos for Buffett's early album covers. Two of Buffett's popular songs, *Fins* and *Cuban Crime of Passion*, carry Tom Corcoran co-writer credits.

During the Mustang 25th Anniversary Celebration in 1989, Tom and I flew out to Las Vegas to tag along on the final leg of the American Pony Drive to the Fabulous Fords Forever show in southern California. Steve Saleen supplied us with wife Liz's Saleen convertible, which Tom and I thoroughly enjoyed while cruising the Strip. I recall delivering Tom to a local TV station so he could appear on CBS News' *Nightwatch* to discuss the Mustang's 25th Anniversary.

After leaving *Mustang Monthly* in 1993, Tom pursued a new career as a novelist, writing a series of murder mysteries based in Key West. His main character, Alex Rutledge, drives a 1966 Hertz Shelby.

I was saddened to hear that Tom passed away earlier this year at 79. He was a good friend and a one-of-a-kind, not only during his short tenure in our Mustang universe but also in his other varied endeavors. The *Miami Herald* described Tom as, "a U.S. Navy lieutenant, radio disc jockey, screenplay writer, *Mustang Monthly* editor, leather goods maker for Burdines, AAA travel counselor, photographer for Jimmy Buffett, Key West bartender—and a stint as Taco Tom, the sombrero-wearing driver of a three-wheeled bicycle cart."

I'm going to miss seeing him around town.



Corcoran showing off his photography skills during a feature-car shoot at a 1980s' MCA show.

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Please send stories, classified or display ad submissions for *Mustang Times*, or requests for advertising rates to:

Mustang Times Editorial Office

Pate Media Group

2806 Drane Field Road, Lakeland, FL 33811

Telephone: 863-701-2575

For complete information about MCA, visit:
www.mustang.org

Mustang Times (ISSN-0744-2572) is published monthly by the

Mustang Club of America, Inc.,

P.O. Box 3973, Suwanee, GA 30024.

Membership dues are \$50 (U.S.), \$80 (Canada and Foreign) per year (U.S. funds), which includes \$16 for 12 monthly issues of *Mustang Times*.

Periodical postage paid at Suwanee, Georgia, and at additional mailing offices.

Postmaster: Send address changes to *Mustang Times*, P.O. Box 3973, Suwanee, GA 30024. It is requested that any transaction with the Club, including dues payment, be made by check or money order payable to Mustang Club of America. Cash sent at your own risk.

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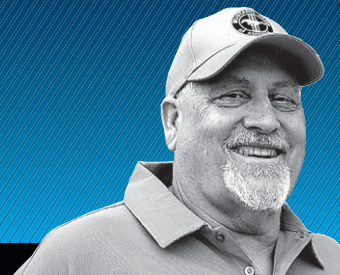
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What is a Head Judge?

NATIONAL HEAD JUDGE | mustangbilly@cox.net



Some of you may have wondered how one becomes a Mustang Club of America Head Judge. All I can tell you is my own experience. To do that, I need to go back to the beginning.

The beginning doesn't necessarily require owning a Mustang. But to understand the judging process, you need to understand the product. In my situation, I purchased a Mustang as a means of transportation. Soon after purchasing the Mustang, I became aware of a car club that centers around the Mustang.

So I joined the local Mustang club and started learning about maintaining my Mustang and keeping it looking good, which at a minimum only required that I learn how to keep the car clean. To be honest, this was a new experience for me because, in the past, I probably kept the car clean for a short period of time, but it wasn't maintained as well as it should have been.

Next came car shows. I honestly didn't know what to expect. But I watched and listened and started doing the things that I saw other car show people doing—the details of how they cleaned, how they presented the car, etc. Most of all, I enjoyed the friendly conversations that I had with them.

Then I took the big step and entered my first MCA National, which happened to be hosted by my local club. The process of putting on a MCA National was amazing. I was so impressed with how the club came together to make the show happen. That particular show was a success back in 1997 when we had over 525 cars participate in Mustang, Oklahoma.

I attended a few MCA Nationals at other locations until I felt like I could get involved in judging. After experiencing a case of bad, biased judging at a show, I realized that not all the apples in the basket are good. I saw some bad apples in the judging community, if you get my analogy.

After working with a local club member, who had a Gold Card and was active in judging, to discuss the issue with him, I realized that if you want to correct a problem, you must become actively involved in the process to help eliminate the problem. So I started off as a scribe, a good place to start because then you get to hold the holy grail (judging sheet) in your hands as you become the instrument that records the points and comments from the judging team as they work their way through the judging sheet. After doing this several times, you become familiar with the process and learn even more about the steps involved to judge a car. Now you are ready to take the judging test.

Back when I took my first test, it was on paper because computers were new back then. The test required research as well as observation and even some luck because a few of the answers literally were hard to find.

After passing the judging test, which is now done online, I was presented with a certificate that made me an official MCA judge. At that point, I began applying my experience and continuing to learn until I caught the attention of another Gold Card judge who was an Assistant National Head Judge. Fortunately, he recognized my willingness to learn and guided me in the right direction to the point that he felt I was able to handle my judging duties and could manage a judging team. He then recommended me for a Gold Card. After judging numerous shows and applying all the experience I had acquired, the National Head Judge at that time requested that I accept a position as Assistant National Head Judge in a new area called Specialty.

It wasn't long before changes occurred in the judging community, and I picked up additional duties and responsibilities and even more experience. I was now in the position to work with future judges and help mentor their progress. My main goal, after my negative judging experience, was to bring integrity to the judging process.

As time evolved, I was eventually requested to become the Head Judge. If I thought it was going to be easy, I was greatly mistaken. At the top of the judging chain, you take on numerous responsibilities. Many hours are spent ensuring that the judging gets completed properly at the MCA shows, then you spend many hours taking calls, reviewing and improving the paperwork, and mentoring other judges.

It's not an easy process, but if you really enjoy judging and want to help improve the procedures, you will find it a rewarding opportunity.

So where are you in your judging journey? If you haven't started, you can begin immediately. The judging rules and tests are available on our website at www.mustang.org where, as they say, you are just one click away from starting your judging journey. The judging community needs you and your skills.

One last note on how this process has affected me: The Mustang I first bought now has over 111,000 miles on it and, even with all that travel, it still smells and looks as nice and new as the day I bought it. I think this journey has been worth it.

<https://mustang.org/judging/>

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MOM FIFTH ANNIVERSARY, HALL OF FAME INDUCTION



The Mustang Owner's Museum is celebrating its fifth anniversary with a special event on April 14-15, the weekend before Mustang Day. In addition to cruises, car show, and other activities, MOM will reveal a new Ford Design exhibit that will display a full-size clay model of the 2004 Mustang and its interior, along with design elements showcasing the developing of the Seventh Generation Mustang and attendance by members of the Ford design team.

On Friday, MOM will oversee morning and afternoon cruises along with a barbecue party. Saturday's activities will include a car show, guest speakers, and Hall of Fame Induction Dinner. This year's HOF inductees are Shelby American President Gary Patterson (Mustang Industry), MCA Past President Steve Prewitt (Mustang Hobby), Mark Houlihan (Mustang Journalism), and Parnelli Jones (Mustang Racing). Saturday guest speakers will include Patterson, Ford Global Design Director Joel Piaskowski, Team Mustang's Austin Atwood, and Bob Gurr, creator of the Magic Skyway ride at the Ford Pavilion for the 1964 World's Fair.

Register online at www.mustangownersmuseum.com. MOM is located at 4001 Dearborn Place, Concord, North Carolina.



CSRA CHECK PRESENTATION



Following the 2022 Ponies in the Plaza MCA Grand National show in Evans, Georgia, the CSRA Mustang & Ford Club donated \$30,000 to two worthy charities: \$25,000 to the Rebecca Erryn Moon Foundation and \$5,000 to Columbia County Community Connections. Thank you to all who participated in making this such a successful event.

– Tom Petrak, CSRA President

BOB ALIBERTO: 1948-2023



Bob Aliberto, who was well-known in the Mustang community for his "Beyond the Basics" column in *Mustang Monthly*, passed away in February. Bob taught auto mechanics for many years at Newburgh Free Academy in Newburgh, New York. He also owned and operated Eastern Mustang Specialty in Poughkeepsie. For 33 years, from 1981 to 2014, Bob combined his teaching skills and mechanical knowledge for "Beyond the Basics," a Q&A advice column that helped Mustang owners with repair and maintenance issues. Bob was also an avid vintage-racer in early Mustangs and Shelys.

– Donald Farr

GOODWOOD REVIVAL TO HONOR SHELBY



On what would have been Carroll Shelby's 100th birthday, Goodwood announced that the legendary American driver, car manufacturer, and entrepreneur will be celebrated at this year's Goodwood Revival over the weekend of September 8-10. The centenary of Shelby's birth will be honored with one of Goodwood's signature tributes, comprising cars that were not only raced but also designed and developed by the 1959 LeMans winner.

"Goodwood held a very special place in my grandfather's heart," said Aaron Shelby. "He competed there as a driver in an Aston Martin and returned to race at the Circuit with the Shelby American team cars during the 1960s. Carroll attended the Goodwood Revival with his Shelby Cobra Daytona Coupe and, as a World War II aviator, he especially admired the vintage warbird exhibit. We're honored that the Duke of Richmond and his team have chosen to honor the 100th anniversary of Carroll's birth."

Shelby's impact on racing can be seen every year at the Revival and 2023 will be no different as an assortment of Cobras are set to take to the track in the all-star Royal Automobile Club TT Celebration.

DEPARTMENT OF CORRECTIONS

Our apologies to the South Central Kansas Mustang Club for erroneously omitting their Mustang and All-Ford Car Show from our Calendar listing for the past two issues. Their 30th annual show will be held on June 3 at Sedgwick County Park in Wichita, Kansas. For more information and contact info, see the Calendar listing in this month's issue.

LETTER TO THE EDITOR

I am thrilled to see Jim Smart back at the *Mustang Times*. He's been a longtime friend and probably the most knowledgeable Mustang enthusiast I've ever known. Hopefully this will be a longtime commitment to his expertise. *Mustang Times* is truly the best Mustang publication and Jim will only make it better.

— Fred Glazier

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FORD DOUBLING MACH-E PRODUCTION



Ford is increasing production at North American manufacturing plants to meet strong customer demand for its popular vehicles, including Mustang Mach-E, F-150 Lightning, Bronco Sport, and Maverick. Ford began increasing production of the Mach-E in early March. Changes at the plant will allow Ford to nearly double its hourly production and bring its annual manufacturing run rate to a targeted 210,000 units by year's end.

Mustang Mach-E helped propel Ford to Number 2 in U.S. EV sales in 2022 and is bringing new customers to Ford with more than two-thirds coming from other makes.

MUSTANG CONNECTIONS

MCA members share their stories about what originally sparked their passion for Mustang

Editor's Note: In the February issue, we asked MCA members to tell us about the car or experience that originally connected them to Mustang. We got a great response. Here's what they had to say:

FAMILY HARDTOP



I was eight years old when my father purchased a blue 1965 hardtop with the 289 two-barrel and C-4 automatic. That started it for me. It was the coolest car in the neighborhood at the time. However, as our family grew from four to five, my father grudgingly gave up the Mustang in 1968 for a Mercury Montego station wagon. What helped draw me even closer to

Mustang was my uncle's 1969 SportsRoof with a 351 Windsor. I've always loved that body style. If I could add a third to my small collection, it would be a 1969 SportsRoof. We still own our 1985 GT and 2017 GT Premium/PP, both purchased new.

Mark Bedel | Gibsonia, PA

BEFORE MUSTANG



My connection began two years before I even saw a Mustang! In 1962, my father was a Ford executive and he described a new sporty car that Ford would be producing. Just from his description, I knew that when I was old enough I would own one. I had to wait a few years.

As part of his job, my father traveled every week. On Thursday, June 6, 1968, my mother got the call that my Mustang was

later on my 16th birthday, the Sunlit Gold coupe only had 312 miles.

I retired my Mustang from daily driving in 1985 and it has been on the show circuit ever since. It now is a White Grille Medallion Conservator car and still my pride and joy.

Laurie Slawson | Tucson, AZ

THE HIDDEN MUSTANG

When I turned 14 in February 1964, my dad was working as the truck and fleet manager for Rosen-Novak Ford in Denver. I was a frequent and enthusiastic visitor to the dealership, having been a car guy since I was toddler. As I understood at the time, every Ford dealership in the U.S. received at least one new Mustang prior to the April debut but they were not allowed to reveal the cars before April 14. Many were white and equipped with the six-cylinder, three-speed manual drivetrain, as was the one received by Rosen-Novak Ford. Being an astute dealership owner, Mr. Rosen knew that if the Mustang “leaked,” it would be difficult to obtain models like the Falcon Sprint or Fairlane. So he asked my dad to hide the Mustang in our garage. For a couple of months, I had the great honor of showing many other 14 year-olds what the future looked like. About a week before the Mustang’s debut, my dad returned the car to the dealership to be prepped. Since my school was on the way, he offered to drop me off. How could I not take my first ride in a Mustang? As the car sat in front of the school, a crowd of kids and their parents gathered around to get their first glimpse of what would become the best-selling car since the Model T.

It’s hard to believe it’s been nearly 60 years since that first Mustang. Since then, I’ve proudly owned several Mustangs, including my current passion, a 2006 Saleen S281/SC convertible. I am a member of the Northwest Olympic Mustang/Cougar Club in Sequim, Washington, and enjoy cleaning, detailing, and showing my Saleen. Oh, yeah, I also love driving it.

Barry Tuteur | Sequim, WA

RADIO STATION BOSS 302

My Mustang connection started in 1969 when Philadelphia radio station WFIL used a 1969 Boss 302 as their prize patrol vehicle. At nine years-old, I thought that was the coolest car. My first car at 16 was a 1969 hard-top. After riding in a friend’s 1969 Indy Pace Car Camaro, I got hooked on convertibles. I bought my 1969 Mustang convertible in 1979. I still have that car, one of our six Mustangs.

Scott Shive | Willis, VA

CHRISTMAS PEDAL CAR

My original connection: Three years old in my first Mustang, an AMF pedal car.

**Scott McMullen
Temecula, CA**



MEETING LEE IACocca



In the Spring of 1964, I was in my last semester at the University of Wisconsin-Madison getting my mechanical engineering degree. I had interviewed with Ford Engineering in Dearborn and accepted their job offer. My father, who was the principal of our family's Ford-Mercury dealership in northern Wisconsin, asked if I wanted to accompany him to Chicago to attend the dealers' introduction to the new Mustang. So in early April 1964, we traveled to the McCormick Place convention center where several hundred middle U.S. Ford dealers were present to see Lee Iacocca appear on the stage to tell us about a new product from Ford. As he finished his remarks, a Mustang hardtop drove onto the stage.

white 1964½ Mustang hardtop with Indy 500 Pace Car decals. My father won one of those Mustangs and he and my mother traveled to Dearborn to receive the keys from Iacocca in May 1964. That car was either in our family or around our little city for many years.

After graduation and a move to Dearborn for my new job, in November 1964, I ordered a 1965 fastback with the 289 High Performance. Next, I owned a 1967 Mustang GTA with the 390. My final classic Mustang purchase was a 1970 Boss 302 that I continue to own and drive today.

John Kranig | Canton, MI

FRIEND'S POWDER BLUE MUSTANG

My first desire for a Mustang was in the late 1960s when a friend got a powder blue Mustang with white interior. After riding in the car, I ran home to beg my parents to buy me a Mustang but my request was denied. For years, I watched Mustangs come and go with no opportunity to acquire one. Fast forward to 2004 as I'm watching Monday Night Football and a Ford commercial comes on with the tagline, "The Legend is Back." Two days later, I was at the dealer ordering my 2005 GT. Then in 2014, I took possession of my Kona Blue 50th Anniversary Edition GT.

Marty Feuer | Williston Park, NY

FRIEND'S CJ MACH 1



day, he had tickets to a night game at Tiger Stadium and took Randy and me to the game in his Mach 1. I had already fallen in love with the fastback and Shaker hood, but actually sitting in the rear seat and looking up and out the rear window watching the streetlights on Grand River Ave. going by did it for me. It turned me into someone who is now a 64 year-old guy who has his ninth Mustang sitting in his garage, telling myself again that "This will be the last one." Yeah, right.

Larry Rosebrook passed away 11 years ago. A line in his obit read, "Larry was a poet and an artist. He loved listening to music on his Bose system or cranked up in his Mustang." Funny how the smallest things can get a grip on you and last a lifetime.

Corey Gill | Weaverville, NC

I saw my first Mustang at Blancett Motor Company, our local Ford dealer, in 1964. Although it was a six-cylinder with three-speed, I liked the looks but, still being in high school, I couldn't afford a car of any kind, much less a new Mustang. But the hook was set. Fast forward to 1971. I had gotten out of the U.S. Navy the year before and married my high school sweetheart. In February 1972, we needed a new car. Back to the Blancett dealership we went and bought my first new car, a 1972 Mach 1. This was our daily vehicle for several years until the family grew and we needed something more practical. However, we didn't sell the Mustang. It sits in my garage today, restored and used for cruise-ins, shows, and short drives.

Eddy Kannapel | Hardinsburg, KY



DOUBLE CONNECTION



My Mustang connection was established before I was born when my father purchased a K-code 1965 fastback in March 1965. Soon after, it became a weekend warrior on the drag strip. It was raced regularly from 1965 through 1971. When I was born in 1970, the family budget did not allow for the continued racing. Thus, racing the fastback ended in 1971. The Mustang then sat in my dad's garage from 1971 until 1995.



I distinctly remember my original connection. And it's related to the connection (above) by my cousin, Darrin. His father—my Uncle Sid—purchased a new 1965 K-Code fastback, which he modified and drag raced for many years. My family moved from Dayton, Ohio, into the country in 1968 while Sid and his wife were living in a neighboring town. One day in early 1969, he trailered the Mustang to our house to test it on

I grew up looking at the Mustang with the racing team's name, "Un-A-Ford-Able," on the doors. During my childhood, my dad was more than happy to share his stories about racing the car back in the day. I imagined driving it and "practiced" shifting the four-speed while it was parked in that tiny garage. I also fondly remember watching 8mm movies of the car on the strip. I made my Mustang connection growing up in and around this car.

In 1995, my dad and I embarked on a restoration of his Mustang, which we completed two years later. Gone were the Guardsman Blue Shelby stripes, the headers, and drag slicks. Back was the solid-lifter 289 engine with all of the K-code items—carburetor, distributor, button-top fuel pump, and original Hi-Po exhaust manifolds. The sound that engine makes at idle is beautiful.

My father passed away in March 2004. We had made plans to attend the Mustang 40th Anniversary Celebration in Nashville with me taking my A-code 1966 fastback and him taking his Hi-Po. My mother knew how much the 1965 fastback meant to me and she gifted me the car. So I took dad's car to the 40th show in his memory. I also attended the 45th through 55th anniversary shows with his car, which brings back many memories that he and I shared.

Darrin Egleston | Georgetown, KY

the country road where we lived. I remember him backing the car off the trailer and running it up and down the road. It was loud and fast! I was nine years-old at the time and thought it was awesome! Connection made!

Shortly after, Sid moved back to Kentucky and eventually parked the car to concentrate on raising a family. Years later after I had been bitten by the Mustang disease, I would visit Sid and see the car parked with stuff piled on top and all around it. I tried to get him to sell the Mustang to me, but he never would. His son, Darrin, grew up to become a car guy and had a Mustang or two. I think because of that, the bug hit Sid and he pulled the old car out and fully restored it. I was so happy to meet up with Sid and Darrin at the 35th Anniversary Celebration in Charlotte in 1999. We all had our Mustangs there. Unfortunately, I lost Uncle Sid a few years later and Darrin inherited that 1965 fastback. We keep our connections alive by talking often and meeting at Mustang shows. Sid would have enjoyed coming along with us.

Bob Egleston | Orlando, FL

WORLD'S FAIR VISIT

After visiting the 1964 New York World's Fair and seeing the new Mustang, upon returning home to Lakewood, Ohio, I ordered a 1965 hardtop from Marc Lance Motors as my first new car. The dealer provided me with the proposed build date so I traveled to Dearborn to take a factory tour on that day. I spotted several Ivy Green hardtops on the assembly line, one of which could have been mine.

Later while working in a Ford dealership body shop in 1968, a salesman friend took me up on the roof where cars were stored to show me the 1969 Mach 1 that had just arrived. I bought it on the spot, but was told that it had to be on the showroom floor for the official release day, then I'd have to wait two weeks until another Mach 1 arrived. I received a round of cheers from my co-workers when I drove it out of the showroom.

Also at that time, my salesman friend and I were instrumental in setting up the Central Ohio Mustang Club. I was also an officer in a Regional Council of the National Council of Mustang Clubs that was supported by Ford. In 1969-70, I attended Trans-Am races at Michigan International, Watkins Glen, Mont-Tremblant, and Mid-Ohio.

At a vintage race in 2000, I saw the Boss 302 Trans-Am cars in action. I eventually located and bought a 1969 Boss 302, which I completely rebuilt into a modified "Day 2" car. Once the car was completed in 2005, I joined the MCA and began showing it at MCA National shows, where it earned a Red Grille Medallion and the Pinnacle Award. Currently I am showing a 2001 SVT Cobra. I continue to be a Mustang enthusiast and, as a Gold Card judge, I am actively judging and showing Mustangs.

A culmination of moments inspired me to become a Mustang guy: age 22 when I attended the World's Fair with my father and saw the Mustang, then ordering one and taking delivery on September 21, 1964.

Terry Snyder | Hudson, CO

DEALERSHIP MUSTANGS

I'm not sure how I got to be a "car kid" as my dad wasn't a "car guy." So what was my Mustang connection? It was the fact that my small Ohio town had a Ford dealer. Over the years, I remember seeing a white 1965 fastback parked prominently in front, an Emborglo 1966 bought by a neighbor, and a row of base 1968 hardtops in their Rainbow of Colors. But the single most influential "connection" came when the dealer received a 1969 Mach 1, white with red interior, 428 Cobra Jet, four-speed. It was the coolest car 12-year-old me had ever seen. A few days later, it was gone to its new owner. As a result, the 1969 Mach 1 is still a favorite.

Bob Winland | Lebanon, TN

PARENTS' NEW '65



For me, it started when my parents brought home a new 1965 Mustang, a special order as there was nothing on the sales lots that suited them. Dad wanted a V8 but not a four-speed

or automatic, so it came with "three at the knee." Mom wanted A/C but didn't care for any other options. It was the car I learned to drive in, used it to drive Mom to work on my way to school, and later it was given to me as a college graduation present. It is parked in my garage as I write and is still driven on occasion.

In the summer of 1978 with over 100,000 miles, the Mustang started smoking in colder weather so I started thinking about whether to have the engine overhauled or buy a new car and park the '65. That led to a 1979 Mustang, then a 1983 Mustang that I drove until we built a house and I got a truck. The '83 is parked in a storage building, but it's still an occasional driver!

Then came the 2000 Mustang for the wife. As I neared retirement, I decided that a convertible was "needed." That begat the 2011 MCA Edition convertible that is currently my "daily occasional" driver as I still have a truck for nasty days. I haven't been without a Mustang since I started driving at 12.

William Warlick | Murfreesboro, TN

BROTHER-IN-LAW'S 390-POWERED '69



My Mustang connection began with my brother-in-law who was 13 years older. He drove the coolest 1969 Mustang with a 390, four-on-the-floor, turquoise blue paint, and matching Mickey Thompson mags. Man, that car was awesome!

He would take me as a passenger—with my sister, of course—and the sound that car made stuck in my heart. Did I get one? No. The military, wife, and kids took priority. Sure, I would still look and listen for Mustangs coming down the road. After 20 years in the Air Force, then 20 years on the San Antonio Police Department, I finally got my chance to acquire a 1967 Mustang GT, red with a white vinyl top and a rumbling 289. But alas, that didn't last as the car had too many issues. But this connection story has a happy ending. Looking online, I found a Gotta Have It Green 2014 Mustang GT with only 500 miles. After clearing it through the financial advisor (wife), I picked up this beauty. That first ride kept the fire burning for over 40 years until I dimmed that flame with a Mustang of my own. It's not just a car; it's a true passion.

Peter Laksbergs | San Antonio, TX

PARENTS' ANNIVERSARY GIFT



In August 1965, my parents celebrated their 10th wedding anniversary. My mother was driving a 1959 Rambler Classic at the time. It needed service so my father took it to Ford Groves in Cape Girardeau, Missouri. One of the salesmen was a family friend and former neighbor. Being a wily sales guy, he let my dad take a new Mustang home as a loaner. The Rambler never returned. Within days, my parents bought a 1966 Mustang, this one in Wimbledon White, as their 10th Anniversary gift to each other.

My mom drove the Mustang as her daily grade-school carpool shuttle and grocery getter. I learned to drive in it when I turned 16 in 1972 and received it as a high school graduation gift in 1974. The two-barrel 289 had just enough power (including Second gear scratch after a fresh tune-up) for a 16 year-old to have fun without being overly life threatening. The photo is an approximately 10 year-old me posing before leaving for summer Scout camp with the 1966 hardtop under the carport in the background.

I sold the Mustang for \$600 in the fall of 1975 when I stumbled onto a K-code, four-speed 1966 convertible for \$900. In 1980, out of college and working with the benefit of a company car, I still owned the convertible and was able to buy the 1966 hardtop back from the family that I had sold it to. So I was a Mustang "collector" for a few years until life expenses forced me to liquidate them both.

In the spring of 2016 after hosting our daughter's wedding and making a final college tuition payment for our son, my wife and I were able to buy a 2000 Mustang GT convertible as a weekend fun car. That's the story of my first Mustang and the ongoing life adventures it started.

Brad DePriest | St. Louis, MO

CHEAPER TO RESTORE



In the summer of 1981, I wanted to restore another car after rebuilding a 1970 Opel GT. This time, I wanted an American pony car and was torn between Camaro or Mustang. I had read about the early Mustangs

and decided they were the better way to go for several reasons: parts availability, I could complete much of the work myself, and I could rebuild the car on a budget. There were also club members, vendors, and Mustang do-it-yourself guides showing the restoration processes. After reading about early Mustangs for several months during the summer of 1981, I decided to buy either a 1965-66 hardtop or 1967-68 fastback. One Friday, I bought copies of the *Baltimore Sun* and the *Washington Post*. That night I went through the ads and located three hardtops in the Washington DC area that looked decent. I called each owner and scheduled to see all three Mustangs on Saturday.

By the time I got to the third car, it was late afternoon. I met a man who was selling his baby blue Mustang hardtop with the 200 cubic-inch six-cylinder. The car was tired but not abused. However, there were no chrome ornaments in its quarter panels; instead, there were black pinstripes. The car had a console and a chrome air cleaner cover with the remnants of a blue and white decal that said, "Sprint 200." The Mustang seemed to fit the bill, though, and we agreed upon a selling price of \$1,200.

Rick Mitchell | Catonsville, MD

TODDLER CONNECTION



I was three years old in 1965 when my dad traded his 1957 Fairlane for a new Mustang coupe that he ordered from the factory. I don't recall much from back then, but I do remember picking it up at the dealer and standing in the

middle of the back seat with my hands braced against the front buckets looking out over the dash and thinking how cool it was. That's definitely the moment my passion started. I was very fortunate—but perhaps unfortunate for the Mustang—to have the Mustang handed down to me when I turned 16. Needless to say, a car like that in the hands of teenager didn't go unscathed but thankfully it survived. When I left home, I returned it to my parents where it sat mostly undriven for a few years. Then my parents had it restored in the early 1990s. They titled it back to me in 2013 and I still have it today. I recently entered it in a regional show in Jacksonville and won a Gold. Thanks Mom and Dad!

Greg Conger | Oak Ridge, TN

PACE CAR MODEL



My connection to Mustang goes through a rather tortuous path. I was born in Montreal in 1973. As a child, around 1978-79, I had started noticing the cars in my neighborhood and those owned by family members. I remember

thinking that Mustang IIs were beautiful, although I also liked the VW Beetle as did many children of the times. In 1979, my father gave me a 1979 Mustang Pace Car Monogram model kit and we assembled it together. How I loved my little plastic Mustang! Then I started noticing the new and real Fox-bodies on the road.

After that, I fell in love with German cars, especially Porsches (my love of Beetles taking on a different form). When I got older, I drove European and Japanese cars. Then in January 2020 during a visit to the Montreal Auto Show, I spotted the new Mach-E and it was love at first sight. I know, the question of whether the Mach-E is a real Mustang is still being debated. But I thought it was a beautiful car and I was thinking about getting an electric vehicle. Finally, last August, I took possession of a Mach-E Select in Grabber Blue. Suddenly, all my childhood loves for Mustangs came back to me. I started buying books about Mustang history, along with 1/18-scale miniatures of my favorite Mustangs (1964½ convertible, 1970 Mach 1, and 1977 Mustang II hatchback; I'm still looking for a Fox-body).

My purchase of the Mach-E was a rekindling of my love affair with Mustangs of all generations. For me, it's a real Mustang! I'm very happy that Mach-E owners are welcomed into the MCA. I also hope that one day some activities will take place in Canada, even in Quebec.

Stéphane Richard | Quebec, Canada

STARTED WITH A '65 CONVERTIBLE

My Mustang connection started at a young age with my aunt and uncle owning a blue 1965 convertible with 289 and four-speed. One day my uncle let me drive it and I was hooked. I told my dad that I wanted one, so our mechanic found a 1964½ Mustang with six-cylinder and three-speed. It was a fun car but needed more power. I installed a 289 and four-speed, then a 351W. I loved that Mustang and wish I still owned it, but it rusted out.

In 1978, my next Mustang was a Bright Yellow 1969 Boss 302. After cleaning and driving it for a short time, I started a full restoration. I entered it at the All Ford Nationals at Carlisle in 1994. I am still having fun with my Boss 302.

Paul Sandy | Grantville, PA

289 SAFER THAN 396



My original connection to the Mustang was being given the option to buy (with my own lawn business money) a Camaro or a Mustang and restore it with my dad. I was 14 and my Dad decided that the 289 was a "not going to get you killed" motor while the Camaro with the 396 would! Little did he know that, by age 47, I would own six more Mustangs over the years, start a MCA club, and get my grandmother's pink 1968 Mustang back in the family. I think this embodies why our youth movement is so important!

Sam McGee | Boerne, TX

FROM 5.0 CAPRI TO MUSTANG

My original connection? Two Mercurys. My college buddy had stuffed a 428 Police Interceptor into a four-speed 1967 Cougar. It was a torque monster that would spin the tires in Third gear! He subsequently bought a 1982 Capri 5.0 in a gorgeous shade of burgundy (I think it was Medium Bittersweet Metallic; when was the last time you saw one of those?). That was the Mustang "twin" that hooked me, especially after he showed up at my workplace and performed an impromptu 50-foot burnout!

Joel Killebrew | Acworth, GA

BROTHER'S FASTBACK

My older brother bought a brand new 1965 Mustang 2+2 with the 289 Hi-Po and four-speed. Then my parents bought a new 1967 hardtop with the 289 automatic as a daily driver, which I got to use. My first Mustang was a 1970 Mach 1 with 351W and four-speed. I've had nine more since, all with manual transmissions. Currently in a 2020 Shelby GT500. The engineering just gets better and better. 🇺🇸

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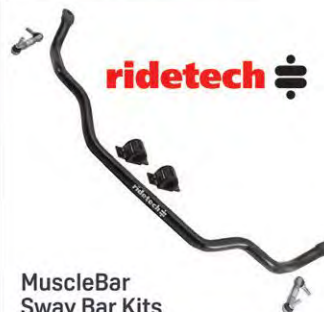
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THE WANKEL EXPERIMENT





In 1965, the Curtiss-Wright Corporation explored the potential of rotary engine power for the Mustang with an experimental fastback

BY DONALD FARR

PHOTOS BY AL ROGERS

During the mid-1960s, the Curtiss-Wright Corporation was licensed to develop high-horsepower, Wankel-style rotary engines, mainly for planes and helicopters. At the same time, the new 1965 Mustang was enjoying unprecedented sales success. With many buyers choosing one of the optional 289s, Ford was struggling to produce enough small-block V-8s to fulfill demand, a crisis that Curtiss-Wright recognized as an opportunity to offer its RC2-60 rotary engine to Ford as another option for Mustang customers.

To test the feasibility, Curtiss-Wright purchased a new 1965 Mustang fastback in August 1965 from Dockery Ford in Morristown, New Jersey, and replaced the two-barrel 289 with a twin-rotor RC2-60 rotary engine. The car survives today at the National Auto & Truck Museum in Auburn, Indiana, where museum volunteers are currently rebuilding the experimental rotary engine to get the fastback back into operating condition.

More than likely, you first heard about rotary engines when they made a splash in the American market as the powerplant for the 1978-92 Mazda RX-7 sports car. Patented in 1929 and developed in the 1950s by German engineer Felix Wankel, by the 1960s the rotary engine was attracting the curiosity of





auto manufacturers—including General Motors, Chrysler, and Ford—due to its lighter weight, compact size, and simpler construction compared to the reciprocating piston engine. In 1971, the *New York Times* reported that a 185-horsepower, two-rotor Wankel engine utilized 633 parts and weighed 237 pounds. A comparable V8 piston engine used 1,029 parts and weighed over 600 pounds. With its three-sided rotors on a main shaft, the Wankel also produced more power per cubic inch.

The Curtiss-Wright RC2-60 (“RC” for rotary combustion, “2” for number of rotors/chambers, and “60” for cubic-inch displacement for each rotor/chamber) produced its 185 horsepower from 240 cubic-inches, very close to the much heavier 1965 289’s 200 horsepower. Measuring a compact 21½ inches tall and 18½ inches in length, the Wankel left plenty of room to spare in the Mustang engine compartment, allowing space for a fan shroud almost as long as the engine itself.



ABOVE: The RC2-60 engine before removal for a rebuild. Notice the large fan shroud.

BELOW: With the fan shroud removed, you can get a better view of the RC2-60 Wankel engine. The engine had been refurbished at least once before and some components, like the newer MSD ignition box and coil, were not part of the original test configuration.



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It is unknown how long Curtiss-Wright owned the fastback, which has fabricated “RC2-60” emblems in place of the Mustang’s traditional 289 fender emblems. A surviving parking sticker and “company car” label on the bumpers indicate that the fastback was driven on the street, and perhaps many of the current 70,000 miles were racked up during testing. There is no evidence that the car was tested at or by Ford. Test equipment installed underneath the passenger-side instrument panel remains in place, including a Rotunda 8,000 rpm tach, vacuum and calibrated temperature gauges, and a pair of Rustrak chart recorders that measure exhaust temperatures. Reportedly, the RC2-60 rotary engine failed to meet Ford’s specifications for fuel mileage, emissions, and engine temperature, so the project was shelved.

DATA PLATE

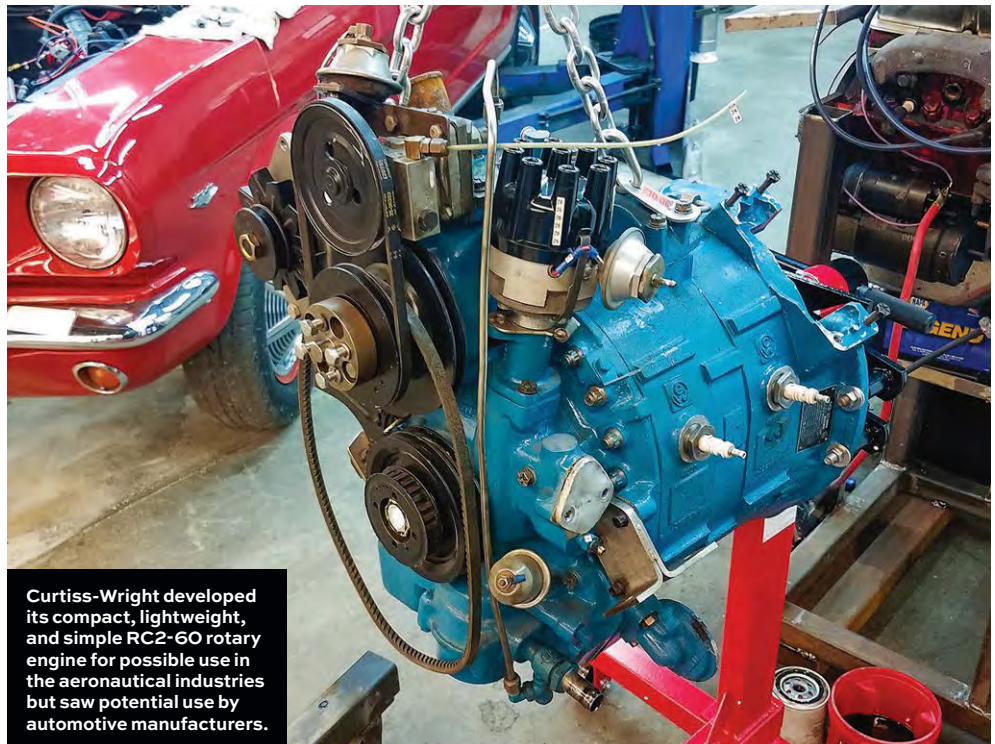


Most 1965-66 Mustang data (warranty) plates had a black background with white lettering. However, the data plate on the Curtiss-Wright 1965 fastback is an odd shade of gold. Kevin Marti explains: “Originally it was gray but faded to this color. All early 1965 Mustangs were painted with synthetic enamel and their data plates were black. Around April 1965, Ford switched to acrylic enamel paint. The two paints are not compatible. For cars painted with acrylic enamel, Ford changed the data plate background color and sent TSBs to dealers to tell them which paint system to use.” Ford also added addendums to the parts catalog to explain the different colored data plates.

The VIN tells us that the fastback (O9) was built at the Metuchen assembly plant (T) with a 289 two-barrel engine (C). Data plate info decodes as luxury interior fastback body (63B), Rangoon Red paint (J), black luxury interior (66), scheduled July 29 assembly date (29U), Newark DSO (15), 2.80:1 rear axle (6), and C-4 automatic (6).



For the dual-rotor engine’s pair of spark plugs, only two of the V8 distributor ports are used.



Curtiss-Wright developed its compact, lightweight, and simple RC2-60 rotary engine for possible use in the aeronautical industries but saw potential use by automotive manufacturers.

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According to National Auto & Truck Museum Executive Director Dave Yard, the Curtiss-Wright experimental Mustang was gifted to the museum on June 5, 2005, by Steve Estes, who had learned about the car after it was offered for sale at the Kruse Spring Auction in Auburn, Indiana. Estes reported that \$15,000 had been previously invested into the car's engine refurbishment, with some fabricated and aftermarket parts required. About three years ago, museum volunteer John Taller took on the task of returning the Curtiss-Wright Mustang to operating condition. "I tried to start the engine but it only popped a couple of times before shutting off," he says. "When I tore it down, I saw that the seals were shot and there was no compression."



ABOVE: The engine compartment reveals several modifications for the RC2-60 engine, including fabricated motor mounts, transmission bellhousing adaptor, and brackets for a larger radiator.

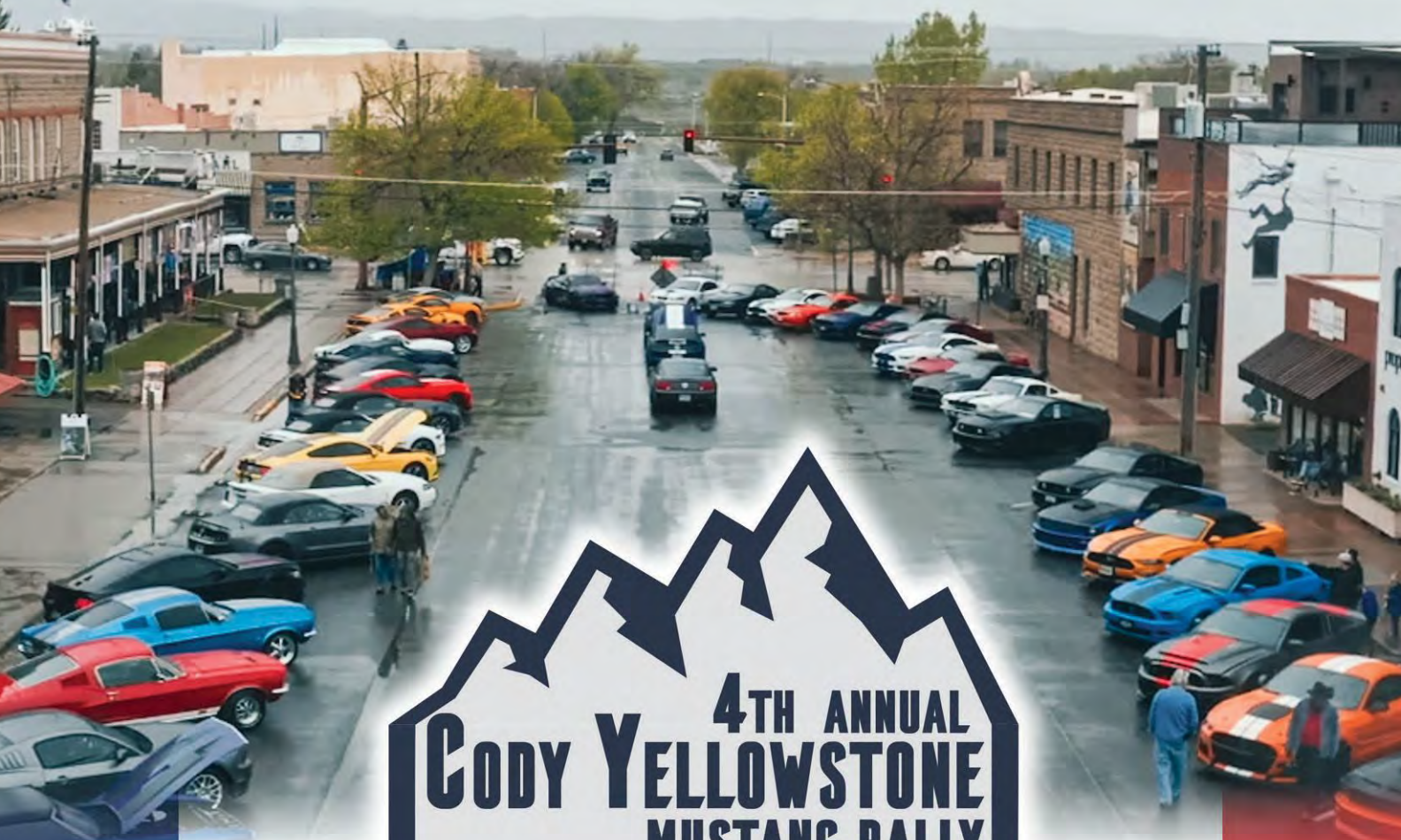
BELOW: While waiting for the one-off parts needed to complete the rebuild, the Wankel Mustang's other RC2-60 engine components are organized neatly on shelves.



During engine removal and disassembly, Taller noticed many experimental parts, including a metal plate adaptor that connected the Wankel engine to the Mustang's C-4 transmission, fabricated motor mounts, and a port labeled "alternative fuel" that indicates testing may have included other fuel sources. Only two of the V8 distributor cap's eight ports are used for the two-rotor Wankel's pair of spark plugs. At the moment, the engine reassembly is on hold for parts. Because the RC2-60 differs from production Wankels, like those used by Mazda, many of the components are unique to the engine and difficult to replicate—or expensive for such a low-volume need. Taller says he continues to search for an affordable source for non-production O-rings needed to seal the combustion chambers.

In the meantime, the partially disassembled Curtiss-Wright experimental Mustang is stored at the National Auto & Truck Museum, with its RC2-60 engine components neatly stored on shelving until replacement parts can be sourced for the engine reassembly. //



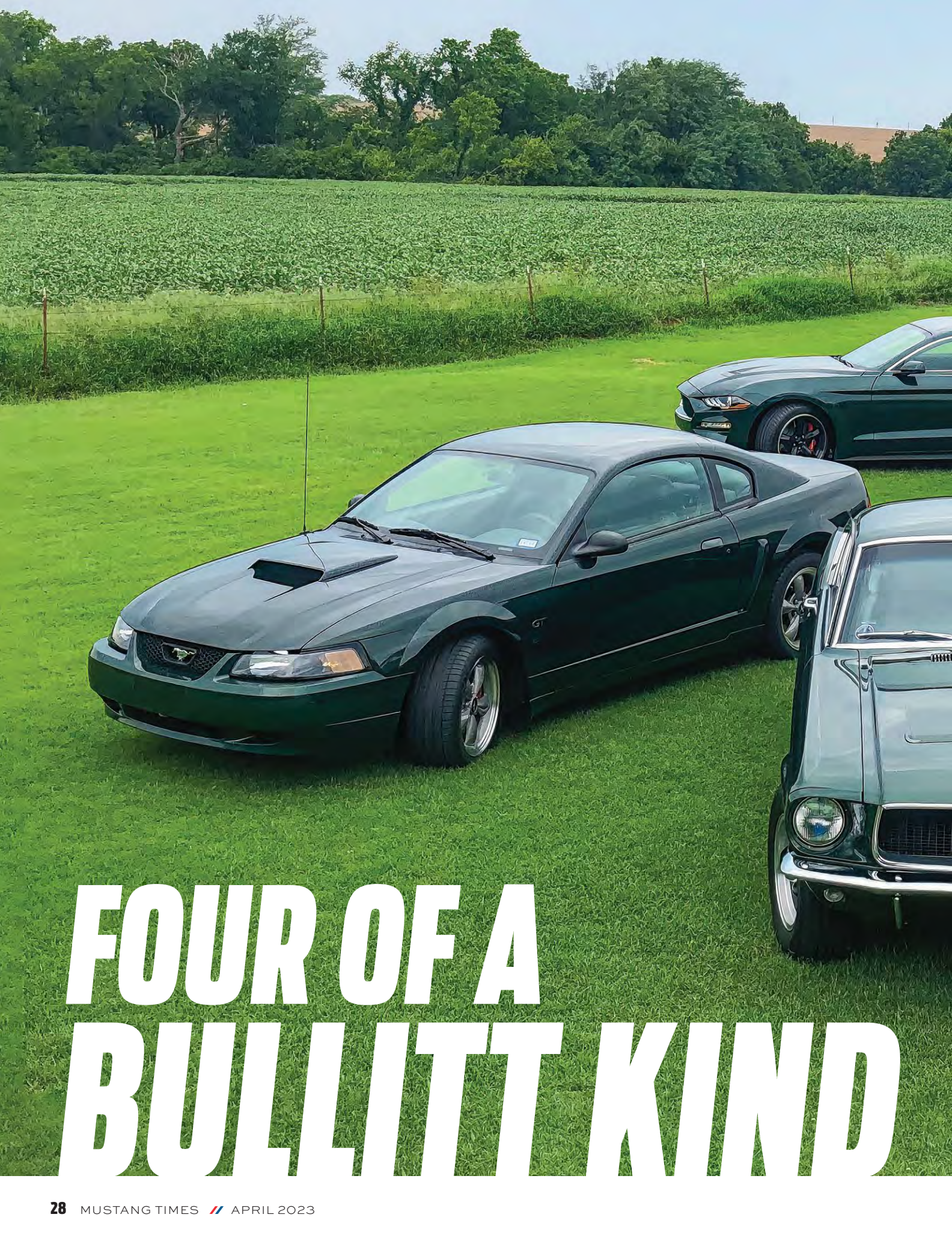


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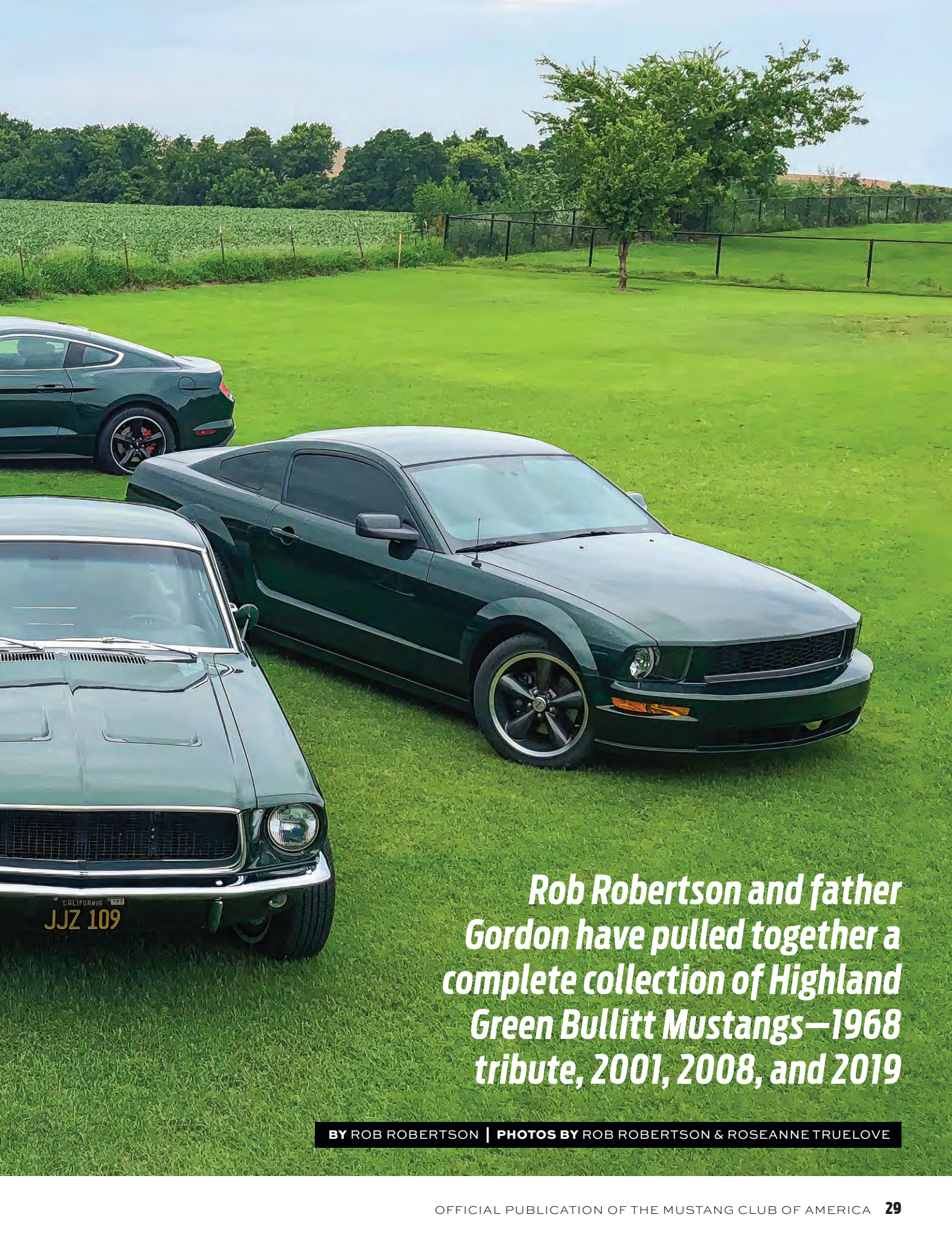


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complete collection of Highland
Green Bullitt Mustangs—1968
tribute, 2001, 2008, and 2019***

BY ROB ROBERTSON | PHOTOS BY ROB ROBERTSON & ROSEANNE TRUELOVE



The Robertson Bullitt foursome on display at the MCA's Great Mustang Roundup Grand National in 2021.

Certain individuals are drawn to certain cars. This is precisely the case with myself and my dad, Gordon.

I have been a Mustang fan since I was young. Growing up in Mustang, Oklahoma, probably had something to do with that. But the biggest influence was watching the *Bullitt* chase scene on TV when I was around nine years-old. As a young adult, I owned a couple of Mustangs, but my dream car was always a 1968 fastback just like the one Det. Frank Bullitt (Steve McQueen) drove in *Bullitt*. When the 2008 Mustang Bullitt hit the streets, I knew I had to buy one. After all, I'm an Oklahoma City police detective.

I purchased my Dark Highland Green Bullitt, #5211, in 2008. About a year later, I unexpectedly had an opportunity to purchase a J-code 1968 fastback that was originally Highland Green. It was a good "driver," but I had bigger plans. I immediately began a ground-up restoration while enjoying the 2008 Bullitt at the same time. My ultimate goal was to display the cars together at shows. I thought it would be cool to display old and new, side by side, 40 years apart. I had no idea what the future held.



Seven years later, I finished the 1968 fastback with lots of help from friends. I tried to copy every detail from the movie car. The main difference, other than the movie car's dents and dings, is that I opted for a 302 instead of the 390. I first displayed the 1968 and 2008 Bullitts together in 2015 at the Oklahoma Mustang Club's Annual Stampede car show in Mustang. At the time, I thought this was the ultimate situation for any Bullitt fan. I couldn't imagine it getting any better than that.

When I continued to display the Bullitts at local shows, my dad started attending shows with me on a regular basis. He is a retired Oklahoma City police officer and a forensic expert. Specifically, he is a firearms examiner/ballistics expert—basically a bullet expert. Can you see where this is going?



Fast forward to January 14, 2018, when the 2019 Bullitt was set to be unveiled at the 2018 North American Auto Show in Detroit. I was on the phone with my dad as we watched the unveiling live from our respective homes. I had goosebumps when the new Bullitt was revealed. Then, while Molly McQueen was on stage talking, the camera went to Sean Kiernan and the original movie car. Then Sean drove the original 1968 on stage. My goosebumps started getting goosebumps. Still holding the phone, I told my dad, "I don't know how, but I'm going to get a 2019 Bullitt." He replied, "I think I want to get this one."





Of course, I encouraged my dad to order the new Bullitt. We visited our local Ford dealership the day after the order books opened and my dad ordered a Dark Highland Green 2019 Bullitt. Then the long wait began.

While waiting on the delivery of my dad's 2019, we met several new friends when a national Bullitt event drove cross-country right through Central Oklahoma in May 2018. While talking with these "Bullittheads," someone suggested that we should get a 2001 Bullitt to complete the collection. It was jokingly discussed until Charles Jones mentioned that he had an immaculate, bone-stock, Dark Highland Green 2001 Bullitt with only 8,000 miles and was thinking about selling it. My dad and I discussed it for a few weeks, then decided we would go in halves to make Charles an offer. After a fast and easy negotiation, we bought the 2001 (#256) from Charles and brought it home to Mustang, Oklahoma.



The anticipation of the 2019 was killing us, but the new acquisition of the 2001 helped greatly. I kept tabs on the local rail yard where new cars come into the Oklahoma City area. On August 14, my dad's 2019 Bullitt arrived on a rail car. We heard it fire up and watched it drive off the rail car. We immediately checked the chassis number—K0496. Unfortunately, this was just a taste because we had to wait until the car was transported to the local dealership. Luckily, they were able to pick it up the next day. My dad was incredibly impressed with the 2019 Bullitt. He said, "At 72 years old, I finally got my first hot-rod!"



Since then, all four of our Bullitts have been on cruises and displayed together at numerous car shows. The highlight to this point has been the MCA's Great Mustang Roundup Grand National in September 2021 in Mustang hosted by our very own Mustang Club of Oklahoma. My dad and I got to chair the security committee while displaying all four cars together. We were incredibly proud of the OMC for hosting such an outstanding show and it was an honor to be able to display our Bullitts on the show field.

Bullitts aren't the only Mustangs in the Robertson stable. My mom, Terrye, has a beautiful 2016 Ruby Red GT and my wife Kari has a new 2021 Mach 1. My son Garrett has owned a couple of Mustangs and his youngest son, Grant, is likely to own a Mustang someday as well.

We love all Mustangs but the Bullitts will always be our favorite. I'm sure our law enforcement backgrounds have something to do with pushing us in that direction. 🇫🇷



LEMON TO LEMONADE



Dick Engle restored his “pig in a poke” 1969 SCJ Mach 1 into a MCA Concours Gold winner

BY NELSON CARDADEIRO





Years ago, people advised not to buy a “pig in a poke” (poke being a sack), meaning that you should never pay for something you haven’t actually seen or touched. In other words, never buy something sight unseen. But in today’s fast-paced, high-tech world, this sort of deal takes place regularly. In the car hobby, it’s common to find people buying parts and even cars that they’ve never personally inspected, particularly through the Internet. Such transactions always involve a certain degree of risk, requiring the buyer to accept the seller’s description.

Dick Engle of Grand Rapids, Michigan, purchased this 1969 Mustang Mach 1 in early 2012 off the popular eBay website. The SportsRoof was located in St. Petersburg, Florida, and offered for sale by an individual who described the car’s condition as “excellent.” There were numerous photos and Dick spent eight hours or more on the phone confirming details. The seller said he had purchased the car in Arizona and had it restored a few years prior but had decided to sell.

With the 3.91 Traction-Lok rear axle, the 428 was actually a Super Cobra Jet with oil cooler and heavy-duty bottom end.



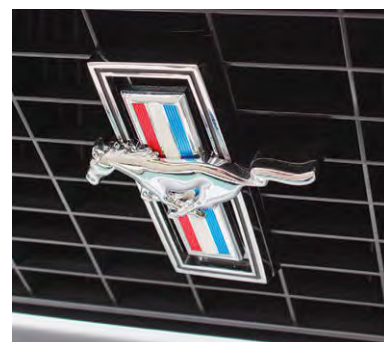


The Mach 1 was very photogenic, but Dick said the owner didn't seem to know much about cars. "That's what I prefer to believe rather than he ripped me off," Dick explained. Dick knew he was in trouble when the Reliable Carriers' truck arrived at his home and the driver asked, "Is this a project car?" Dick told him it wasn't supposed to be. "We pushed the Mach 1 into the garage because it smoked so bad that we didn't have to worry about mosquitos," Dick quipped.

The Mach sat for the next three weeks while Dick cooled down and quit kicking himself. He also had some explaining to do with his wife.

When Dick finally decided to inspect the Mach 1, he discovered that the four-speed manual transmission had less than eight ounces of nasty fluid. The paint looked good from about 20 feet, but upon examining it a bit more carefully, it was obvious that the body had a lot of body filler. It also had the usual rust in the doors and quarter panels. Most of the chrome was pitted as well and attached with incorrect hardware.

But there was a happy surprise when Dick spotted the oil cooler under the hood. He knew the Mach 1 was an R-code Cobra Jet with the functional Shaker hood scoop. But with the 3.91 Traction-Lok rear axle, the 428 was actually a Super Cobra Jet with oil cooler and heavy-duty bottom end. The Marti Report also showed the order type as a "Special Purpose Vehicle" built on January 8, 1969, but not released and sold until June 26 with the dealer listed as Ford Motor Company in Memphis, Tennessee. After speaking to retired Ford engineers at the Woodward Dream Cruise's Mustang Alley, Dick thinks the Mach was used either by the marketing department for magazine or newspaper reviews or by the engineering department to test 1970 equipment.

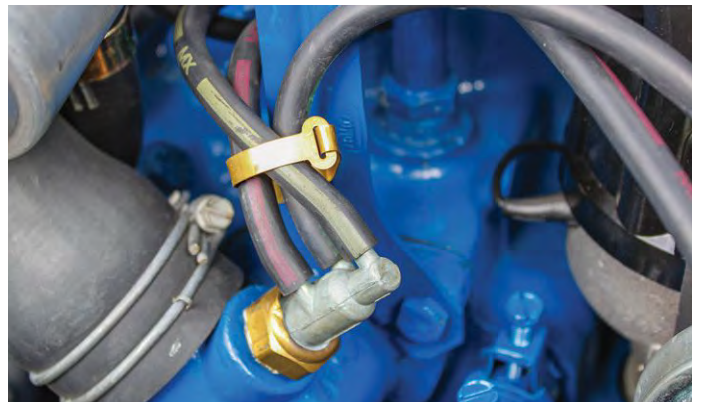
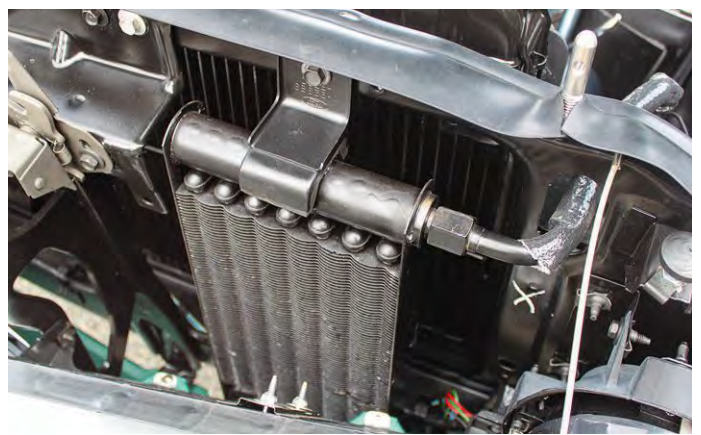




Being that it was a SCJ Mach 1 and with the Special Purpose Vehicle history, Dick decided to perform a full-scale restoration rather than trying to flip it to another unsuspecting soul. Dick handled the disassembly, then sent the Mach 1 to his close friend Bruce Moerman who owns a restoration shop in Kent, Michigan. Bruce tackled the body work, welding in new metal where needed. Once that was completed, the car was moved to Shady Oak Restorations in Rockford, Michigan, where Lyle Luneke sprayed a flawless application of Silver Jade over the exterior of the slippery SportsRoof.

After returning the Mach to his home, Dick reassembled the car while searching high and low for the correct pieces for a proper concours restoration. "It took a lot of phone calls to find all these parts," Dick said. According to Dick, the most difficult parts to find were a correctly date coded four-speed radiator and the Carter X-type fuel pump. In all, the restoration took just under three years to complete. "I went way overboard," Dick admits.

During the restoration, Dick added tinted glass with the proper date codes. Although the Marti Report shows the only options as four-speed manual, Drag Pack, F70X14 raised white-letter tires, power front disc brakes, and AM radio, somewhere along the line the Mach 1 had picked up power steering and a fold-down rear seat. Dick decided to keep these options and added the proper big-block power steering cooler as well.





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The Mach 1's debut show was the Mustang Club of America's Buckeye Grand National in Columbus, Ohio, on Labor Day weekend 2015. Dick said he was surprised that the car was awarded a Gold in the Concours Driven Trailered class on its first time out. On the Labor Day 2018 weekend at the Granite State Grand National in Merrimack, New Hampshire, not only did Dick earn Gold in the Concours Driven class, he also won the Prestige Award, which is presented to Concours cars with the highest total of cumulative points at the end of the show year and receives Gold with the lowest amount of deductions at the final show of the year.

American writer and philosopher Elbert Hubbard once wrote, "A little more persistence, a little more effort, and what seemed hopeless failure may turn to glorious success." This sums up Dick perfectly on how he dealt with his purchase of this Mach 1. What looked to be a bad buy was turned around by Dick's desire, passion, and commitment to make this Mach 1 the show-stopper he had envisioned. Glorious success indeed. 





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PASSIONATELY PINK



After 19 years of pursuit, Sam McGee finally acquired the Passionate Pink 1968 Mustang that his grandmother owned in the late 1960s and early 1970s

BY SAM MCGEE

HOUSTON



Sam McGee and family with his grandmother Eva Corcoran's pink 1968 Mustang at sister Amy's recent wedding.



My grandmother, Eva Corcoran, was born on November 27, 1930, in Oberlin, Kansas, and died February 23, 1973, in Denver. After her mother died when Eva was 22 months old, she and sister Gladys were raised by their aunt and uncle in Oberlin, Kansas. Sometime in the late 1960s, Eva acquired a Passionate Pink 1968 Mustang. In tragic circumstances, the car was sold in 1973. Fifty years later, it is now back in my family. I write this story because it is my grandmother's story, it is my story, and it is a story of a vehicle brought back to life as a memorial for my late grandmother.

A car collector would marvel at the rarity of my special order "Passionate Pink," Denver DSO 1968 Mustang and how I obtained it. However, I am not a car collector. The value in this car is like a piece of priceless art to my family—a time capsule, a legacy, a story of perseverance and grace, and an ongoing tribute to a wonderful woman who lost her battle with mental illness far too young.



In August 2007, I saw the pink Mustang for the first time in Selden, Kansas. It was my first in-person attempt to buy the car. I was 32 then, married two years and no kids.



My grandmother Eva Corcoran McGee (upper right) with her family. L-R, top: husband David McGee, Mike McGee (my dad), and Eva. L-R, lower: my Aunt Kathy and Aunt Pat.

THE EARLY YEARS

By 1968, Ford's Mustang was facing serious competition from Camaro and Firebird, and it was also losing ground in sales after the 1967 union strike. Following one of the largest sales success stories in automotive history, Mustang was beginning to slip. As a result, Ford executives came up with special editions to generate interest and additional sales. During a January through April 1968 "Color of the Month" sales promotion for the Denver sales district, the February cars were painted Passionate Pink (not to be confused with Playmate Pink due to infringement) to celebrate Valentine's Day. These special-paint cars had a blank color code on their production data plate.

To date, I have located only four surviving Mustangs from this promotion and it is believed that only between seven to ten were produced. Additionally, my Passionate Pink 1968 Mustang is the only one that was special ordered from the dealer with a black and white houndstooth vinyl top. This Mustang was ordered in February 1968 with C-code 289 and automatic transmission from the Fordland dealership in Lakewood, Colorado.



A welcome home celebration: L-R: My dad David McGee, my mom Sharon McGee, me, wife Kristen, son Samuel McGee (MCA Youth member!), and daughter Isabella.

From some unknown date in the late 1960s to 1973, my grandmother Eva owned this Mustang after she separated from my grandfather. It was a true symbol for her ability to stand out. While we have yet to learn if she purchased the car new or used, we do know that she loved driving her pink Mustang. A fiercely dynamic woman and wonderful mother, driving the pink Mustang always made her feel better.

I didn't know anything about my grandmother until I was in my 30s. I didn't know that she had once owned a pink Mustang until 1994 during a casual conversation with my dad as we were restoring a 1966 Mustang hardtop in our garage. However, I never gave it much thought until I was older.

My dad and I had occasional conversations about the "ugly, pink Mustang" that my grandmother had driven. My dad would bring it up but would go silent quickly. It took years of maturing and gaining perspective to realize that, for my father, talking about the pink Mustang was a painful memory. However, the story never left me. I wanted to know more about my grandmother and, as I got older, I also wanted to know more about her pink Mustang.



During a family wedding trip to Colorado in 2021, our family made a sideline trip to see my grandmother's former 1968 Mustang in Kansas.

In 1973, two years before I had the chance to know her, my grandmother had lost her battle with mental illness while in her mid 40s. My Dad told me that the last time he remembers seeing her was when he was working at the Reager, Kansas, grain elevator, some 50-70 feet up, and spotted her driving west on Highway 36 in her pink Mustang, headed back to Denver after a visit to see my mom, dad, and sister.

One of the things that Eva would journal about, I would learn years later, was that she felt better when she drove her Mustang. Before she passed away, she wrote that she wanted to be buried in her pink dress. The Mustang was sold shortly after the services to a family in Selden, Kansas, where it was driven to high school by the daughter, who eventually had a daughter who also drove the pink Mustang to high school. The car had roughly 33,000 miles in 1973 and has recorded just another 18,000 miles. The dry Kansas air preserved the car and it was never driven on salted roads after 1973.

TRACKING IT DOWN

A few years out of college in 2002, my curiosity about the pink Mustang became more of a passion. While my grandfather was still living, he told me where he thought the car might be located. After a few phone calls and searches through the white pages, I made contact with the owners who lived only 25 minutes from where my grandmother is buried. While back in Oberlin, Kansas, for my grandfather's 80th birthday, I made arrangements to see the pink Mustang with my then girlfriend, now wife. At a rendezvous point in the sweltering 100-degree Kansas sun, we looked at the car outside a roadside cafe and I had a chance to sit in it. I asked the owner if she would sell and she said no, but I was welcome to come see it again anytime I was in the area. I shared the story about how my grandmother had owned the Mustang and that one day I would like to buy it. While empathetic, at this point she said the Mustang had been in her family for many years and there was no intention to let it go. We agreed to stay in contact and I made the 700-mile journey back home to Texas.

Over the next 19 years, I would call the owner every year to ask the same question: "Will you sell the car now?" And I would get the same response. I would get my hopes up, then be deflated during every call, every year with a "No, Sam, I am sorry." However, I would tell my wife, "One day things may change."



Loaded up and ready for the over 1,200-mile drive home to Texas.



The mechanics at a shop in Oberlin helped us get the brakes unseized. They were happy to pose for a photo.





In 2020, the 17th year of phone calls, things took a turn. The owner said she wasn't ready to sell but, in the future, would sell the car to me if she ever sold it to anyone. I wrote a heartfelt note about what the car meant to me and my family, and how it could be a living legacy to my grandmother Eva. The answer was the same—an empathetic “No.” A year later, I asked if we could see the car while we were at a family wedding in Colorado. The owner agreed and we made an eight-hour round trip to see the Mustang and get photos. Upon arrival, the answer was the same—no, they would not sell the car. However, we had a polite conversation and got amazing photos of our family with the car. At this point, my desire to return the Mustang to my family was as passionate as the pink on the fenders.



THE FINAL PERSISTENT CALL

Finally, in 2022, something changed and it wasn't a higher offer by me. Something clicked between myself and the owner, and she decided to sell the car to me. We made a verbal handshake deal, western Kansas and Texas values style.

To get the car, my dad and I made plans to travel in my Ford F150 from Boerne, Texas, to northwest Kansas, approximately 700 miles of driving, talking, and connecting. We made stops along the way on Route 66, sat in a diner where Elvis once had coffee, and even made friends with some mechanics in my dad's hometown. After an eventful five days of wonderful and glorious travel with my dad, we arrived home with the Mustang to a wonderful reception by our families.

There are rare cars. Then there are those rare, exceptional stories that can only be explained by divine intervention and amazing grace. As my sister prepares to marry in February 2023 as I write this, I think about how hard it may have been for the Kansas family to sell the Mustang to my family. And I am filled with gratitude. I think about the 50th anniversary of my grandmother's passing—coincidentally in February 1973. And as I write this story for *Mustang Times*, I am filled with gratitude for the Mustang Club of America. Keep driving your Mustangs; you will always feel better.



My Aunt Kathy in the Mustang for the first time in 52 years. She had driven the Mustang when my grandmother had to give up driving due to her health.



My Dad and I picking up the pink Mustang in Kansas after a nearly 20-year journey of trying to buy it. We were on a 1,200+ mile road trip to retrieve the car.



Our pink 1968 Mustang now has license plates “EVAS 68” with a heart in the middle. The Mustang is used for shows and womens’ mental health in Boerne. This makes the car a one-of-one, just like Eva. 🇺🇸

Postscript: I am president of the MCA-chartered Texas Hill Country Mustang Club and a volunteer fireman, business owner, and baseball coach. I am also passionate about health. Our regional club’s main charity is Hill Country Family Services, which aids families in crisis in the Texas Hill Country. If anyone who has photos of the Fordland Denver Sales Promotion in 1968, or connections to getting more information on the sale of my pink Mustang in 1968, please reach out to me at sam@txhillcountrymustangs.com. I am continuing to research with Marti Reports, car clubs, and the Colorado DMV.



Since my grandmother’s maiden name was Corcoran, it seemed appropriate the get a photo of her Mustang in front of Oberlin’s Corcoran Building.



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LIGHTER ^{FOR} THE DARK

New lightweight carbon fiber wheels have been added to the *Mustang Dark Horse* option list to accentuate the available *color-shifting* paint and stripe packages

With 500 horsepower and track-ready capabilities, the upcoming 2024 Mustang Dark Horse is already one of the most anticipated new models in recent Mustang history. Now Ford is throwing more spice into the mix with

a recent announcement about optional carbon fiber wheels.

At the Chicago Auto Show, Ford introduced the availability of carbon fiber wheels for the Dark Horse. Typically reserved for supercars and racing applications, the Dark Horse lightweight wheels clock in at an average of 20.1 lbs., roughly 37 percent lighter on average than Dark Horse aluminum wheels.

In collaboration with carbon fiber wheel experts Carbon Revolution, the Dark Horse features several firsts, including Ford's first five-spoke, single-piece carbon fiber wheel design; Carbon Revolution's first production wheel with lug nuts located between spokes, just like classic Mustang five-spoke wheels; and the first production wheel to use blue carbon fiber material featured in the Dark Horse signature flat-face wheel design.

Ford and Carbon Revolution have collaborated for many years, dating back to the Mustang GT350R and

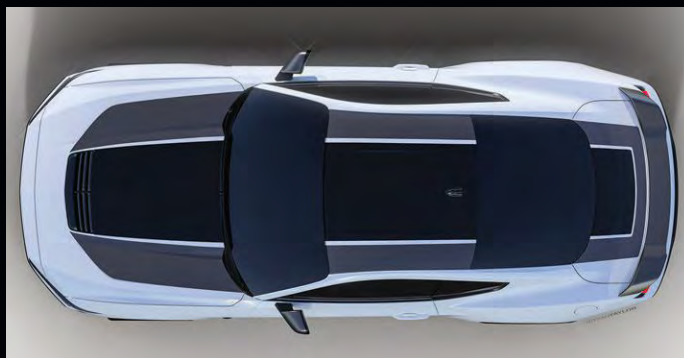
Ford GT. For Mustang Dark Horse, Carbon Revolution used a plasma arc spray process to deposit a combination of ceramic and metal materials inside the front wheels. Originally inspired by aerospace technology, this provides the Dark Horse wheel with thermal protection from brake heat.

From the outset, the Mustang design team knew Dark Horse needed a signature paint color to reinforce its name—something shadowy and sinister but complex enough to force a double-take on the street. The result is Dark Horse's exclusive



Blue Ember metallic paint, a shade that features pigments of deep blues infused with a warm amber hue to provide a dramatic color shift in different lights and angles. To develop Blue Ember, the Ford Color Mastering team intermixed complementary colors that are opposite each other on the color wheel. Special effect pigments are used in a higher volume than other paints to enhance the color by reflecting light to create a striking amber highlight that looks different throughout the day.

To underscore the muscular physique of the Dark Horse, available vinyl and hand-painted graphics create a cohesive visual language throughout the vehicle to accentuate its performance. Vinyl graphics accentuate the raised center of the hood and the low-gloss Tarnished Dark and gloss black finish matches Dark Horse-specific parts. The Appearance Package gets a specialized hood vinyl graphic that builds on the base Dark Horse graphic but visually ties into the black-painted roof. In addition, a third vinyl accent color of low-gloss black gives the Dark Horse an even more threatening look.



Premium painted stripe graphics are the Mustang team's expression of the ultimate Dark Horse. Inspired by airflow over the vehicle, the painted stripes carry the gloss black finish from the center of the grille through the hood extractor, over the roof, and to the rear spoiler. Tarnished Dark elements frame the center black stripe to add to the visual aggression. The graphics are painted by hand in a specialized process, different from any other Mustang trim level.

The Mustang Dark Horse Appearance Package also includes specially bolstered Recaro seats featuring Deep Indigo Blue bolsters trimmed with Bright Indigo Blue accent stitching, plus black Dinamica suede in the seat's center. Deep Indigo Blue seatbelts and seat perforations with blue accents beneath the seating surface round out the blue theme.

The design team also developed new color and trim surfaces, with the bezels and vents finished in Black Alley, a dark metallic gloss replacing the bright silver found in other Mustang trim levels.

The all-new 2024 Mustang Dark Horse goes on sale in the U.S. starting in the summer of 2023. 🇺🇸



CHUCK & SUZANNE DUNN Norman, OK

1967 FASTBACK

Dating from those late 60's high school days in southern California, I had always fancied a first-generation Mustang. Sadly, throwing newspapers, mowing lawns, and pumping Texaco Sky Chief just wasn't getting me there so I had to wait and make do with my Suzuki 125.

Fast forward to the summer of 2012 when I had the good fortune to make the acquaintance of Michael Chance and his son Tyler, who own Quality Classics classic cars in Roanoke, Texas (www.qualityclassics.com). Their business model is to source and market high-quality classics but with a strong bent toward Mustangs, notably first-generation fastbacks. Ask Michael and he'll tell you he's a Camaro guy but, over time, he admits he has learned which cars are in demand! At any rate, my first Mustang at long last made its way to my driveway in Oklahoma in October 2012.

The car is best described as a very well-maintained, "quasi-original" but slightly updated 1967 fastback in Springtime Yellow. A Deluxe Marti Report and considerable additional documentation accompanied the car, all of which clearly pointed to each of the two former owners—the first in Richmond, Virginia, and the second in Columbus, North Carolina. Neither owner drove the car extensively and we took delivery with slightly more than 65,000 miles on the odometer. But more importantly, we also received historical service and registration records which attested to the low mileage. The original C-code 289 two-barrel runs smoothly and has never been apart.



However, time and mother nature have demanded some maintenance here and there, mostly carburetor and brake booster work along with some carpet, upholstery, and headliner issues. Shortly after we took possession, we undertook an aggressive engine bay clean-up and detailing but always with an eye toward keeping the underhood area as original as possible. In fact, you can still see lots of examples of 56-year-old patina throughout. Although not originally equipped with Décor interior or GT package, we have taken the liberty of adding appointments such as brushed aluminum accents and a floor console to the interior along with grille-mounted fog lamps and a dual exhaust with quad tips. The replacement Coker 6.95x14 whitewall bias-ply tires were substituted with BFGoodrich red-stripe radials and larger 15-inch styled steel wheels. A much better look in my opinion and certainly a better ride. One re-spray of the car was photo documented back in March of 2000, but the exterior looks great and is holding up well.

We get the fastback out regularly and enjoy participating in local shows, particularly those of our home organization, the Oklahoma Mustang Club. A hot rod it isn't, but a smooth cruiser? Absolutely. It is a fun car to drive and always a great conversation starter, which is what I like most about car shows—listening to other classic car aficionados and their stories.

I'm lucky enough to own three other Mustangs, including two other first-generation cars. This unassuming and still beautiful 1967 is my favorite of them all and I hope to have it around for a long time before passing it along to the next caretaker.





COLIN DATE Ocala, FL

2014 GT PREMIUM

Back in 2013, I bought a new Mustang convertible—triple black, six-cylinder, auto trans. The car looked so good sitting there on the central Florida dealership lot! My wife and I both fell in love with it, so we inked a deal and took it home—top down, of course. Within a few months, however, I was experiencing the pain and frustration of keeping a black car looking nice. The combination of Florida afternoon thunderstorms/scorching sunshine drove me nuts. That and the nagging, “I could have had a V8” (even though the 305 horsepower V6 had plenty of oomph) kept me up at night.

After a year or so of hair pulling (mine), I drove by that aforementioned dealership. The 2015s were in! To me, the all-new look was a bit too different. And the new GT on the showroom floor was sporting a \$45,000 price tag. Forget it. Walking back to my black convertible, I spotted the Sterling Gray 2014 GT Premium pictured here. The salesman told me it was the last 2014 Mustang on the lot as they were clearing them out to make room for the 2015s. The GT had been sitting on the lot, unsold, for almost six months. “It’s a stick,” the salesman explained. “Nobody wants to shift anymore.” Hmmm, I do!





The window sticker told me the car also had the optional 3.55 rear end. And that nice, boring gray color would be so easy to keep clean! Within a couple of hours, I had the black six-cylinder convertible traded and was driving the new GT home. I kept the radio turned off just so I could hear the exhaust rumble. My wife missed the convertible but knew my frustration with keeping it clean.



I've had my Mustang for almost nine years now and have avoided the temptation to modify it. Well, I did add a white cue-ball shift knob (Christmas present from my wife) but that's it! Although the GT was a daily driver for six of those years, I've managed to keep the mileage down to just a tick over 38,000. It's never been wrecked, no door dings (the result of prayer and parking miles away from other cars), and I've waxed it religiously. It's now garage-kept and brought out for a little exercise on sunny days only. If it does happen to get caught in the rain, that Sterling Gray paint does a fantastic job of hiding dirt!





RANDALL COTTON Midland, TX

1970 BOSS 302

As a teenager growing up in Amarillo, Texas, I always liked Mustangs. My neighbor across the alley had a baby blue 1968 Mustang coupe and I thought it was the coolest car I'd ever seen. That was until 1971 when I saw a used 1970 Mach 1 sitting at the local Ford dealership. I was about to turn 16 and get my driver's license. The Mach 1 was Grabber Yellow and had a four-speed with Hurst shifter. I fell in love with that car at first sight. When my birthday arrived, my parents woke me up early and took me to the driveway where the Mach 1 was parked. I couldn't have been more excited. That first day, the engine stalled at least 15 times because I had never driven a standard transmission before. It took a while to get used to it but that car became my pride and joy.

However, when I was getting ready to go to college, I opted to get a car with air conditioning and sold my Mustang for \$900. No one has ever said teenagers are the smartest people on earth! I immediately regretted selling the Mach 1 and always wanted to replace it with another 1970 fastback. I saw other 1970 Mach 1s for sale over the years but I was married with three small children and a Mach 1 or Boss 302 didn't fit into the budget. So for many years, owning another classic Mustang was a dream that I couldn't make come true.



Once our children were out of college and grown, I started looking for a Mustang. My mom and dad had purchased that first Mach 1 for me in 1971. My mom passed away in 2014 and I lost my dad in 2020. After my dad passed, I started looking in earnest. I wanted to find the right Mustang because, to me, it was a great way to maintain a connection with my parents. I was fortunate to find a Mustang enthusiast in Amarillo who helped me immensely. He loved Mustangs and didn't want to see me get one that was cosmetically good on the outside but rusty underneath. After much research and looking, I got a call from him saying that he knew about a Calypso Coral 1970 Boss 302 in that was in good shape and for sale.

I called the owner and made arrangements to see the Boss 302. My wife and I drove to Amarillo to see it, and it was just like being 16 again and seeing my first Mach 1. I knew right then that if I didn't buy this Boss 302, I would regret it. I bought it and have loved having another classic Mustang to drive and keep the legend alive.



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LOW COUNTRY MUSTANG CLUB 27th ANNUAL FORD AND MUSTANG SHOW

BY BILL HAMILTON

The Low Country Mustang Club of Charleston, South Carolina, recently held their 27th annual show. The last few years' shows have been sparsely attended due to COVID and terrible weather conditions. However, this year's event enjoyed perfect weather for our largest show in a number of years. Nearly 100 cars and trucks entered the showfield, allowing the club to raise almost \$3,500 for their favorite local charity, Families Kickin' Asthma. A 50/50 Raffle and Silent Auction also brought in additional proceeds for the charity, which pays for children suffering from asthma to be able to attend a local summer camp each year.



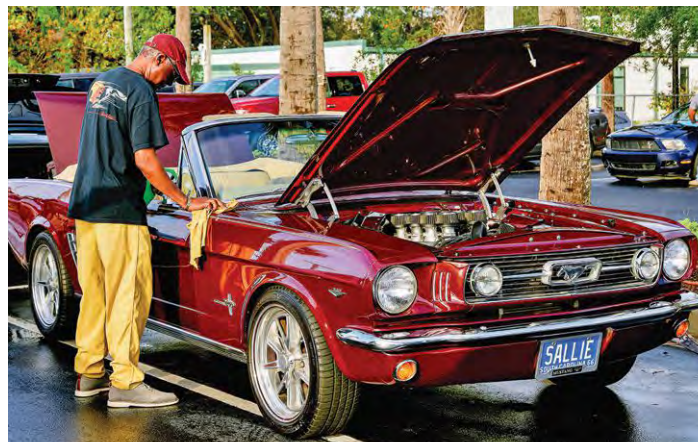
Thomas Martin's 1964½ convertible was a Gold winner in class.



Albert Horne's 1970 Shelby GT500 earned a Gold award.



"Old Crusty," as Rob Nebitt's 1965 hardtop is known, was appropriately shown in the Display class.

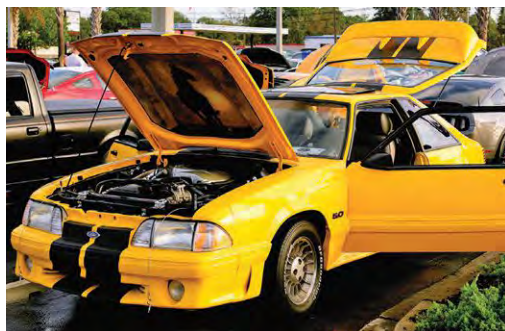


Milt Hearne was awarded a Second Place for his 1966 convertible.



Dean Holt scored a First Place in the Modified class with his 428-powered 1968 fastback.

This year's Ford and Mustang Show was held at the Jones Ford dealership in North Charleston. The dealership cleared a large portion of their lot for the show, but it was still a tight fit. One of the show participants even purchased a new Mustang Mach 1 out of the dealership's showroom during the event.



A Gold award went home with Steve Thompson for his 1987 GT hatchback.



This 2007 Shelby GT owned by Jim Lutz scored a Second Place in class.



Joe Leonardi's 2008 Bullitt was a Gold winner.



Randy Stanaway took home a Gold for his 2011 Roush.



The 1968 hardtop owned by David Knab took a First Place in the Concours class.



Best of Show went to Ryan Moran for his pink striped 2012 Shelby GT500.



Frequently seen at MCA National shows, Johnnie and Rachel Garner's 1971 Mach 1 took a First Place in the Concours class.



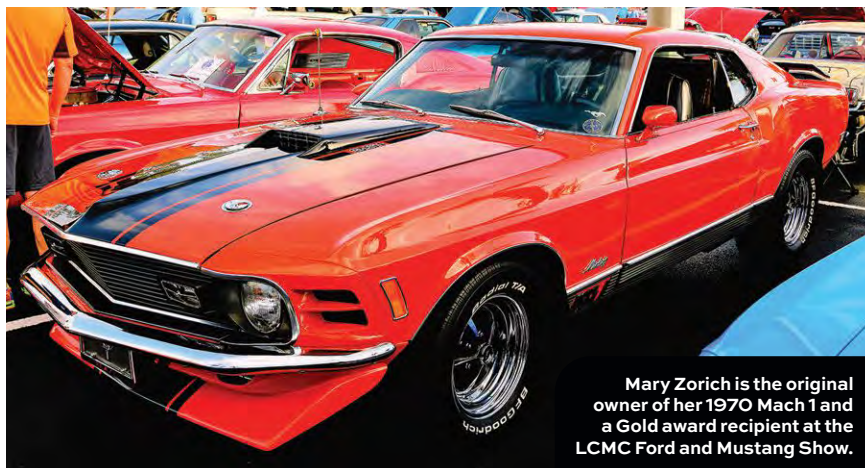
Dan Silvestri's 2015 Mustang GT was a Gold recipient.



Deb and David Beck were winners all around, scoring a Gold for their 1968 Hardtop while attending the show with their grandchildren.



John Pulsifier's 2003 Mach 1 was a First Place winner in class.



Mary Zorich is the original owner of her 1970 Mach 1 and a Gold award recipient at the LCMC Ford and Mustang Show.



FIRST TENNESSEE REGIONAL GROUP PONY RUN & CAR SHOW

BY BRIAN MORELOCK & JESSI ODUM

On October 8-9, 2022, the First Tennessee Regional Group attended the 14th Annual Pony Run & Car Show at Parks Ford in Hendersonville, North Carolina. We wanted to attend this Mustang show to help support our fellow club, the Blue Ridge Mustang Club of Asheville. This event was a two-day pony run and car show with Top Three trophies in 14 classes, plus Sponsor's Award, President's Award and Best of Show award.

We had a great time in Hendersonville at the Parks Ford dealership with our friends from the Blue Ridge Mustang Club of Asheville.

Congratulations go to Cindy Fleenor, David Gass, David Guerriero, and Lee Massey and Joann Massey for their awards! Lee and Joann Massey won First in Division J, David Guerriero took a First in Division A, Cindy earned Second in Division H, and David Gass won Second in Division I.







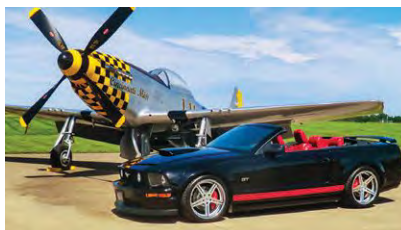
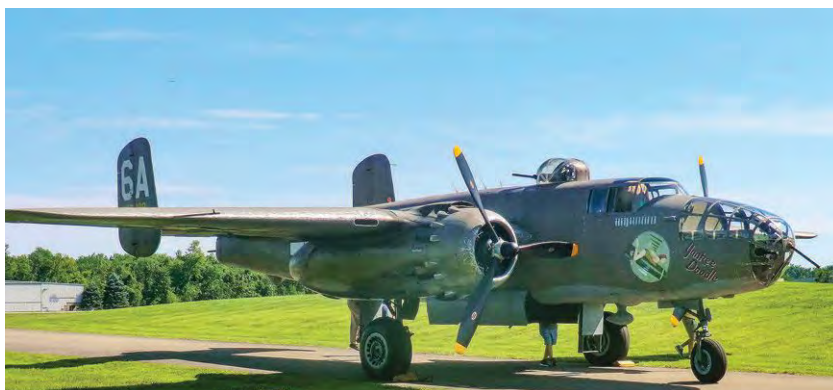
TRI-STATE MUSTANG/FORD CLUB OF GREATER CINCINNATI

TRI-STATE WARBIIRD MUSEUM VISIT

BY JIM ROSS

The Tri-State Warbird Museum is located on the east side of Greater Cincinnati and is a true jewel. The museum is dedicated to honoring our nation's military and historic aviation, particularly that associated with WWII. The museum is a treasure trove of WWII aircraft and associated artifacts. On top of maintaining their collection, they also perform aircraft restorations. One piece in their collection is a P-51D Mustang fighter and, much to our delight, the museum allowed the Tri-State Mustang/Ford Club of Greater Cincinnati (and a few other local Mustangers) to take photographs of our Mustangs with the P-51D Mustang fighter, the "Cincinnati Miss."

The day was warm and sunny and museum volunteers gave us a very interesting and educational guided tour of the collection. After the tour, it was on to the photo shoot. We had 16 cars and the staff was very courteous and helpful in getting the cars posed for their glamor shots. The photo shoot went smoothly and everyone was pleased with the results. As we were finishing up the shoot, a vintage WWII bomber (TB-25N Mitchell), part of the Museum's collection and returning from an air show, landed and taxied right by us. The perfect ending to a perfect day!



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Ford's 351 Cleveland: A Better Idea?

JIM SMART



Ford's 351 Cleveland engine has met with mixed reviews through the decades. I've often wondered why the 351C ever happened at all when Ford could have invested in the venerable 221/260/289/302 and 351 Windsor engines and been ahead of the game. The small-block Ford 289/302 engines, first introduced in 1962, were fiercely dependable with a long production life and a legacy of service.

The 351C came up short for extreme racing conditions because block integrity was compromised and engines came apart, mainly at the main block saddles at high rpms. The engine needed thicker main webs, cylinder walls, and block decks to stay together. Ford engineers bolstered the 302 Windsor block in those areas to create the Boss 302 block with four-bolt mains and robust main caps.

Most notorious for failure was the Windsor 302 "Tunnel Port" developed for Trans-Am competition in 1968. It was never a street engine. The Tunnel Port cylinder head was a formula for disaster with drivers like Parnelli Jones and Jerry Titus, to name two, scattering 302 Tunnel Port engines all over

tracks across North America that year. The unique heads (with pushrod tubes through the intake ports) made power but had to be pushed to over 9,000 rpm, which led to engine failure. You don't win races blowing engines.

The issues had gotten Ford's attention in the mid-1960s even before the Tunnel Port fiasco. During a recent interview with Bill Barr, who headed up the Boss 302 and 428 Cobra Jet engine development programs, I learned the origins of the 335 Series (351C) engine family. The 351C was the product of Ford's Advanced Engine Development. Barr did not speak highly of the Cleveland, which was, in his opinion, 100 pounds heavier than the 351W with poor block architecture and inadequate oiling. Where the 351C excelled was its deep breathing cylinder heads, which got his attention when developing the Boss 302.

When I asked Barr what he knew about the 351C's development, he was quick to address the engine's shortcomings. He made it clear to Ford management that it was a dud. The 335 Series engine family was ultimately going to replace the 302/351W small-block Fords, with the 385 Series big-blocks (429/460) replacing the FE Series (390/406/427/428). Ford wanted to reduce the number of engine families to two—one for small-block and one for big-block.

Barr got his first look at the 351C while searching for a suitable cylinder head to replace the ill-fated 302 Tunnel Port. He examined the 351C block at Advanced Engines and found that it had the same bolt and bore spacing as the 289/302/351W. He hit pay-dirt because the heads would work on the Tunnel Port block. All Barr had to do was modify the Cleveland head for the small-block's "wet" intake manifold and block cooling passages. He also had to come up with a piston that would work with the Cleveland canted valve chambers.

It has often been asked why the 351C was dropped after 1974 in North America when the engine family was so fresh in the marketplace. Barr told me that Ford North America concluded that the 351C was a bad idea and ended production rather than invest more time and money. Where it gets complicated is the 400 and 351M. The 400 Cleveland, introduced in 1971 for full-sized Fords and conceived to replace the 390 FE, was a "raised deck" 351C to make room for a 4.000-inch stroke. The 400 was taller, wider, and certainly heavier. However, it was still lighter than a 390 FE.

When the 351C was dropped, Ford product planners wondered what should replace it even though they had the 351W. It was decided to destroke the 400 to 3.500-inches for a 351M, meaning "Modified." (To set the record straight, the 400 was never called "400M" by Ford).

Though Ford North America discontinued the 351C, Ford Australia loved it and kept it in production until 1982. Ford Australia never produced a 400 Cleveland. It did, however, offer a lower displacement 302 Cleveland in addition to the 351C. It also took the 351C-2V head with its right-sized street ports and gave it the smaller 4V wedge chamber for great quench with street-friendly port sizing. The Aussie Cleveland head remains a desirable casting for 351C fans.





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Ford's Loss of Brand Loyalty Crown was Death by a Thousand Cuts



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PHOTOS COURTESY FORD MOTOR COMPANY

For many enthusiasts, the best thing about this time of year is that when it finally comes time for us to “Spring Forward,” it means it’s finally time to kick off yet another car show season and get our beloved ponies back out on the road. To some, the ever-growing Ponies in the Smokies show is the biggest indicator that Spring has indeed sprung. To others, it’s National Mustang Day that sparks an all-new year of cruising in our Mustangs. No matter where you start on your “I-wanna-go-to-that-show” calendar, there’s a sense of excitement and optimism when we look to the year ahead, even during these trying times.

Well, I’ll admit to the excitement part but there’s reportedly an undercurrent of optimism out there too—at least that’s what Ford’s 11th annual “Trends Report” had to say about today’s consumers. Each year Ford Motor Company conducts a survey via online channels with randomly selected participants from 16 countries all over the world in an effort to help forecast consumer preferences and potential behaviors. It is open to diverse opinions and attempts to uncover the thought process and behaviors influenced by external factors across a range of themes, this time including facing fears, taking a

stand to support certain issues, escapism, and something they called “the road to joy.”

The major insight from the 2023 “Looking Further with Ford” Trends Report that came out last month claims that the global population has a positive “Every cloud has a silver lining” sentiment, even amidst national and global instability and uncertainty. This sense of growing optimism is rooted in the finding that participants in the survey believe society will be stronger in five years. “Consumers have not given up on the notion of a ‘happily ever after,’ but for now, they will gladly settle for some silver linings wherever they can find them,” said Jen Brace from Ford’s Global Trends and Futuring Team.

The study said, “In an era of daily disruptions, declining institutional trust, and a worrisome economic outlook, actions to promote self-reliance are on the rise. We are taking stock of our fears. Which ones are imminent and posing an immediate threat versus those that feel distant and pose an existential threat? Consumers are searching for ways to face their fears and navigate a better way forward. So the next time the fight-or-flight instinct is triggered, they will at least have a game plan.”

Some 64 percent of the people surveyed said they “do not feel represented in political conversations today. While the num-

bers vary by country, they remain consistent across gender and generational cohorts within those countries.” In my own experience while talking to many of you at shows and events, I’d tend to agree with that statement. But from what you have said in conversations with me, I’m not sure their finding that “political protests are giving way to consumer boycotts as most people expect brands to take a stand on social and environmental issues” is quite as accurate. In fact, many of you have said you’d prefer if companies simply concentrate on making a great product and stay out of the social and political fray entirely. And I really had to pause after reading that about “50 percent of consumers even believe brands should hold employees accountable for what they say and do outside work.”

The report went on to confirm that technology continues to evolve the ways we connect with one another and how we interact with the world. People know their online behaviors are being tracked and 73 percent of adults find it “creepy” when companies know too much about them. Yet we don’t want to stop using these invasive apps and tools that we’ve come to rely on. Despite many studies that show the damaging affects social media have on young people and society as a whole, the Ford report said that seven in 10 surveyed had claimed that social media helps them “feel connected to others.” In view of what’s best described as a love-hate relationship with social media and big tech, the “metaverse” as the next frontier is poised to push us further in either direction.

While still searching for that sense of optimism, I kept reading more findings from the Trends Report: “With nearly seven out of 10 adults feeling overwhelmed by changes taking place in the world, it is not surprising that physical well-being and mental health are being prioritized. Mental health has become an increasing priority for all ages, particularly for the youngest generations. Over half of Gen Z indicates their own mental health is a source of stress, yet two-thirds are taking control by trying new mental health practices to cope with their fears. And people of every generation are increasingly intentional about creating space to relax and recharge, whether that’s taking a solo vacation, investing in small joys, or just going out for a joy ride.”

Hmmm...that’s a good start, at least. But it’s also the very reason we own Mustangs. There is certainly some joy in driving our cars and participating in the hobby; it’s our own way to escape the worries of everyday life. I was hoping that the sur-



vey would discover the positive role a Ford vehicle that makes an emotional connection with its owner plays in this equation.

The report went on to state that, “74 percent of adults envision what they want their future to look like and take steps to make it happen. Individuals are looking inward to find solutions to the fears and stressors of today, with each generation feeling a sense of responsibility to make changes for the better. On average, just about half of the people surveyed believe society will be stronger in five years, so it’s no wonder that many feel we need more love and forgiveness in the world, with nearly eight in 10 affirming that mistakes are an opportunity to do better rather than a punishment.”

“WHETHER IT’S ROLLING DOWN THE WINDOWS AND TURNING UP THE TUNES OR SIMPLY CHOOSING TO SAVOR THE MOMENT, PEOPLE ARE CHOOSING JOY.”

Seems that’s not quite a new sentiment. Anybody remember the “All You Need is Love” song by The Beatles back in 1967? Anyhow, I finally drilled down to the optimism part of the Trend Report that I was so desperately trying to find for you:

“People are redefining joy and finding it in everyday life,” the report concluded. “Rather than aiming for exceptional wealth, most simply want to earn enough to enjoy the things they like. Even the traditional 9-to-5 is getting a new look, with 70 percent feeling it’s not necessary for success. Whether it’s rolling down the windows and turning up the tunes or simply choosing to savor the moment, people are choosing joy.”

To that I say, if you are old enough—or if your car is old enough—to actually *roll down* the windows, then you already have a head start on those searching for the simple joys in life. Ever signal to a young person with your hand making a winding motion when you wanted them to “roll down” the window and find them looking back at you like you’ve lost your marbles? And no, they don’t even know what “marbles” are! Ahhh, I’m so happy that my old Mustang gives me a life with roll-up windows, and with knobs and levers instead of electronic switches and touch screens! But I digress.





I've revealed the details of this annual Trends Report to shine a light on the kinds of consumer research Ford is doing, and then pose this simple question: Can that same research help explain—and hopefully solve—some of the issues facing Ford in the marketplace today? Like how do we gain exposure of Ford products to more consumers to grow our customer base? How do we win over hearts and minds to the Ford brand? How do we build brand loyalty to drive repeat business from the generations to come? Forgive me if I didn't see any of that in there. But I did see another report on consumer loyalty that didn't make me feel very optimistic at all.

LAST YEAR, THE BLUE OVAL MARKED ITS 12th CONSECUTIVE YEAR OF WINNING THE AWARD, AS WELL AS RACKING UP A TOTAL OF 21 WINS SINCE THAT SPECIFIC CATEGORY WAS CREATED.

Have you ever noticed that almost every Mustang owner you've met is a "Bleed-Ford-Blue" loyalist? Ever hear that, in addition to their Mustang(s), they have several other Fords in their driveway or have come from a family of Ford owners? Sure you have. Well, a company called S&P Global Mobility measures customer loyalty and has an "Overall Loyalty to Make" category as part of its annual Automotive Loyalty Awards. Last year, the Blue Oval marked its 12th consecutive year of winning the award, as well as racking up a total of 21 wins since that specific category was created. But when S&P's Automotive Loyalty Awards were released for 2023, I saw that's Ford's impressive run is now over.

No, Ford didn't lose its owner loyalty crown to GM, nor to Toyota or any import. It was Tesla that managed to wrangle

this honor away from Ford this year. Now, we all know that EV owners are part of a government-sponsored cult, and that Tesla ownership could be considered a religion in most states. But with 120 years of building iconic products, Ford has long enjoyed having some of the most loyal customers in the automotive universe, most of whom have come back to the brand time and time again over the years. So what happened this time around to topple Ford from the top spot?

S&P at least partially blamed Ford's supply chain woes, chip shortages, and production cuts since the pandemic, as some customers were apparently enticed to switch brands with so few choices on dealer lots. The results of this year's Automotive Loyalty Awards are based on an analysis of 11.7 million new retail vehicle registrations in the U.S. during the 2022 calendar year. Loyalty is determined when a household that owns a new vehicle returns to market and acquires another new vehicle of the same make, model,

or manufacturer. The newly acquired vehicle may be either a replacement or an addition to the household fleet.

Single brand loyalty as a whole continues to drop, however, decreasing from 54.6 percent in 2019 to 50.2 percent in 2022 and dropping even further this year with this latest study finding that fewer customers returned to purchase a new vehicle as well. "The past three years have been a challenge for the automotive industry," said Joe LaFeir, President, Automotive Insights, S&P Global Mobility. "As customers are returning back to market post-pandemic and inventory levels have slowly improved from last year's lows, retaining loyal customers has been more challenging than ever before."

I've talked about some of the other reasons why Ford's owner loyalty has been challenged of late on these pages before, from quality issues to dealer markups to a lack of overall affordability across the entire Ford lineup. Those problems continue to put downward pressure on would-be new-car buyers. Yes, Ford's average transaction price is among the highest for





major automakers—a new F-150 averages nearly \$60K!—and while that may be good for profit margins, it's bad for gaining market share or enticing inflation-weary, value-conscious buyers to come over to the Ford brand. So no, you can't blame losing the loyalty crown on just one thing. Rather, it's been the cumulative effect of many different things that has taken its toll.

In fact, you've been telling me for a few years now that there's another big issue at play here and it's become the elephant in the room that we continue to celebrate our ability to ignore. And that is Ford's decision to get out of the car business. So many of you have told me that your children and formerly Ford-loyal family members, friends, and neighbors were unable to replace their Fiesta, Focus, or Fusion so they were forced to turn to an import brand. Compact and midsize sedans from Honda, Toyota, Kia, Hyundai, and Subaru—some of them hybrids and even all-wheel-drive—have now won them over, with no chance of winning them back to the Ford fold in the foreseeable future.

With a lack of choice and being priced out of the market by expensive SUVs and trucks that they really weren't interested in anyway, about the only thing that you said was under consideration for at least some of them was the Maverick. But they soon discovered that trying to get one of Ford's new practical and affordable compact pickups without waiting a year after ordering one was akin to winning the lottery. With Toyota's



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reputation for quality and the aggressive pricing by the Korean brands, it's easy to see why so many entry level buyers shop those models most often. Honda recently reported that about 45 percent of its U.S. sales are from passenger cars, with its Civic model outpacing even the Toyota Corolla and both shrugging off the market trend toward SUVs because there is a demand for transportation at less-than-SUV prices.

I really do appreciate all of you sharing your thoughts about our hobby and about Ford with me when I come to your show and set up my Ford Performance Club Connect Meet & Greet tent. So much of what you say is real-world truth! To that end, I attended a recent Mustang club meeting where a member came up to me to tell me how much he disagreed with a YouTube video he saw that defended Ford's decision to stop selling sedans in the U.S. I didn't bother to check it out because it was done by a popular YouTuber named Doug DeMuro, who has very little credibility among experienced auto analysts. But after I'd heard that Ford CEO Jim Farley took to social media to praise DeMuro for his view on the matter, I looked it up and sat through the whole video.

Doug's gimmicky delivery makes him difficult to watch and listen to, but his point that Ford smartly decided to invest its resources in growing segments like crossovers, SUVs, and pickups and exit a segment that was not only losing steam but also one that may no longer exist at some point suggests that sedans will never again be popular. Except the company that just passed Ford in loyalty has built that industry-leading fol-

lowing primarily on—you guessed it—a sedan! (And Tesla just announced a lower-priced model waiting in the wings). What's more, DeMuro's supporting argument that those Ford sedans were replaced by popular products such as the Bronco, Raptor, and Mach E is one of apples and oranges, as all of those carry a premium price tag far beyond any of the sedans. And while the Bronco Sport and Maverick he mentioned might be a possible alternative for some sedan buyers, Bronco Sport sales have since sagged and the Maverick remains as pretty much unobtainium.

It's no surprise that Farley would praise any public support of this controversial decision, as SUVs and trucks have always been profit-margin leaders over base sedans. But for those who don't need a truck and don't want an SUV, Ford isn't an option anymore so they'll go to other brands for a car—and unfortunately won't likely come back to Ford when market trends change again because they will. If you bother to check history, the auto market is cyclical and it's just a matter of human nature that tastes change all the time. Fact is, nothing lasts forever, so you never say never—or put all of your eggs in one basket—unless the price of eggs continues to skyrocket and you happen to have a *really big* basket. But then again, a crack could form in that strategy and the yoke would be on you. As you can see, just as it is when talking to me in my tent, there's no charge for offensive puns or Dad Jokes. Now get out there and go for a joy ride in your Mustang before it offends someone!

Editor's Note: Veteran journalist John Clor has owned, raced, worked on, and written about Fords and Mustangs for nearly 40 years. After a 15-year career at *The Detroit News*, Clor shifted to automotive journalism with stints at *AutoWeek* and later *Edmunds.com*. He joined the Ford Special Vehicle Team in 1995 and spent the better part of the next decade working on SVT Communications, PR, and Marketing. Since 2007 he's been managing a club outreach program and enthusiast communications for Ford Racing, a job he now does for Ford Performance, as well as managing enthusiast content on *FordPerformance.com*. Clor is an Iacocca Award winner, author of the book *Mustang 2015 plus Mustang Dynasty (2007 & 2009)*, editor of *SVT Enthusiast* magazine, and host of his own local cable-access TV show, "Cars In Context." He's also a member of several Ford-based car-clubs, and is the proud owner of two 1970s era Mustangs, including one he calls "a long-term project." The views and opinions he expresses here are his own and do not necessarily represent the MCA or the Ford Motor Company.

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Lap 181 - Are You Goofy?

a.k.a ROADRACER



The term “Goofy Foot” refers to surfers, skateboarders, and snowboarders who naturally place their right foot in front of their left. Most people are right-handed and therefore prefer having the left foot forward with the right being used to provide stability. Although there are no real benefits to being “Goofy Footed,” there are major advantages to getting the left foot more involved in your driving. A combined application of brake and throttle can be used to get through turns more quickly by using the left foot on the brake while the right foot remains on the throttle. Many of the world’s best drivers learned to use their left foot at an early age by racing go-carts that require the left foot to be dedicated to the task of braking. There is no means to use your right foot on the brake of a kart because the pedals are widely separated by the steering column. If only this were true in our Mustangs, we would have learned to confidently use the left foot on the brake to enhance the racing skills we must now develop.

Your Mustang should be well-balanced and travel in a straight line while modulating the brake near the limit of grip. This means oversteer can be induced by applying the brakes at the limit when entering a turn. It’s important to adjust the forward/rear brake bias such that this occurs only right at the grip limit. To test, begin in a straight line and brake hard, right to the limit, while slightly turning the steering wheel. If adjusted properly, the rear end will slide out opposite the turn creating slight oversteer. Further testing should reveal you can reduce the rate of oversteer by reducing the braking pressure which will increase rearward weight transfer and increase rear grip. You now have the ability to affect the turn rate of your Mustang with the brake, not just the steering wheel. One way to think about it is the steering wheel sets the path your Mustang travels and the brake controls the direction it is pointing as it does so.

Now your Mustang can be setup to both understeer and oversteer on demand by simultaneously applying the throttle and brake using your right and left feet at the same time. It will oversteer as the brakes are applied to the limit and a slight simultaneous application of throttle brake will tip the balance rearward just enough to provide additional rear grip which controls the oversteer and accelerates you through the corner. To induce more oversteer (make it turn more), apply more brake and your Mustang will rotate in the direction of the corner. You now have a very reliable technique that provides the ability to control the path of your Mustang inde-

pendently of the steering input. This control is very precise, and the key is making pedal inputs in a continuous manner, playing one against the other to maximize the speed carried around the track.

Using this technique, you can very quickly transition from acceleration to braking without the slight coasting period that occurs as you normally would lift the right foot off the throttle and move it in position on the brake pedal. You should discover this allows you to stay on the gas fractionally longer before each corner and thus contribute to lower lap times. This driving style requires carrying enough speed to reach the limit of grip and then working the pedals aggressively to maintain speed through the corners. When done correctly, the car carves a perfect arc though the corner and the pedals are used to point the car while the steering input controls the path. Needless to say, it’s a heck of a lot of fun.

Remember, sometimes the left foot needs to be “borrowed” to depress the clutch pedal which is where the “heel/toe” technique uses the toes of the right foot on the brake pedal and the right side of the foot on the accelerator. For me, the sequence for negotiating a hard turn that requires downshifting begins with left-foot braking until the car begins to over rotate. Then, just as the rotation begins, brake application is assumed by the right foot, the left foot moves to the clutch, and the side of the right foot blips the throttle on the downshift. After the downshift is complete, the left foot returns to brake while the right foot slides back on the throttle and we’re off!

There is really nothing more rewarding than carrying more speed than you thought was possible into a corner and making it through under the “control” of your feet. Remember that a good race car is easy to drive and yours should be too.

Next lap...

***TO INDUCE MORE OVERSTEER
(MAKE IT TURN MORE), APPLY MORE
BRAKE AND YOUR MUSTANG WILL
ROTATE IN THE DIRECTION OF THE
CORNER. YOU NOW HAVE A VERY
RELIABLE TECHNIQUE THAT PROVIDES
THE ABILITY TO CONTROL THE PATH
OF YOUR MUSTANG INDEPENDENTLY
OF THE STEERING INPUT.***





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MCA NATIONAL SHOWS

MUSTANG ENCHANTMENT NATIONAL SHOW

June 9-11

Albuquerque, NM – Balloon Festival Park
Rio Grande Mustang Club of New Mexico
<https://riograndemustangs.org/>

RACE TO INDY NATIONAL SHOW

July 27-30

Plainfield, IN – Hendricks County Fairground
Mustang Club of Indianapolis
www.mustangclubofindianapolis.com

FUN IN THE SUN GRAND NATIONAL

September 8-10

Melbourne, FL – American Muscle Car Museum
Space Coast Mustang Club
<https://spacecoastmustang.com>

STAMPEDE TO THE HEARTLAND II

October 6-8

Topeka, KS – Heartland Motorsports Park
Mustang Club of America
www.mustang.org

REGIONAL EVENTS

APRIL 1 FLORENCE, SC

11th Annual Pee Dee Roundup by Eastern South Carolina Mustang Club at Florence Center, 8am-4pm. Registration 9am-Noon, \$25 All Ford, Lincoln, and Mercury models welcome.

Call 843-610-5468

joey.coward@gmail.com

www.escmustangclub.com

APRIL 8 SPRING, TX

Spring Open Car Show by Mustang Club of Houston at Planet Ford, 9am-3pm. Registration 9-11:30am, \$30 (\$25 Military Members). Open to all makes and models. Benefits Still Creek Ranch & Citizens for Animal Protection.

Call 832-264-8466

rcoc42@gmail.com

<https://mcoh.org>

APRIL 15 FELTON, CA

National Mustang Day 2023 Celebration by San Jose Mustangs Car Club at Roaring Camp Railroads, 8:30am-3:30pm. Registration 8:30am, \$20 (\$15 by March 18). Bring out your Pony to celebrate the biggest National Mustang Day event in the Bay Area. Enjoy cars, live music, raffles, food, train rides, and more. Additionally, Roaring Camp Park has a 75-minute Steam Train Ride through the mountains available. Tickets for the train ride are \$45 for adults & \$30 for children under 12 years.

Call 650-539-8802

sanjosemustangs@gmail.com

<https://sanjosemustangs.com>

<http://www.stangday.com>

APRIL 15 BILOXI, MS

MCMC 43rd Annual Southern Hospitality Open Car Show by MS Coast Mustang Club at Edgewater Mall, 8am-

3pm. Registration 8-11am, \$30.

Call 228-234-7931

riccifamily75@gmail.com

www.mscoastmustangclub.com

APRIL 15 CHESAPEAKE, VA

Spring Fever and Mustang Birthday Show by Mustang Club of Tidewater at Cavalier Ford Greenbrier, 9am-3pm. Registration 9am-Noon, \$20 and two cans of food. All makes and years.

larhey123@gmail.com

www.mustangcluboftidewater.com

APRIL 22 GAINESVILLE, GA

NEGMC 20th Annual Spring Regional Show by Northeast Georgia Mustang Club at Auto Metal Direct, 8am-3pm. Registration 8-11:30am, \$25, preregister on Motosho. Open to all makes and models. Popular vote for top 30 awards. Special awards for Best Early Mustang, Best Late Mustang, Best Ford, Best GM, Best Mopar, and Best Truck.

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Call 770-652-9273

negeorgiamustangclub@gmail.com

http://negeorgiamustangclub.org

https://negeorgiamustangclub.org/2023-

negmcs-20th-annual-spring-regional-car-show-gainesville-ga

https://motosho.com/event/63f0ddf7b25f6

APRIL 22 BATON ROUGE, LA

All Mustang & Ford Powered Show by Baton Rouge Area Mustangers at Hollingsworth Richards Ford, 8am-2pm. Registration 8-10am, \$30. Awards, food, silent auction, door prizes, 50/50, and a raffle for a new BBQ pit.

Call 225-335-0183

tl68kr@yahoo.com

https://info@brmustangers.org

APRIL 29 RICHMOND, GA

5th Annual Spring Fling in Richmond Hill by Savannah Mustang Club at J. F. Gregory Park, 8am-3pm. Registration 8-10am, \$25 (\$20 by April 22). Food, live music, corn hole tournament, kiss the pig, rock wall climbing, dunk tank, and an inflatable playground. Net proceeds raised go to Richmond Hill Fire Department's charitable initiative.

Call 912-659-6511

mdavis0247@gmail.com

www.savannahmustangclub.com

APRIL 29 RICHMOND, VA

16th Annual Central Virginia Spring Auto Show by Central Virginia Mustang Club at J.R. Tucker High School, 9am-3pm. Registration 9am, \$25 (\$20 by April 15). All makes and models welcome. Popular vote awards and prizes. Dash Plaques to first 75 vehicles, 50/50 Drawing, great door prizes.

Call 804-338-9888

show@centralvamustang.com

springshow@centralvamustang.com

www.centralvamustang.com

MAY 5-6 AMARILLO, TX

Ford Fun Day MCA Regional Car Show by Texas Panhandle Mustang Club at Gene Messer Ford. Fri. 8am-Sat. 5pm. Registration Fri. 6pm-8pm, Sat.

8:30-11am \$25. First 100 cars will get a goodie bag and a dash plaque.

Call 806-622-1102

mustangbud@sbcglobal.net

www.texaspanhandlemustangclub.weebly.com

MAY 6 SAVANNAH, GA

Skidaway Island Open Show by Savannah Mustang Club at Skidaway Island Baptist Church, 8am-3pm. Registration 8-11am, \$25 (\$20 by April 30). On one of Savannah's premier islands. Modified MCA Occasional Driven rules. Food by Barnes Restaurant, Silent and Live auctions. 1/2 & 1/2 Cash Drawing. Vendors welcome.

Call 912-572-7924

murphybrian173@gmail.com

www.savannahmustangclub.org

MAY 7 WOODLAND HILLS, CA

Mustangs at Warner Center Park Mustang & Ford Car Show by Mustang Owners Club of California, 9am-3pm. Registration 7:30-9:30am, \$40 (\$35 by April 21). 1st-3rd trophy for over 88 classes, plus Mach-E and Mustang II. Horseshoes for Cancer, food vendors, *Star Wars* characters, and more. Pony Corral \$10, no judging and no trophies.

Call Debbie Anderson at 661-295-5255

mccshowinfo@att.net

www.mustangownersofca.org

MAY 20 SUISUN CITY, CA

Biggest Little Car Show by Golden Hills Mustang Club at Suisun Waterfront Plaza, 9am-3pm. Registration 7-9am, \$45 (\$40 by May 13, \$40 Participant Choice, \$50 MCA abbreviated judging). Mustang and All-Ford Car Show, Participant Choice classes for all cars, MCA abbreviated judged classes for Mustangs (no day of show), DJ, food, raffle, vendors.

Call 805-340-7699

www.goldenhillsmustangclub.com

MAY 20 BIRCH RUN, MI

Great Lakes Stampede 28th All Ford & Mustang Car Show by Mustang

Club of Mid Michigan at Birch Run Premium Outlets, 9am-3pm. Registration 9-11am, \$12 Display; \$18 Judged; \$20 Judged with judging sheet (\$12 Display; \$18 Judged; \$20 Judged with judging sheet by May 12). Judged class and "Best Of" Awards, 50/50, Raffle prizes, Ford brands and power, food on site, damp or dry; paved parking lot.

Call 989-992-8608

jackbeeler7@gmail.com

www.mustangclubmidmichigan.com

https://mcmstampede.square.site

MAY 20 SEVIERVILLE, TN

Mustangs Versus Camaros by Tennessee Valley Mustang Club at Quaker Steak and Lube, 9am-3pm. Registration 8am-noon, \$30. All years and models Mustangs and Camaros are invited. Many vendors on site. Lots of hotels, shopping, eating, and sight seeing in the area. All profits benefit East Tennessee Children's Hospital.

Call 865-801-6082

jeremy@splitzero.net

www.tnvalleymustang.com

https://fb.me/e/1XfZ8qYAT

MAY 21 WILMINGTON, DE

First State Mustang and Ford Club Show by First State Mustang and Ford Club at Porter Ford, 10am-3pm. Registration 9:30am-noon, \$20 (\$15 by May 11). Preregister on our website using PayPal. Sponsored by Porter Ford, Trophies for Top 30, two Best of Show, one Dealer's Choice, and two Young Guns 25 and under. Charity Auction, 50/50s, Nate Zilla Rocking the place and Food! Must be Ford family and Ford powered.

Call 302-545-7934

timnarvell@gmail.com

www.firststatemustangandford.com

MAY 21 COLUMBUS, OH

49th Annual Krieger Ford Mustang, Car & Truck Extravaganza by Mustang Club of Ohio at Krieger Ford, 8am-5pm. Registration 8-10am, \$25 (\$20 by April 30). All Ford event

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with Mustang, Ford cars, and Ford truck classes. Judged event, 100 class awards plus special awards. Goodie bags, Judged Pedal Car event. Youth Program including balloon artist and judged Model Car/Truck Contest with awards. D.J., food.

Call 614-596-9896
dailey55@gmail.com
www.mustangclubofohio.org

MAY 21 CUDAHY, WI

Wisconsin Early Mustangers
 41st Annual All Ford Car Show by Wisconsin Early Mustangers at Ewald's Venus Ford, 8am-3pm. Registration 8-11:30am, \$10. Dash plaques to all vehicles! This is a participant-judged show, not affiliated with MCA. 1st, 2nd, and 3rd place trophies in 17 classes, People's Choice and Dealer's Choice awards. Food, music, 50/50 raffle, participant raffle prizes, and swap area.

Call 414-331-4946
don@djschultz.net
www.wemustangers.com

MAY 28 PHOENIXVILLE, PA

42nd Anniversary Mustang and Ford Show by Valley Forge Mustang Club at Kimberton Fairgrounds, 9am-3pm. Registration 9-11am, \$20. (\$15 by May 15).

Call 215-290-3682
info@thefvfm.org
www.thefvfm.org
www.thefvfm.org/springshow

JUNE 3 WICHITA, KS

30th Annual Mustang and All-Ford Car Show with Fairlane Club of America Mini-Meet by South Central Kansas Mustang Club at Sedgwick County Park, 8am-4pm. Registration 8am, \$25.

Mustang judging is points based with Gold, Silver, and Bronze levels.

Call Ed Bennett at 785-650-7188

Call Jim Thomas at 316-218-1202

sckmc2-19@cox.net

www.sckmc.com

JUNE 4 APPLE VALLEY, MN

39th Annual All Ford Show and Swap by Northern Star Mustang Club at Apple Valley Ford, 9am-1pm. Registration 9am-noon, \$15 (\$10 by May 17). Spectators \$2/adult, under 12 free. Proceeds to Every Meal Charity.

Call Mike at 612-850-9134
northernstarmustangclub@gmail.com
www.northernstarmustangclub.com

JUNE 10 COOPERSVILLE, MI

WMMC 42nd Annual Mustang and All Ford Car Show by West Michigan Mustang Club at Betten Baker Ford of Coopersville, 8am-2:30pm. Registration 8-11am, \$20 (\$15 by May 20). Food trucks, raffle tables, 50/50, class awards, and trophies.

Call 616-350-4801
jhoard75@gmail.com
http://westmichiganmustangclub.com
https://www.facebook.com/events/993903995345499

JUNE 11 RANDOLPH, NJ

Spring Round Up All-Ford Car Show by Garden State Region Mustang Club at Performance Ford, 9am-2pm. Registration 9am-noon, \$20 (\$16 by June 5). Open to all Ford bodied or powered vehicles. Registration online via PayPal. Limited to 150 vehicles. Favorite 40 awards, five Best Of Show. Participant voting. Food & drinks.

Call 973-785-3819
pbetts1057@gmail.com
www.gsrmc.org

JUNE 11 CLAY, NY

44th All Ford Show/Cruise In & Swap Meet by Syracuse Shelby Mustang All Ford Club at 3 Rivers Point, 9am-3pm. Registration 9am-noon, \$10 (\$7 by June 7). Music, great food, 50/50 raffle, and swap meet. \$100 prize money raffled every half hour, door prizes, grand prize large screen tv.

Call 315-263-6995
mtr250m@yahoo.com

JUNE 14-16 FOUNTAIN/CRIPPLE CREEK, CO

35th Annual Rocky Mountain Mustang Roundup by Front Range Mustang Club at Bennett Ave. in Cripple Creek and Pikes Peak International Raceway, 10am-3pm each day. Pre-registration \$30-\$60. We're moving our host city to beautiful Cripple Creek, CO. Open track and autocross at Pikes Peak International Raceway, Show n' Shine at Bennett Ave., spots will be limited.

Call 719-332-9411
rmmr@protsys.com
http://rockymountainmustangroundup.org
www.frontrangemustangclub.org

JUNE 16-17 SELLERSBURG, IN

28th Annual Mustang and All Ford Show by Falls City Mustang Club at Jim O'Neal Ford, Fri. 8:30am- Sat. 5pm. Registration Sat. 8am-noon, \$20. Pre-register before June 10 to be entered in cash drawings day of show.

Call 812-786-2953
bmclegg@wmconnect.com
www.fallscitymustangclub

JUNE 24 EVANS, GA

CSRA Mustang and Ford Show by Central Savannah River Area Mustang and Ford Club at Fairway Ford of Evans, 8am-4pm. Registration 8-11:30am, \$30 (\$25 by June 17). Awards for top 3 in each class, Best of Show, \$50 drawing from early registrations, \$50 most Club Participation, 50/50 drawing, MCA Abbreviated Judging.

Call 706-830-8613
emersonperkins5@gmail.com
www.csramc.org

JUNE 24 AUSTINTOWN, OH

Mustang vs Camaro Showdown by Mahoning Valley Mustangs at Quaker Steak & Lube, 10am-2pm. Registration 9am-noon, \$10 (\$7 by June 7). All proceeds to Angels of Easter Seals. Basket auction. Vote for your favorite.

Call Brian or Debbie at 330-360-6889
steelersfan1968@yahoo.com
http://mvmustangs.org

JUNE 24 MINNEAPOLIS, MN

Muscle Car Bash by Northern Star Mustang Club at Hennepin County Technical College, 4pm-7pm. Registration 4-6:30pm, \$10. Spectators free, Food truck. Proceeds to benefit Disabled Veterans of Minnesota.
Call Pete at 612-275-6008
northernstarmustangclub@gmail.com
www.northernstarmustangclub.com

JUNE 25 DANVILLE, CA

Ponies & Snakes by Bay Area Mustang Association at The Livery, 10am-3pm. Registration 8-9am, \$60. (\$50 by May 19). Spectators free, Judged and display only classes. Kids Choice Award. Early registration includes T-Shirt.
Call 510-684-2340
registration@bayareamustangassociation.com
<https://bayareamustangassociation.com>
www.poniesandsnakes.com

JULY 8 FORT WAYNE, IN

Annual Mustang & Ford Car Show – 40th Anniversary Show by Old Fort Mustangers at Ivy Tech Community College, 8am-3pm. Registration 8-11am, \$20 (\$15 by June 15). Dash plaques to first 150 entries, Participant judging, Ford powered only, spectator entry \$2.
Call 260-348-1855
oldfortmustangers@gmail.com
www.oldfortmustangers.com

JULY 29-30 ARLINGTON, TX

33rd Annual Yellow Rose Classic – Southwest All-Ford Nationals by North Texas Mustang Club at Esports Stadium Arlington & Expo Center, Sat. 10am-Sun. 9pm. Registration Fri. 9am-6pm, \$50 (\$40 by June 1). Register at Motosho.com. Show hours Sat. 10am-9pm, Sun. 10am-6pm.
Call 214-502-5810
cgrant@craiggrant.net
<https://ntmc.org/yellow-rose-classic>
www.ntmc.org

AUGUST 13 HAMBURG, NY

All Fords Day Car Show by Western New York Shelby and Mustang Club at West Herr Ford, noon-3pm. Registration 8am-noon, \$20. Food, music, drawings. Charity is Western NY Hero's.
Call 716-381-1027
garyshof1027@gmail.com
<https://sites.google.com/view/wnymustang/home>
<https://www.facebook.com/WNYSMC?ref=bookmarks>

REGIONAL DRIVING EVENTS**MAY 27-28 GRAVOIS MILLS, MO**

HPDE and Show & Shine Car Show by Mustang Club of America at Ozarks International Raceway, 8am-5pm both days. Register by May 14 (\$540 for both days for MCA members, \$590 for non MCA members by January 31). Bring your street car or track car. Learn how to control your vehicle at track speeds. There will be a show and shine car show at the track. This is a non MCA points show.
Call Bryan Kerrick at 956-641-0456
www.motorsportreg.com
<https://www.motorsportreg.com/events/memorial-weekend-hpde-at-ozarks-int-raceway-ozark-international-mustang-091181>

NON-MCA EVENTS**APRIL 13-16 ROCKINGHAM, NC**

NMRA/NMCA All-Star Nationals at Rockingham Dragway. Drag racing, car show, manufacturers' midway.
www.nmradigital.com

APRIL 16 IRWINDALE, CA

37th annual Fabulous Fords Forever at Irwindale Speedway presented by the Ford Car Club Council and Ford Motor Company. Car show, drag racing.
www.fabulousfordsforever.com

MAY 4-7 MADISON, IL

NMRA/NMCA Super Bowl of Street Legal Drag Racing at World Wide Technology Raceway at Gateway. Drag racing, car show, manufacturers' midway.
www.nmradigital.com

MAY 4-21 SAINT CLOUD, FL

The Weirder Pony Drive Part Deux by The Great American Pony Drive at various locations, start 8am, end 5pm. Start in Marianna, FL. Travel backroads along Gulf Coast to NPD in Ocala, on to Tampa, Ft. Myers, Homestead, Key West, Miami, Ft. Lauderdale, Lake Okeechobee, Stuart, Kennedy Space Center, Daytona, St. Augustine, and end at Old Town in Kissimmee. Following the book "Weird Florida" and the unique places to see and do.
Call 954-849-4999
organizer1@ponydrive.us
www.ponydrive.us

MAY 19-20 NASHVILLE, IN

46th Annual Shelby Spring Fling by Indiana SAAC at Brown County State Park, Fri. 9am-Sat. 10pm. Registration tba, \$35. Friday Pony Trails with a southern Indiana lunch destination. Friday evening Welcome Bash, with hors d'oeuvres and cash bar. Saturday All Ford Car Show with lunch picnic and evening dinner banquet.
Call 317-908-6216
www.insaac.org

JUNE 2-4 CARLISLE, PA

Ford Nationals at the Carlisle Fairgrounds. Huge showfield, flea market, Select Displays, Anniversary Displays, Club Challenge.
www.carlisleevents.com

JUNE 8-11 NORWALK, OH

NMRA Ford Performance Nationals at Summit Motorsports Park. Drag racing, car show, manufacturers' midway.
www.nmradigital.com

JUNE 14-18 TULSA, OK

49th annual Mid America Ford & Shelby Nationals. Open track at Hallett Motor Racing Circuit, cruise to Tulsa's Blue Dome District, drive on Route 66, drag racing at Tulsa Raceway Park, and Sunday Cars & Coffee Show at the Tulsa Southern Hills Marriott. Swap meet at each venue.
www.midamericafordmeet.com

EVENT CALENDAR SUBMISSION GUIDELINES

To submit your event, visit the MCA website at www.mustang.org then go to the Events tab in the menu at the top of the page. Click on "SUBMIT AN EVENT" in the dropdown menu and fill out the form on the next page and click submit.

Please do not post Driving Events until they are approved by the Board of Directors.

Events must be submitted online at least **60 DAYS** in advance of the event's scheduled month to be published in *Mustang Times*.

VEHICLES

1967 Sports Sprint Hardtop: 289 V8, two-barrel carb, three-speed automatic. Same family for three generations, Clearwater Aqua, black interior, 98,000 original miles, excellent condition, show winner, restored in 1999, many original features. Buyer pays for pickup/shipping, \$29,995. Call 510-377-5575 or email john.cerilli@yahoo.com.

1968 Shelby GT500: Black with saddle tan interior. Marti Report shows as one of eight made with this paint/trim combination. Ten-spokes, 428, four-speed. You will fall in love! Own an exciting piece of musclecar history! Call 352-442-9151 (Florida).

1970 Torino GT Convertible: 351 4V with factory Hurst four-speed T-bar. Yellow with black high-back bucket seats and black top. Restored correctly and stored in heated garage. Deluxe Marti Report and Eminger original Ford invoice. Located in Central Pennsylvania. Call Steve at 862-221-0307 for more information.

1989 LX 5.0 Hatchback: Black with original red interior, five-speed. New A/C system, brakes, shocks and struts, aluminum radiator, alternator wiring, spark plugs, valve covers with gaskets, injectors, clutch cable, console, arm-rests, rocker sill plates, throttle body, EGR spacer, and more. Pro 5.0 shifter, Corbeau RRX seats, Eibach rear sway bar, new BFG G-Force tires, Flowmaster mufflers, fresh built T5, rebuilt rear-end. Original radio with upgraded speakers, new light switches and dimmer. Very clean. Runs and drives great. Comes with original red Sport seats in mint condition. Asking \$21,000 OBO. Email adamcgilliam@icloud.com.

1993 LX 5.0 Convertible: Triple White, 5,100 original miles, automatic. Second owner. 100 percent stock. Still has original tires and exhaust, original top, all original paint. No accidents. Has all documents and paperwork from new. Located zip code 15642. \$29,900. Email stubock@comcast.net.

1994 GT Coupe: Originally Iris Metallic. Have been restoring for past two years but unable to complete due to health issues. Car is from Florida, has clean NYS title and CarFax report. Was

planning to road race. Many new parts that have yet to be installed, including engine build, brakes, and rebuilt Jegs T-5 gearbox. New suspension components with Ford Performance lowering springs and SVE caster/camber plates. Flowmaster stainless steel exhaust and BBK shorty headers. Aluminum driveshaft and "new" rear end that has a problem. Not pretty but not rusted to death either. Email msfoster5150@gmail.com.

1996 GT Coupe: 4.6-liter automatic. Early build, 20,000 miles, one owner. Upgrade to Cobra brakes and Flowmaster cat-back exhaust. Email gyms_pc@hotmail.com for pictures and more info. Serious inquiries only.

2006 GT Premium Convertible: Very nice, Vista Blue, first owner, accident free, service records, great shape. In 2022 new shocks, brakes, serpentine belt, 18-inch aluminum wheels, and new Conti 245 tires. Asking price \$11,900. Mick VV, New Jersey. Call cell at 609-933-1560.

2008 Shelby GT Convertible: Retirement investment, one of 583 built with five-speed standard transmission and Vista Blue Metallic color. Certified in the Shelby Registry. Marti Report and all original documentation included. Less than 9,000 miles, climate-controlled storage, like-new, original owner. \$34,900 or best offer. Email to sgt350r@yahoo.com.

2014 GT Coupe: Black, Track Pack with Recaro seats. Garage kept. Many extras. 26,700 miles. Email lnwhite2012@yahoo.com for more information and pictures.

2015 50th Anniversary Convertible: One-of-a-kind Wimbledon White EcoBoost Premium convertible. Six-speed manual transmission. Excellent condition, 24,500 original miles. If you have a Wimbledon White 1965 convertible, they would look great together! Asking \$25,000. Email asgraves@optonline.net.

2020 Shelby GT500: Ford Performance Blue, fully loaded with Technology Package and Carbon Fiber Track Package. One owner. Chassis #007. Four-wheel disc brakes, nine speakers, ABS brakes, air conditioning, alloy wheels, AM/FM radio with CD player, Climate Controlled front seats, GT4 track wing, Traction Control. Wheels are 20-inch

exposed Carbon Fiber. Seven-speed automatic, 5.2-liter V8. \$85,000. Call 804-994-7445.

PARTS

1999-2001 factory Ford Mustang wheels, 15x7, silver, set of four, rims and center caps; these wheels came off a 1999 Mustang with less than 500 miles and are like new, \$500. 1965 Mustang fastback deck lid, red, in pristine condition, \$750. New 1965-66 dual exhaust system, \$350. Two Magnum wheels, used, 14x7, \$175. NOS 1965-66 left front fender, \$700. Call or text Kelvin at 301-655-1040.

1965 body (on blocks) and parts (bought new): 5.0L V8 with transmission, 3.50 Traction-Lok differential, axles, 16-gallon fuel tank, subframe connectors, exhaust (headers, X-pipe, mufflers, and tailpipes), front and rear antiroll bars, traction bars. Fenders, hood, front left and right torque boxes and shock towers, front and rear disc brakes, power brake booster and master cylinder. Email italia4evermore@gmail.com.

NOS 1987-93 Mustang driver/left door shell, part #F1ZZ-6120125-A, \$1,250. 1987-93 and 1985-86 Mustang convertible/T-top complete used power doors, left and right, \$450 each. 1995 Mustang: struts and shocks, \$100; left convertible quarter trim panel, \$75, all off of a 45,000-mile car. 1965 289 Hi-Po aluminum water pump, cast #C5AE-8505D, \$400. 1965 289 valve covers, \$60. 1965 289 crankshaft, \$150. Carter 3939 fuel pump, date 5H5A, \$350. 1967 289 Hi-Po heads, date 7H23, \$2,500. 1967 Mustang stainless steel front disc brake six-piece line set, \$75. NOS 1973 Mustang fastback left quarter panel, part #D3ZZ-6327841-A, \$1,250. 351W crankshaft, \$150. 351W rods, \$100. 1969 351W distributor, cast #C9OF-12127-M, \$350. 427, 428 CJ/SCJ, and 429 CJ/SCJ parts. Contact Keith Litteken at 314-480-2556.

NOS 1968 Cobra LeMans valve covers. New 1967 steering wheel, black. 1969 Shelby wheel. NOS 1967-68 headlight buckets. NOS 1970 headlight bucket, right side. Used black 1965-66 convertible top boot. Cobra valve covers for 289/302, still in Ford boxes. NOS trunk lid for 1967-68 fastback. Black

carpet for 1965-68 Mustang fastback. 1967-68 fastback rear windows. 1966 GT350 valve covers with Buddy Bar casting number. NOS 1967 camera-finish C7ZZ-10838-A dash gauge housing. Used C8ZZ-9030-C pop-open gas cap. NOS 1967-68 F3ZZ-9030-B pop-open gas cap with red GT lettering. Call 352-442-9151 (Florida).

Quantity four Ford M-1007-A179 Anniversary Cobra SVT wheels. New, never mounted, three boxes unopened. \$2,200, in Washington state. Email catheran@hotmail.com.

2010 Shelby GT500 forged 19 x 9.5 wheel, like new. Was going to use for spare. Came off my 2010 Shelby. Asking \$200 or offer. Email dtrask2@yahoo.com or call 716-860-7941.

Complete set of shop manuals purchased from Helm in 1994. Four books plus schematics, including Ford Probe. \$375 plus shipping estimated at \$30 via UPS (7 lbs. of documents). Email tnlb7@aol.com.

428 Cobra Jet engine project. Block fresh bore 40-over. Cleaned, painted. Bare heads, new stainless valves. Crank polished and magged, standard journals. Intake, balancer, timing cover, oil pan, eight connecting rods, oil pump, fuel pump, filter adapter, cam retainer. New cam bearings and brass freeze plug kit. \$5,000. Can deliver to Carlisle Ford Nationals in June. Call Danny in Cramerton, North Carolina, for details: 704-747-3776.

AIRAID High Performance Cold Air Intake System for 2005-09 Mustang GT 4.6L. Bolt-on horsepower, improve engine efficiency and drivability, easy to install, reusable High-Flow Premium filter. Kit includes cold air-dam box with seal to hood, plastic intake tube, silicone couplers, stainless steel clamps, SynthaFlow filter, installation hardware, and instructions. Never installed and still in the original packaging. \$400. Call 863-701-2575.

Mustang parts for sale: 1964½-1966, 1967-68, 1971-73. You can view my eBay Store site at www.ebay.com/usr/1972pony.

Full-size spare for 2020 Mustang EcoBoost. New, never used, 8x18 Enkei wheel, Pirelli P Zero Nero tire (235/50

ZR18). Includes installed TPMS, activation tool, lug nuts. Asking \$250, in New Jersey. Contact Mitch Sandak at mksandak@msn.com or 908-400-8569 (cell and text).

WANTED

Radiator for 200 cubic-inch inline six-cylinder in 1966 Sprint. This is for my father/son project and hope to find one. Email sam@hillcountrytxmustangs.com.

1970 Mustang fastback: trunk lid with no holes, rust-free, dent-free; fold-down rear seat; grill moldings; hood molding; taillight bezels; lower valances; taillight panel; rear package tray; Holley carburetor, part #D00Z-9510-S, cast #D00F-S, list 4647; Carter fuel pump assembly, cast #4842-S; distributor C9ZF-12127-D; Z12 vacuum advance. NOS or perfect used original Ford parts. Call Keith at 314-480-2556 or email kslitteken@aol.com.

1987 Mustang original or aftermarket cassette player. Call John at 812-427-3789 anytime (Indiana).

In search of my former 1969 Sports-Roof Mustang in Silver Jade (at the time). Sold in 1987 to a gentleman from Randleman, North Carolina (possibly Winston-Salem area). No VIN unfortunately. 302 V8 with four-barrel, dual-exhaust, A/T, black interior, Mach 1 decals, front and rear spoilers. Had small body damage on right rear quarter at time of sale. Please contact, just looking to reconnect. Email m.scottnewell@gmail.com.

August 2021 issue of *Mustang Times*. Call me at 909-732-6078 or email silverc6@charter.net.

Driver's door for 1967 fastback deluxe interior. Looking for a nice rust-free door. Can be a shell but must have a rust-free bottom and sides. I am in North Georgia but have a circle of friends all over so should be able to make any distance work. Email cofer1922@gmail.com.

Original SVT dealership items. I'm looking for SVT items that were showcased at Ford dealerships starting in 1993. If you have any, shoot me a message or call 865-661-8191.

Interested in one to four factory wheels for 2008-09 Bullitt. Not a need to buy situation. Prefer wheels not in need of restoration. Will be at MCA Nationals in Indy in July and could arrange pick up there. Will also consider shipping options. Thanks! Call 248-796-0719 or email drateriusblank@yahoo.com.

MISCELLANEOUS

Nationwide Appraisal Services: Licensed and Certified Auto Appraisals for classic car, truck, custom, exotic, boat, RV, commercial, total loss, diminished value, stated value, lease turn-in, insurance coverage, and pre-purchase inspections. Immediate and reliable customer service by phone, email, or online. Pinnacle Auto Appraisers, 877-988-9911, contact@autoappraisers.com. Visit the website at www.autoappraisers.com.

Mustang jacket. Size 2XL. Dark green with black and green trim and Mustang logos. Call 352-442-9151 to request photos.

Texas Hill Country Mustang Club has received its MCA Charter approval and is now seeking MCA members. Our mission is social and philanthropic engagement through the love of the Ford Mustang. Contact President Sam McGee at sam@hillcountrytxmustangs.com to get more information or visit us at www.hillcountrytxmustangs.com.

License plate collector! If you have any license plates lying around, I'm interested! If I don't buy them, I will happily refer you to others who will. Thanks to the many wonderful MCA members who have already sold me their plates! Email joepug249@gmail.com or text 201-707-7741. Mention MCA.

MARKET PLACE SUBMISSION GUIDELINES

Ads submitted for the classifieds at www.mustang.org will automatically appear here. To pick up your website ad for the print magazine, please include an email address and/or phone number in the body of your website ad. Ads can also be submitted via email to editor@mustang.org or by calling 863-701-2575 no later than 40 days before the desired cover date.

MCA COMMITTEE CHAIRMEN

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MARKETING: Eric Tucker

405-306-3357, gtcs_mustang@yahoo.com

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706-825-1674, donblackstock@bellsouth.net

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The Friends of the MCA annual contribution is \$150. All contributions should be made payable to MCA and sent to:

Editor, *Mustang Times*
2806 Drane Field Road
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MCA MEMBER DISCOUNTS

MECUM AUCTIONS

mecum.com - MCA members may receive 50% off Standard Bidder Registration. Log in to MCA website www.mustang.org for code.

INSURANCE**hagerty.com** - 5% discount for MCA members, mention MCA**APPAREL & ACCESSORIES****themustangtrailer.com** - 10% code: DISC11**wickedquick.com** - 10% code: Mustangclub**showsigncustoms.com** - 10% off ShowCal orders, code: MCA10**CAR CARE PRODUCTS****carcoversdirect.com** - 5% mention MCA**showcardetail.net** - 10% mention MCA**CERTIFICATES / MEMORABILIA**

Ford Performance, 800-FORD-788 - 15% on certificates & memorabilia on FordShowParts.com (phone-in orders only). Mention MCA

ENTERTAINMENT**Fun Ford Weekend** - \$5 off participant entry, \$5 off one spectator entry with valid MCA ID**carpooltables.com** - free shipping & installation**PARTS DISTRIBUTORS****cjponyparts.com** - 6% code: MCOA6**stage3motorsports.com** - 5% free shipping mention MCA

www.facebook.com/yellowstonemustangranch - 5% parts & labor under \$1,000, over \$1,000 10% (must show current MCA Card)

PERFORMANCE SHOPS**dynospeedracing.com** - 10% mention MCA**shopmrt.com** - 5% mention MCA**SPECIALTY FLOORING****swisstrax.com** - 30% off retail, mention MCA**PARTS MANUFACTURERS****classicdesignconcepts.com** - 5% code: MCA11**midlifeharness.com** - 5% mention MCA**silverhorseracing.com** - 5% code: MCA11

GRILLE MEDALLION APPLICATION FORM

Copy this form for your Official Application. Please print plainly with blue or black ink.

Red Grille Medallion (Occasional Driven, Daily Driven, Specialty and Modified) or **Blue Grille Medallion** (Concours, Unrestored, Preservation or Thoroughbred)

- Point can be used for National/Grand National Shows from 1997 to present. No back tracking of Points from Members who have retired their cars.
- Proof must be shown for Points received. Winners from Mustang Times or Judging Sheets from previous shows.
- A total of 20 points must be earned.
 - National Shows – Gold 2 Points – Silver 1 point
 - Grand National – Gold 3 Points – Silver 2 points
 - Last Show of the Year when there is no Grand National – Gold 3 Points – Silver 2 points

Red/Yellow/Black Medallions for Classic Class
Red/Green/Silver Medallions for Concept Class
Blue/White Medallions for Conservator Class

Yellow Grille Medallion (Occasional Driven, Daily Driven, Specialty) or **Green Grille Medallion** (Modified)

- 10 Gold Awards after receiving Red Grille Medallion.
- Red Medallion received prior to 2018 and 2 Gold Awards prior to 2018 only 8 Gold Awards required

Black Grille Medallion (Classic), **Silver Grille Medallion** (Modified) or **White Grille Medallion** (Conservator)

- There are no points you must earn 10 Tags.
- Proof must be shown for Tags received from Mustang Times.

Name: _____ MCA Member #: _____

Address: _____

City: _____ State: _____ Zip Code: _____

Phone: _____ Email: _____

MUSTANG INFORMATION

Year: _____ Model: _____ Color: _____

Vin #: _____ Mileage: _____

SHOWS ATTENDED

National (N) Gr Nat'l (GN)	Month/Year	Show Location	Class Entered	Award Received	Points Earned

Owners Signature: _____ Date applied for MEDALLION AWARD _____

If Blue, Yellow or Green Grille Medallion requirements are met, will you enter the Conservator, Classic or Concept Class at this time? Yes ___ No ___

Preferred (N) or (GN) show to receive award: 1st Choice _____ 2nd Choice _____

Send form to: Dick Ziegler/Jane Herron PO Box 5954, Oak Ridge, TN 37831 or E-mail herron.ziegler@comcast.net

Permission is granted to photocopy the Grille Medallion Application. –Ed.

Revised 11/5/18

GT STREET AND ENDURO

Finally getting serious about putting performance back into Mustang, Ford whetted appetites with this photo of the new production 1982 Mustang GT with a Mustang GT Enduro (note the McLaren-like bodywork) prototype, one of three built to tour the country to promote Mustang in IMSA racing.





MUSTANG PRODUCTS

STEERING COLUMNS

'65-'66 MUSTANG MICROSTEER COLUMN

PART NUMBER:
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(‘65-‘70)



THE
MICROSTEER
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PART NUMBER: FR40200



FOR MORE INFORMATION VISIT US AT:
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TIME TO WAKE UP.



THE 2024
FORD MUSTANG



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