

"IN SEARCH OF HAPPINESS"

The classic Mustang has attracted many new enthusiasts to the "classic car buff" ranks. Never before has such a popular auto been so accessible to the rank and file collector. In addition, the charming little car has so many styling personalities and a broad appeal range.

Detroit's latest attempt to market watered down versions of the pony car has added fuel to many a nostalgic flame. Ex-Mustang owners have opted not to settle for the mild mannered post copies perched like little soldiers side by side at the local new car showrooms. Instead they're looking for the real "McCoy" of 1965-73.

Before you start your search for that special car reminiscent of an era gone, but not forgotten; you should consider many things in your selection. If your choice dates back to 1965 or 1966 you must face the fact the car is 11 to 12 years old. To expect performance or reliability comparable to your 2 year old family sedan would be a bit unrealistic.

A point to remember is with daily subjection to utility usage and the very real possibility of fender crunches and parking lot dings, pretty soon you're driving just another old car. Nothing can be more infuriating than to walk out of the 7-11 and see "two-ton Tessy" cramming her station wagon door into your fresh \$500 paint job.

Most mechanical parts are still available at your Ford dealer; but a wise collector always keeps plenty of spare parts on hand.

Other than appearance, dependability and longevity are Mustang's strong points. Both corrective and preventative maintenance must be considered but the reward of driving a classic Mustang far outweighs them all.

CONTRIBUTED BY: LARRY DOBBS, PRESIDENT  
FLORIDA REGIONAL GROUP

Our membership has grown to 37 members.

We have participated in two car shows recently, one in Johnson City, Tennessee and Greenville, Tennessee. Several of our local members made respectable showings and winning several trophies.

Our group hosted a Mustang Show at a local mall on June 24, 25 and 26.

We apologize to Eugene Grier for the omission of his name from our listing of officers of our group. Eugene is a member of our Board of Directors.

Betty Cox, Secretary

DO YOU KNOW?

TORQUE (ft. lbs.)\*

U.S.						
Bolt Diameter (inches)	Bolt Grade (SAE)				Wrench Size (inches)	
	1 and 2	5	6	8	Bolt	Nut
1/4	5	7	10	10.5	3/8	7/16
5/16	9	14	19	22	1/2	9/16
3/8	15	25	34	37	9/16	5/8
7/16	24	40	55	60	5/8	3/4
1/2	37	60	85	92	3/4	13/16
9/16	53	88	120	132	7/8	7/8
5/8	74	120	167	180	15/16	1
3/4	120	200	280	296	1-1/8	1-1/8
7/8	190	302	440	473	1-5/16	1-5/16
1	282	466	660	714	1-1/2	1-1/2

Metric

Bolt Diameter (mm)	Bolt Grade				Wrench Size (mm) Bolt and Nut
	5D	8G	10K	12K	
6	5	6	8	10	10
8	10	16	22	27	14
10	19	31	40	49	17
12	34	54	70	86	19
14	55	89	117	137	22
16	83	132	175	208	24
18	111	182	236	283	27
22	182	284	394	464	32
24	261	419	570	689	36

\*—Torque values are for lightly oiled bolts. CAUTION: Bolts threaded into aluminum require much less torque.

General Torque Specifications

