



WHICH END IS UP?

At the recent Rio Grande Grand National in Albuquerque, New Mexico an award was given for the Most Unrestored Mustang. The proud recipients were Scott and Barbara McNair of Suisun City, California. Just how unrestored can a Mustang get? Take a look at this photo and you'll get the idea.

CONVERTIBLE CLASS!

by Cheryl Abelson

Native New Yorkers are known for many things, including taxi rides, street vendors and subways. What is not quite so well known is the talent they have for doing things with class.

I must admit, however, that I was one of the doubters from out-of-state. At least until October. The seven games of the World Series showed the country what true class is all about. Being the only woman in a household filled with men, I didn't have a chance to miss even one of those games. What surprised me was how excited and involved I became, even without knowing the rules of the game. The Mets were a comeback team, winning game after game after game in the most heart-stopping fashion ever known.

In thanks for all the excitement and attention brought to our city by the Mets (and, of course, the Red Sox), the team was treated to one of the best ticker-tape parades in recent history. Tons of modern-day confetti (computer printout sheets) rained down on our heroes, Lenny Dykstra, Gary Carter, Ray Knight, and everyone else but Gooden (he overslept?!). They rode through the canyons of lower Manhattan in cars bearing the prestigious names of Rolls Royce, Stutz Bearcat and Lincoln. Lenny dropped a notch in my estimation as he made the tour in a red 1970 Chevy Impala, but strutting his stuff in style — as he did in every game — was Ron Darling in a '65 MUSTANG convertible. Now that's class!

REFLECTIONS

by Biff Hitzeman

OH, THE 60's . . .

The Muscle Cars

The 60's, a time when the Big 3 Automakers were each after the #1 title in racing. They battled at places like Daytona and Talladega. Names like "Fireball" Roberts, A. J. Foyt and Petty come to mind. During this period of auto re-revolution the car-makers realized the car buying public was in love with, not only fancy autos, but also sporty fast ones. A new sport called "drag racing" started when two speed crazied drivers lined up on some forgotten asphalt road to see whose car was the fastest. The experiences from racing cars trickled down to the family sedan. Items like Ford Police Interceptor Motors in 401-406 CID and the awesome 427 appeared. Chrysler introduced new engine designs like the 348/409 and the 327. Chrysler lead everything with the old 345 "fire dome", 413/426 wedge and the new powerful 426 Hemi.

Our vocabulary began to change to keep up with the motorhead image. From GM, FOMOCO and MOPAR, we got "Y-Block, Wedge, Hemi, big block/small block." Words like "6-Pak, Ramair, Cobra Jet, Super Cobra-Jet" plus "Tri-power" or "three deuces, single and dual quads. Rebound or wheel hop caused by techniques called "holeshots" and "bleach burn-outs" which caused "power shifts", "side-stepping the clutch" and "hooking-up". American Graffiti was born. The names of those baby boomer cars were Mustang, Baracuda, Firebird, Nova, GTO, Cougar, Camero, Roadrunner . . . To name a few.

The cubic inch/horse power racing war was on. Specialty shops such as Ford's Kar Kraft and Hollman-Moody & Chevy's famous Nicky Chevrolet or Baldwin Chevrolet, turned out the mighty Street cars. My favorites were Ford's '65 Fairlane "Thunder-Bolt 427", Cyclone 427, Falcons, Shelys and Cobras. Chevrolet's L-88 'Vettes,

427/425 Novas, and 396/375 Chevilles, Chrysler's Hemi-Cudas and Roadrunners, the famous 440 6-Pak, and the mighty Superbirds. Chrysler, indeed, owned the circle and quarter mile tracks in the early 60's with its Ram-charger program. But very quickly Ford and Chevy closed in.

That was, indeed, a very fast era to be living in. Speed limits were 65 MPH or higher. With over-powered cars capable of easily doubling the speed limit, it was soon apparent that many of us wouldn't survive. Many of us who *did* survive the 60's muscle car wars have scars, limps and twisted bodies and memories of friends who didn't make it. But we still look back and smile on our awesome muscle cars.

Today, as I walk into dealerships and listen to the 80's "motorhead" talking of inner-coolers, turbos, super-charging and cross-fire fuel injection, I just shake my head and remember the awesome '65 Fairlane "Thunderbolt 427". It would still blow all the futuristic engineered hoses and air pumps away, this 22-year-old, 10 sec. factory car will be King forever. But you know, I recall my Dad telling me years ago, "That nothin' can beat a flathead . . . nothin'".

FUN-FILLED WEEKEND

Shelby Owners of America, Inc. members and their guests spent a fun-filled weekend at the National Convention in Great Bend, Kansas, on July 18, 19 & 20, 1986.

The weekend began Friday at the beautiful Holiday Inn Convention Center. Hospitality was available pool side complete with refreshments and video tapes of races past and present. The parking lot, guarded by special security personnel, was full of beautiful cars surrounded by admirers with ample time to renew friendships and make new ones.

Saturday morning the competition at the drag races was fierce. Shelys, Bosses' and Mustangs burned up the strip at the time trials. After a driver's meeting, the girls took to the strip for the Powder Puff event. Then it was wheel-to-wheel action as time after time the lights on the Christmas tree lit, the tires burned and they launched off the starting pad for the quarter mile run down the strip. After a full afternoon of action, the King of the Hill was determined and everyone moved through the vendors and then to the pool at the Convention Center.

At 7:00 p.m. on Saturday evening, the banquet started in the Convention Center. After a full meal of beef, chicken, various vegetables and eleven different salads, with seconds and thirds, announcements and introductions were completed and the program began. A favorite with Shelby Owners of America, Inc. members and back by popular demand, was Trouble the Clown, who brought forth more tricks and audience participation for added entertainment.

The chairman of the road rally announced the winners of the rally, with the driver and co-pilot each receiving trophies. The driver with the highest points, besides a trophy, won a radar detector.

The Saturday afternoon drag racers also received trophies for their tire burning times. Ladies first for the powder puff events and then the guys. There was also a special King of the Hill trophy awarded.

Members and guests then spent the remainder of the evening entertained by Mr. Vern Holder on "Attitude the Ace of Safety." As an added attraction, the members and their guests were eligible for drawings of door prizes. The Great Bend and area merchants, together with supporters throughout the nation, sent numerous prizes to be distributed to the members. No one left the banquet without at least one door prize.

Sunday morning dawned bright and cool. The cinnamon rolls were fresh and hot and everyone was busy cleaning and polishing their cars for the car show. At 8:30 a.m., the Car Show

Committee started placing a steady stream of beautiful cars ready for people's choice voting. From 10:00 to 1:00 p.m., the members looked, compared and voted for the car they liked the best in twenty-eight classes.

Another successful Shelby Owners of America, Inc. National Convention fun-filled weekend came to a close. The concession stand closed, the vendors folded their wares and members and their guests, from as far away as Hawaii and twelve other states, waived farewell with the promise that they would be back to Great Bend in July, 1987, for the next National Convention with their friends and fellow Shelby, Mustang and Ford performance car owners.

See you in Great Bend in July, 1987, for another fun-filled weekend!

Shelby Owners of America, Inc.

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MILLIONTH MUSTANG

At 11:02 a.m. on Wednesday, February 23, 1966 (less than two years after the first production Mustang rolled off Ford's Dearborn assembly line) the millionth Mustang was completed.

1973 MUSTANG

"In spite of many challenges, Mustang remains the sales leader in its segment of the market. We feel the 1973 Mustang furthers the image of excitement and individual appeal that made it a success from its beginning."

John Naughton, Ford Division General Manager

