

## 1986 NATIONAL BOARD OF DIRECTORS

Serving through January 1987

A. W. Amanns	Fairburn, GA
Glenn Braswell	Duluth, GA
Susie Braswell	Duluth, GA
Max Craft	Lithia Springs, GA
Tom Gattis	Conyers, GA
Tracy Harrell	Lilburn, GA
Gordon Harrison	Doraville, GA
John Henderson	Hixson, TN
Linda Henderson	Hixson, TN
Ed Hunter	Powder Springs, GA
Barbara Koivu	Stone Mountain, GA
Sue Osborn	Lilburn, GA
Mel Parks	Snellville, GA
Jane Singleton	Decatur, GA
Teresa Vickery	Lithonia, GA
Horace Wood	Birmingham, AL

Serving through January 1988

Gail Amanns	Fairburn, GA
Cindy Chandler	Woodstock, GA
Donald Chandler	Woodstock, GA
Bill Dillard	Calhoun, GA
Jim Farlow	Fairburn, GA
Gary Hartter	Marietta, GA
Bill Koivu	Stone Mountain, GA
Jim Osborn	Lilburn, GA
Mary Parks	Snellville, GA
Don Perry	Kennesaw, GA
Larry Rummage	Woodstock, GA
Bob Vickery	Lithonia, GA
Bobbie White	Lithonia, GA
George White	Smyrna, GA
Evelyn Wood	Birmingham, AL
Richard Wright	Columbus, GA
Jack Yeager	Decatur, GA
Joe Young	Jonesboro, GA



## FEBRUARY MEETING MINUTES

by Teresa Vickery

Due to a lack of attendance, no business was conducted at the February Board of Directors meeting. MCA by-laws require a minimum of 15 Directors be present in order to conduct official business. Since only 12 Directors were present, the meeting was cancelled.

### A MUSTANGER'S WIFE

I love cars —  
And have all my life,  
I enjoy being —  
A Mustang's wife.

We have tires and seats —  
And manifolds in our den,  
I've seen lovelier furniture —  
But I don't remember when.

When winter comes —  
And the cold wind blows,  
Where are my blankets —  
I'll bet he knows.

They're wrapped around the fenders  
And the grille,  
All snug and warm —  
And they'll stay there 'til . . .

The body is ready —  
And the engine purrs,  
If ever —  
Or even that occurs.

We'll finish this car —  
One way or the other  
Then we'll get busy —  
And look for another.

Some people make fun —  
Of our fixed up old cars,  
But to me it's better —  
Than golf, fishing or bars.

So ladies don't gripe —  
And complain a lot,  
When hubbie comes home —  
And says, "Come see what I've got!"

Just jump right in —  
With your wrench in your hand  
Forget all the housework —  
And enjoy cars with your man.

(Anonymous)

## Setting the Pace

by Biff Hitzeman

Ford has always been into racing and the Indy 500 is no exception. At first you think of the low slung high-powered cars, but let's back up to the pacecars and the pre-race parades. Ford Motor Company has been selected to supply the pace cars eleven times. That's quite an honor. It started in 1932 with a Lincoln, 1935 a Ford V-8, 1946 a Lincoln V-12, 1950 a Mercury, 1953 a Ford, 1957 once again a Mercury, 1961 was a Thunderbird, 1964 was the new Mustang, 1966 the Mercury Comet GT, 1968 Ford Torino and in 1979 the Ford Mustang for the second time.

In 1964, the new Mustang was honored as the official pace car. Just think of the production started in late March and by May sales had generated such a stir that the auto world was already honoring it with the prestigious honor of pace car at the Indy 500. To capitalize on this publicity, Ford decided not to supply one or two for pace cars but thirty-three more for the pre-race parade to carry the princesses. All of these pace cars would be Wimbledon white with red, white or blue interior. It had a GT stripe centered down the length of the hood and trunk, and special official Indianapolis 500 script on the sides. To go even further, Ford decided to offer the "Limited Edition" of the pace car to the public in coupe or convertible models. Some editions had the GT stripe off-center on the driver's side with black in lieu of gold script. Originally all the pace cars used were convertibles since Ford never bothered to keep sales records on these "Limited Editions", it is unknown how many were sold, but it is believed several are still out there and will, indeed, bring big bucks to the collector.

In '67 Ford was not selected to supply the pace cars, but did offer the public a limited edition called the "Indianapolis Pacesetter" with the same style GT stripe and script used in the 1964 edition. Probably the best known pace car was the 1979 Mustang GT. By now, due to increasing race speeds, the pace car had to be fast. The pace lap

was now at 140 MPH. The black and pewter 5.0 litre three-door hatchback Mustang did it with ease. With its special black airdam style grill and hood, the pace car was awesome looking. A non-production T-top roof plus the front and rear spoilers with the special orange/red striping and script made this pace car a work of art. Once again Ford capitalized on this Indy 500 "Limited Edition" by offering them to the public through the Ford dealerships.

It is interesting to note that Ford engineers made sure the 5.0 litre would handle the high speed pace lap car by first blue-printing and balancing the

engines of the pace cars to be used; adding a '69 Boss 302 vintage crankshaft using full grooved main bearings with TRW pistons and the hot '70 Boss 302 solid lift cam. Special Windsor 351 heads with large valves, and a special two-plane intake that had to be milled to fit the heads and block came next. Using a Holley 600 cfm and removing the catalytic converter gave the 5.0 litre all the muscle needed to cruise the 140 MPH laps. Today this special pace car used to lead the 1979 race is owned by Rick Mears, the winner of the 1979 race. A very nice winner's trophy indeed.

## MEMBERS HELP REQUESTED!

by Bill Koivu

Renewals and address changes must be received by the 15th of the month to be included in the next months mailing of *Mustang Times*.

To avoid unnecessary costs we request that members pay their "Renewal" dues when they receive their FIRST invoice. As costs continue to rise (postage and printing), the costs of sending second and third invoices can be avoided.

Remember, all memberships expire on the 1st day of their respective month. Unless your renewal payment is received by the 15th of the preceding month, you will not receive the current issue of *Mustang Times*.

Your help will be appreciated, and keep costs down.

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