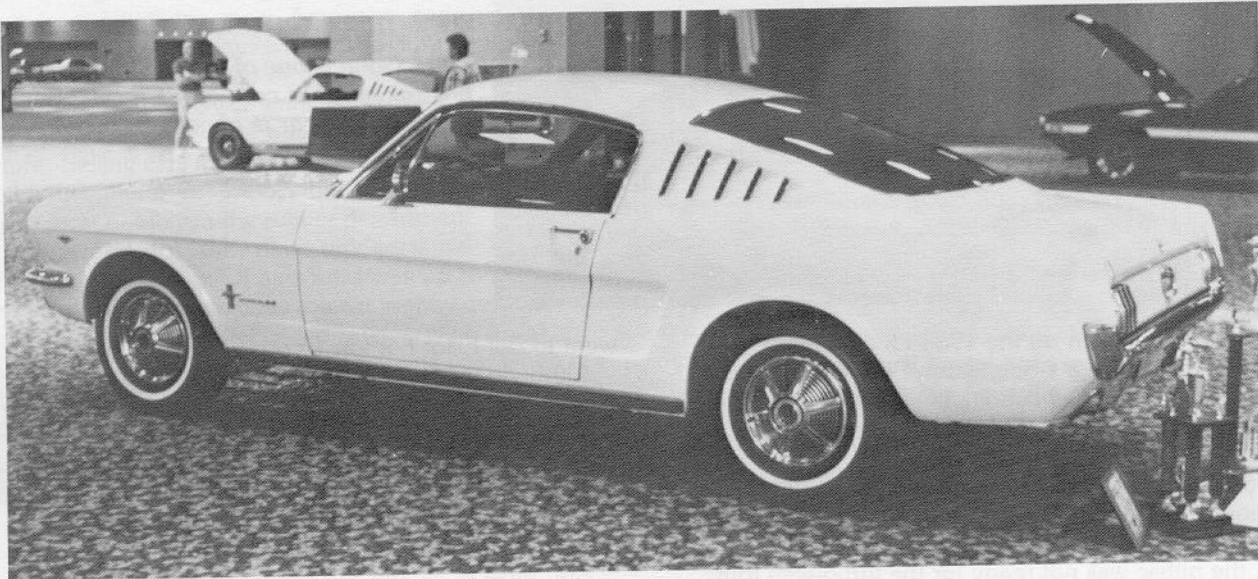


# The Road to Retirement

by Terry Jones



The Ghost first entered our lives in April, 1983. The Ghost, you see, is our Wimbledon White 1965 fastback which my wife, Sudi, and I had searched for for several years. We had been on the lookout for just the "right" 1965 fastback. It came equipped with an A-code 289 4V engine, power steering, power brakes, air conditioning, and blue standard interior — exactly what we had been looking for.

We found that the one-owner 2 + 2 had been regularly serviced at the dealership where it was first delivered on February 12, 1965; this made the slightly-over-our-budget asking price more attractive.

After purchasing the Ghost we decided to enter it in a show at Tulsa, Oklahoma, in September of 1983. Having never seen a copy of the MCA judging rules we entered the fastback in the unrestored class although we had spent many hours cleaning and painting.

What a surprise — points were deducted for everything we had repainted. We finished a miserable fourth out of four entries. Undaunted by this, our interest in showing the Ghost grew.

The concours class seemed more appealing after we attended a 1984 MCA national show in Memphis, Tennessee. To prepare for concours competition the engine, transmission, and front-end were rebuilt with the help of Dean McDaniel of McDaniel Salvage in Okay, Oklahoma, and a new coat of paint was applied by Jon Troppman of Honey Creek Body Shop in Grove, Oklahoma.

The fastback then served a dual role — daily transporter and concours competitor. We spent many hours cleaning the car for shows and it was fun, but there was that pesky 1965 Poppy Red fastback that kept beating us. The "other" fastback is owned by Valerie Whitman of Arkoma, Oklahoma. Valerie's father, Bill, had taken the time to thoroughly read the MCA judging rules which resulted in a beautiful, trailered concours car.

Following the example set by the Whitman's fastback, the Ghost took its first trailer ride in May, 1985. What could have been a very expensive lesson has now become a favorite "hard-luck" story. Before we left the city limits of Grove, the ties broke loose, the car rolled off of the trailer, drove

itself down a hill and came to rest without hitting anything. The end result was only minor damage to the front valance. We reloaded the Mustang and headed once more for Baton Rouge, Louisiana, where our efforts were rewarded with a first-place win.

More work and several shows later, the Ghost was ready for its first MCA National, the 1985 Southern National in Biloxi, Mississippi. Again, our hard work was rewarded with a first place trophy.

Nineteen-eighty-six brought many more area and regional shows and, of course, the 1986 Rio Grande Grand National in Albuquerque, New Mexico. A win there would make the car eligible for a coveted Senior Division classification. The Ghost was ready; Valerie and Bill Whitman were ready as were three other 1965 fastbacks. Luck was with us and we tied with the Whitman's for first place. This made both fastbacks eligible for the Senior Division.

The 1987 rule changes brought a major disappointment — no more Senior Division and after all the hard work to get there! The thought of now showing the car crossed my mind but

Sudi suggested we set a new goal of retiring the car by the end of the show season.

Carefully reading the new rules was the first order of business. Some changes were necessary such as hoses, belts, a few modifications to the undercarriage, etc. Hard work again resulted in two national first place wins; the first at the Lincolnland National in Springfield, Illinois, and the second at home, the Green Country National in Tulsa, Oklahoma.

Our final goal had been reached.

It was now time to return to the town where our first place wins began — Biloxi, Mississippi — for the Great Southern Grand National. This was our first showing in the prestigious Retired Division.

The road to retirement has been fun; not easy but well worth every hour spent polishing and cleaning.

*The Ghost*

1965 Mustang Fastback 2+2  
VIN # 5F09A601091  
Build Date: Jan 16, 1965 B30: Kansas City, MO.  
Assembly Plant: Dearborn, MI.

<p><i>Options:</i></p> <ul style="list-style-type: none"> <li>289 4V Engine</li> <li>Cruiseomatic</li> <li>Backup Cables</li> <li>Fordaire Conditioner</li> <li>AM Radio</li> <li>Tinted glass</li> <li>Visibility Group</li> <li>Unique Console</li> <li>Power Steering</li> <li>Power Brakes</li> <li>Dealer Installed Rear Seatbelts</li> <li>Dealer Installed Dual Exhaust</li> <li>Wood Trim Molding</li> </ul> <p>Delivered Price 1965: \$3675<sup>00</sup> For Sale Today: \$15,000<sup>00</sup></p>	<p><i>History:</i></p> <ul style="list-style-type: none"> <li>~ First Fastback Delivered in Joplin, MO., to Dr. G. Cohagan, Feb. 11, 1965</li> <li>~ Purchased by Terry and Sudi Jones April 1, 1965</li> </ul> <p><i>National Show Record:</i></p> <ul style="list-style-type: none"> <li>Biloxi, Miss. July 1965 1<sup>st</sup> Place</li> <li>Albuquerque, NM, Aug. 1966 1<sup>st</sup> Place</li> <li>Springfield, IL, June 1967 1<sup>st</sup> Place</li> <li>Tulsa, OK, July 1967 1<sup>st</sup> Place</li> <li>Biloxi, Miss. Aug. 1968 Retired</li> </ul>
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Why retire?

A goal has been reached and now we will have time to visit with the friends we have made during the past four years; perhaps help with the judg-

ing and maybe, just maybe, look for a new project car.

Thank you Mustang Club of America. MT

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