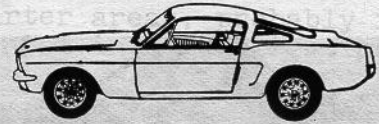


CAR OF THE MONTH



TONY D. BRANDA

MUSTANG AND SHELBY PARTS

703 Grant Avenue, Altoona, Pa. 16602

Phone (814) 942-1869

We Specialize in the Parts and Decals for
Detailing and the Finishing Touch

This month's car of the month is unusual due to the fact that we are featuring not one but a collection of Mustangs and Shelbys.

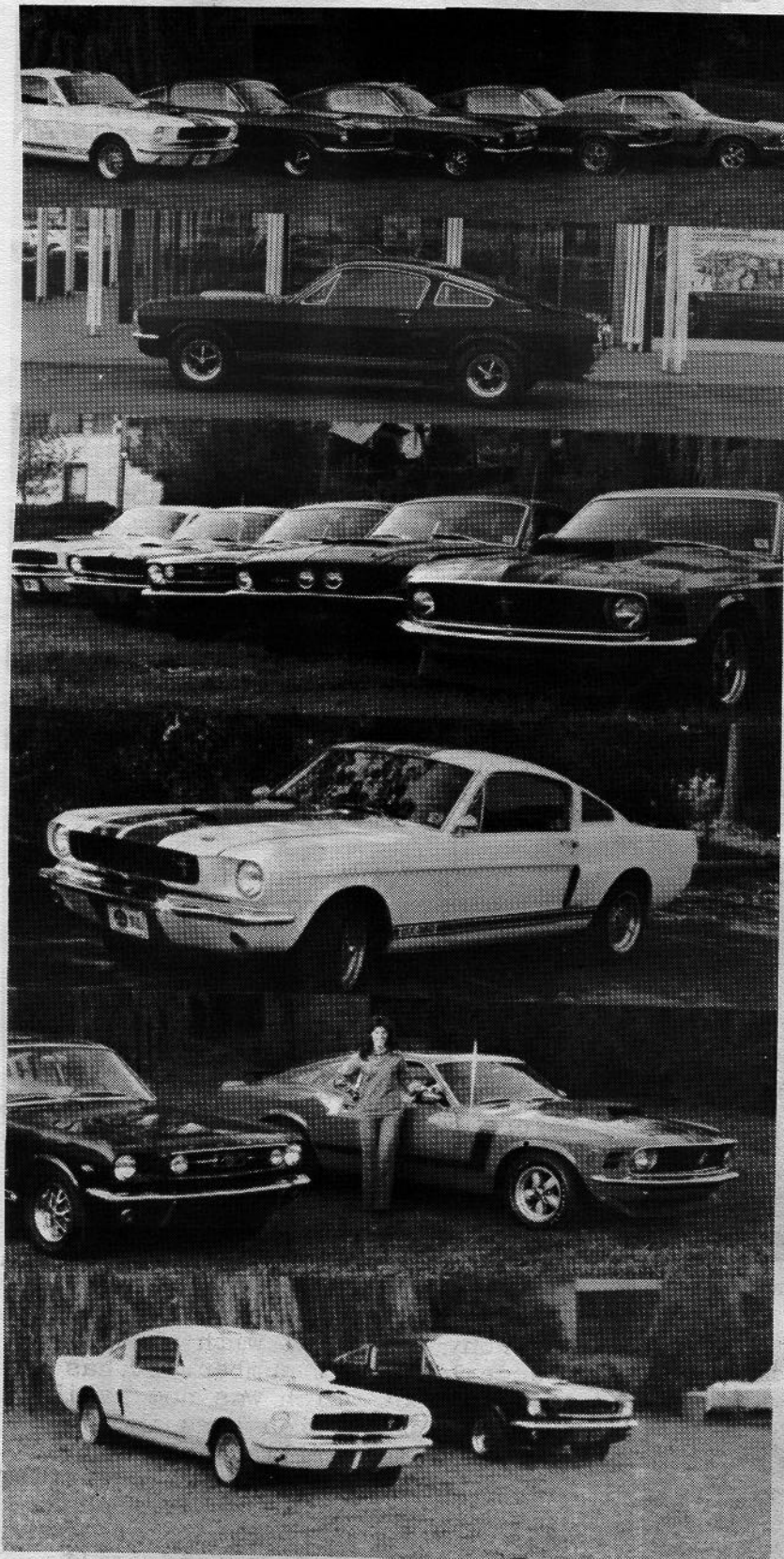
The December Cars of the Month belong to Judy and Tony Branda of Altoona, Pennsylvania. Being a dealer of Mustang and Shelby parts, you would expect them to have a nice car or two...but pictured on this page are five outstanding Shelbys and Mustangs from their collection. They have owned 35 Shelbys and 25 Mustangs since 1974. These are the ones they kept for themselves.

Car #1: 1966 Shelby (white with blue stripes) which was purchased by them in 1977 and is the 197th Shelby built. The car has many 1965 items on it--so as in Tony's words, "This car enjoys the best of both years." The car is totally restored and has 53,000 actual miles.

Car #2: 1966 Shelby Hertz (black with gold stripes) is automatic, is totally restored and has 61,000 miles and was purchased in 1976.

Car #3: 1966 Mustang GT 2+2 fast-back. This is a genuine K-car and was purchased new in 1966 by a priest who was over 50 years old. This car is dark blue, 4-speed, Rally-Pac, AM/tape player, Rally wheels, totally original with 71,000 actual miles. Tony purchased the car from the priest who told him he knew Ford had a better idea.

Car #4: 1967 Shelby GT 350 (black) totally restored and was purchased in 1978 in Texas. There is a total of 39,000 miles on the car.



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office and it's time to leave, you often wish you did a little more. I'd like to thank everyone who co-operated with me during this year.

The following is a listing of our 1979 officers:

President	John Haskin
Vice President	Vacant
Secretary	Sharon Stephenson
Treasurer	Gini Scherer
Reg. Group Representative	Gary Schweitzer

New Board members will take office in January.

Lois Bagnaschi, Editor

'60s Mustang Owners Are Riding High

Chicago Tribune

LOS ANGELES — Within the costlier precincts of southern California, where a Mercedes or even a Rolls-Royce is as commonplace as a Gucci shoe, the true connoisseur drives a '65 Ford.

Not just any '65 Ford, of course, but a sleek and now classic Mustang convertible, the car that is beginning to rival the regal Thunderbird itself as America's contemporary automotive masterpiece.

Mustang clubs are dotted about the country. Some dealerships sell nothing but restored Mustangs, and other firms specialize in renovating them. There is even a monthly magazine called "Mustang News."

The intense interest in the Mustang, particularly the 1965 and 1966 models, has driven up the cost until many now sell for more than twice their original price. One collector in Georgia recently turned down \$12,000 for a mint-condition '66 convertible.

That proposed price was considered grossly excessive by most Mustang experts (and there are thousands of knowledgeable aficionados who deserve that title). But prices of \$6,000 are not unusual — still remarkable for a car that sold new for only about \$2,800.

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Car #5: 1970 Mustang Boss 302 (grabber orange with black stripes) Tony purchased this car new in 1970 and it is totally original with only 17,000 miles. Has four-speed, slats, spoilers and is loaded. Tony has had a number of people try to buy this car. Tony states it would be necessary that he sell his wife first.

Judy and Tony Branda
Altoona, Pennsylvania

EDITOR'S NOTE: We would like to thank Judy and Tony Branda for allowing us to feature their fine collection of Mustangs and Shelys as December's Cars of the Month.

Sorry, fellas, eat your heart out! This is Judy and Tony's personal collection and they aren't for sale.

Common Car

The early-Mustang phenomenon is all the more amazing because it is a common car; millions have been manufactured and are still on the road. Ford built 417,000 Mustangs in 1965 alone, setting an industry record for first-year production.

There are all sorts of Mustang freaks. Some collect only '65 or '66 convertibles (the body changed in '67). Others are interested solely in the Shelby Mustang, a modified fastback with high-performance options.

Specialties are taken so seriously that mixing models is often avoided at runs and rallies sponsored by Mustang organizations.

The proud owner of a tropical turquoise '65 topless with all the original trim would naturally tend to regard himself as superior to the driver of the '68 coupe that lacked its original upholstery.

And the owner of a '66 Shelby GT350 equipped with the optional whiny horn and the "glowing horse," a translucent plastic piece that highlights the grill ornaments ... well, like the Cabots and the Lodges, he would confer mostly with God.

It's Serious

"They tend to take this stuff very seriously," said Bob Page, editor of Mustang News. "Every collector wants his car to be absolutely authentic, and most have their specialties."

Page knows of collectors who have six or more Mustangs. One Californian has an inventory of 15, including four prize convertibles that he has put aside for his grandchildren, the oldest of whom is 14.

"For one thing, the styling is still very up-to-date," said E. K. Beaumont, operator of a California dealership that sells only reconditioned Mustangs. "The Mustang was the first of its type; it started a brand-new trend in automotive design. A whole generation of cars has copied it, from the Camaro to the Celica."

Another apparent explanation is price. Even though immaculate, early-model convertibles bring top dollar, it is still possible to latch on to one needing a little work for around \$3,000. Prices for a coupe are even less.

"Most people who are into Mustangs never have been car collectors before," Page said. "A lot of women are doing it. They like the fact that they can get mechanical work and even body work done at almost any Ford dealership. Nearly all of the parts are still available."

This contrasts with the hapless Thunderbird owner who, after shelling out as much as \$20,000 for one of those '55 two-seaters that were the gnawing envy of his youth, must then be prepared to go through endless torture and expense to find replacement parts and capable mechanics.