

## Mailbag

### Swedish Ponies

I own a 1966 2+2 that was sold new in Sweden. It was one in a large bulk of Mustangs ordered by Ford in Sweden. They were all equipped the same except for transmission. All cars have center console, Rally Pac, 289 4V, disc brakes, two-speed wipers, and the export brace. Most popular colors were black, white, red, and quite a few Silver Frost!

They all had the same planned build date, 08K, but the actual date differs and is not even in order. The fastbacks have numbers starting with 124300-400, hardtops are between 124400-499, then we have one convertible and after that there were six-cylinder hardtops in the 124500 range.

The four-speed transmission is the most common and only a few were C4s; no three-speeds on the

V8 cars.

I'm looking forward to being an MCA member and I will try out for 1964 1/2 - 66 judge as soon as I get my membership. We are starting to use MCA rules in Sweden this summer!

Regards,  
Claes Wallin  
Huddinge, Sweden  
#42035

*Welcome to the Mustang Club of America and thank you for this very interesting information on Mustangs in your country. Please keep us posted on any additional information you uncover.*

*We also invite you to send us photos and information on your fastback for publication as well as an update on your Mustang activities during the summer.*

*And good luck on your quest for judge's status.*

—Editor

### Assistance Requested

Is anyone within the club aware of historic or charitable organizations that accept donations of new and used vintage auto parts in return for tax deductions?

Over the years I have accumulated many parts for 1950s through 1970s cars and do not have the time to sell them at car show flea markets and the like.

I would prefer to donate all of the parts as a single lot rather than advertising and selling them piecemeal.

Any assistance you can offer will be most appreciated.

Sincerely,  
William Brennan  
Cedar Grove, New Jersey  
#37740

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## New Registry

I am starting a registry for the 1996 Mystic Cobra. I've received my packet from the Ford Mustang Club Center and am currently registering cars.

To be entered in the registry the following information is requested:

- A copy of the Ford SVT certification
- A copy of the SVT letter documenting Mystic Clearcoat Metallic
- A copy of the window sticker
- Names of the two engine builders who built your engine
- A copy of the build sheet (mine was found stuffed up between the rear bumper and the fuel tank support, passenger side)
- Information from the door tag
- Information from the buck tag (usually located just inboard

of the headlight recess, under the "lift-up" upper air deflector)

- Date you purchased the vehicle
- Information on any modifications you have performed
- Do you have the cooling system upgrade

Please send this information along with your name, address, phone number, and E-mail address, if applicable, to 1996 Mystic Cobra Registry, James G. Finley, 1120 NW Division, Gresham, OR 97030-5434, (503) 666-6542, finpac@msn.com.

Thanks,  
Jim Finley  
Gresham, Oregon  
#36038

## Special Thanks

Thanks to all you Mustangers who came to Pensacola for the Gulf Coast Nationals in March.

We still cannot believe that we had no rain over the weekend. However, we did notice that a lot of you went home with "red necks" and hopefully some happy memories. It was wonderful to see not only the fine display of Mustangs and Fords, but old friends and many new ones.

A very special thanks to Janine Bay, Chief Program Engineer, for her presentation at the hospitality party. It was also a real pleasure to have Jim Bright, Ford Public Affairs, and Richard Parry-Jones, Vice President of Product Development take time from their busy schedules to visit our show. We believe America's love affair with the Mustang was very evident.

Thanks to all of you for making our 19th annual show a success.

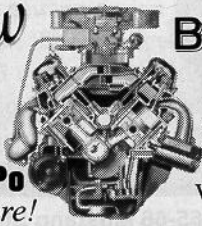
Rochelle McNeal, Secretary  
Gulf Coast Mustang Club  
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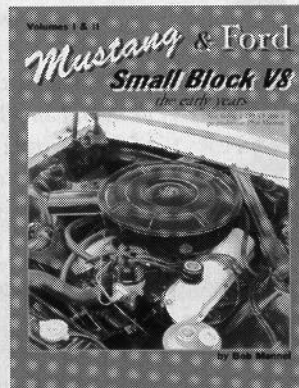
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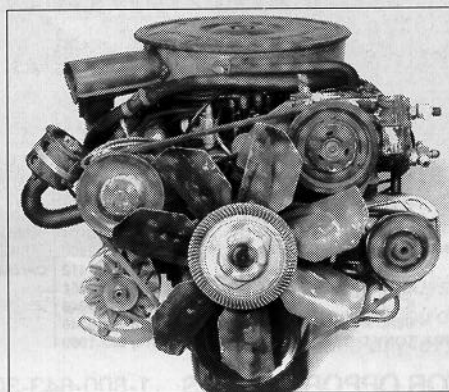


Mustang enthusiasts,  
There has never been a book like this one. It is designed to fully document what parts were used to make up the Ford small-block V8 engine in American passenger cars of the 1960s. Details are covered that have never been covered before, allowing precise restorations of these engines.

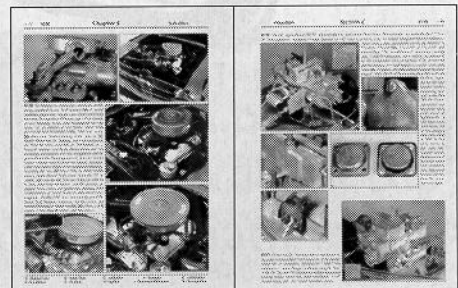
Ever ask the question, what air cleaner is correct for a 260 V8 in a 1964½ Mustang, or what carburetors are correct for 289 HiPos, or what 1966 casting numbers were on 1965 Mustangs? The answers are in this book. How about 1966/67 California smog control? Yes, it is in there! How about the colors used on engine components? Yep, in there, along with many factory photos; illustrations; significant technical service bulletins; details on fans, belts and pulleys; and a special factory high performance section covering the 289 HiPo, Cobra parts, and Ford's 1969 Muscle parts program. Page after page of details!

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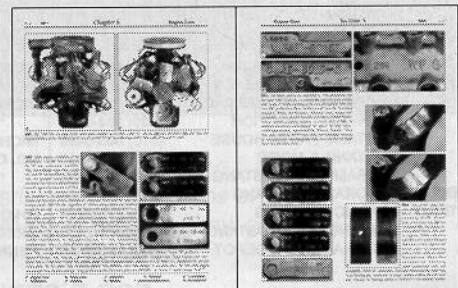
This book will be a great addition to your library and one you can't do without. Know what is right for your engine and know what is not. One good find in a swap meet and the book has paid for itself! - Author



1967 289 CA smog engine with PS and A/C



1964½ air cleaners and carbs



1966 engine change levels & tags