



MUSTANG HALL OF FAME

PRESENTED BY THE MUSTANG CLUB OF AMERICA

Janine Bay—1999



Janine Bay was the Chief Program Engineer for Mustang from January 1997 to August 1998 and was responsible for the 1999 SN-95 freshening. From 1994 until 1997, she was the Vehicle Line Director for

Mustang. Bay was also the team lead that developed the first SVT Mustang Cobra in 1993.

Will Boddie—1995



Will Boddie was Ford Motor Company's Director for Small & Mid-sized Cars during the launch of the SN-95 Mustang. In this role, Boddie led the team that delivered the 1994 SN-95 Mustang.

John Coletti—1995



John Coletti is Director of Ford Special Vehicle Team Programs, part of the Ford Performance Group. He is responsible for the development of innovative, high-performance cars and trucks, such as the Ford Special

Vehicle Team niche market vehicles—SVT Mustang Cobra, SVT Focus, and SVT

F-150 Lightning and the Ford GT Super Car. Additionally, his team is responsible for several noteworthy concept vehicles including Mach III, 10L BOSS Mustang, GT90, Mustang Super Stallion, 6.1L Mustang CJR, and the Focus R. Prior to assuming his current position he was Mustang Business Planning Manager. Most notably, Colleti was the team leader of the original "skunk works" effort that became the 1994 SN-95 Mustang program.

Bill Dillard—2002



Bill Dillard is a charter member (MCA number 7) of the MCA, who has served several terms as President. Dillard has been a valuable resource in establishing a continuing relationship with Ford Motor Company that has allowed MCA to grow. He took over the chair of the 35th Anniversary of Mustang at the time of Jim Osborn's passing.

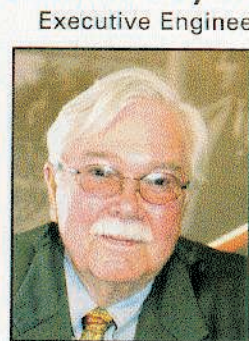
William Clay Ford, Jr.—1999



William Clay Ford, Jr. is the Chairman of the Board and Chief Executive Officer of Ford Motor Company. Ford's first car was a Mustang and he has been a Mustang fan ever since. He notes, "Mustang has embodied the spirit of youthful freedom since it was first

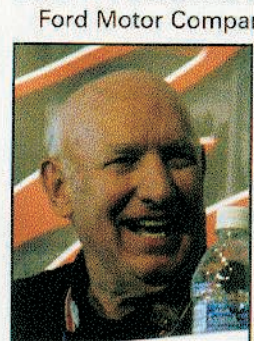
introduced in the 1960s. Sporty, affordable and fun, it established a new category of automobiles, the pony car. And for nearly four decades, the Mustang has dominated the category it created. Mustangs are much more than a machine to get you from Point A to Point B. People have an emotional connection whose impact goes far beyond the auto industry. Mustangs have really become part of our popular culture."

Donald N. Frey—1998



Executive Engineer for all car programs during the time the 1965 Mustang was being developed. Frey was a key member of the Fairlane Committee and directed all the engineering activities from initial feasibility through launch of the original Mustang. Later, he became Vice President of North American Product Development. In that role, Frey oversaw development of all Mustangs through 1973.

Gale L. Halderman—2004



Ford Motor Company, Design Director. Halderman led the team that delivered the original Mustang theme through feasibility to production. He received the Industrial Design Society Design Award for design of the 1965

Mustang. Halderman also designed the 1971 coupe and fastback Mustangs. Later, he oversaw the design development of the 1979 Fox Body Mustang to ensure it delivered the modern interpretation of the classic Mustang formula the company had planned. In 1990 he was awarded with the *Motor Trend* Car of the Year Award for the Lincoln Town Car.

Art Hyde—2002

Mustang Chief Program Engineer



from February 1998 until April 2001. Hyde is an avid Mustang enthusiast since attending the 1964 World's Fair. He has served on the MCA Board of Directors since 2000 and was a

Deputy Director of the successful 40th Anniversary Celebration. He led the 1999 Cobra engine customer care program team that protected the brand when it was under fire due to a series of production issues. Hyde also created and delivered the 2001 Bullitt, 2002 Mach 1000 stereo, and the 2003 Mach 1. Hyde led the design and development of the 2005 S197 Mustang from the initial ideation phase through to styling and program approval.

Lee Iacocca—1997

Lee Iacocca led the Fairlane



Committee, the end product of which was the 1965 Mustang. It was this project that put Iacocca on the international platform and gave the world a glimpse of his business management style. Iacocca's use of good marketing research data, his willingness to listen to people and his readiness in taking the risk of introducing a new product made him an endearing character. All Iacocca's qualities combined to make the Mustang a success and he soon became known as the Father of the Mustang.

Semon E. "Bunkie" Knudsen—1997

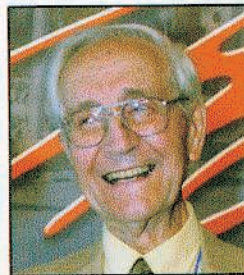
1913 – 1998—Knudsen became



President of Ford Motor Company in 1968. While at Ford he was responsible for the fast Fords of the late 1960s. The Boss 302 and Boss 429 Mustangs are particular high points in era.

Joe Oros—1998

Ford Division Design Chief from the studio that created the initial clay model for the 1965 Mustang. Oros's striking (and now famous) design was a key element in securing the internal approval of the program.



More importantly, his design was a key ingredient in the overwhelming success in the market that is now central to Mustang lore. The Mustang was the first automobile to win the Tiffany Gold Medal for excellence in American design. The inscription read, "Mustang has the look, the fire and flavor of one of the great European road cars. Yet it is as American as its name and as practical as its price." Oros also received the Industrial Design Society Design Award for design of the 1965 Mustang.

Jim Osborn—1998

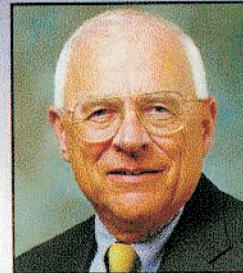
1940 – 1998—Jim was one of the first 400 members of the MCA—number 376 to be exact—and one of the driving forces that made it successful. Osborn held almost every title in the club and was the "go to guy." He was chair



of the 30th Anniversary of Mustang in 1994 and Osborn was the chair of the 35th Anniversary at the time of his untimely death.

Robert Rewey—1999

As General Manager of Ford Division, Rewey was an advocate to reverse the decision to name the 1988 front wheel drive Probe "Mustang." Also as General Manager of Ford Division, he was a key internal sponsor for the 1994 SN-95 Mustang. As Group Vice President of North American Sales, Rewey was a strategic sponsor and mentor for the 2005 S197 Mustang.



Jack Roush—2002

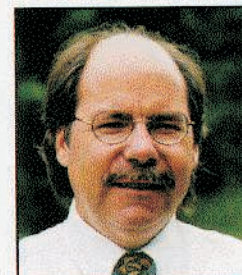
Jack Roush is the Chairman of Roush Industries. He purchased his first Mustang in 1964, while working for Ford Motor Company. Over the past 40 years, Roush has been involved with Mustangs in many



avenues of motor sports beginning in drag racing, including NHRA. He later fielding teams for Ford in GTX, GTP, IMSA, SCCA Trans-Am and NASCAR. In 1989, Roush's Mustang driven by Dorsey Schroeder scored Ford's first Trans-Am title since 1970. Additionally, Roush's company has worked closely with Team Mustang supporting development of all Mustangs between 1990 and 2004. Roush Performance builds and markets several special edition Mustangs. In 2003 his number 17 Ford Taurus driven by Matt Kenseth won the last NASCAR Winston Cup Championship, now known as the Nextel Cup.

Steve Saleen—1996

Founder and President of Saleen, Inc.



Saleen had been engineering, building and marketing special edition Mustangs since 1984. His cars have been raced in many different series and have won several championships. Saleen's company is now the

highest volume niche Mustang manufacturer in the world and has gone on to develop and launch the ultra-high-performance S7 Super Car. Saleen is also a key partner with Ford in the Ford GT program.

Carroll Shelby—1996



Shelby, a renowned sports car driver and team manager began his involvement with Ford Motor Company in 1962 by placing a Ford 260 V8 engine in an AC Ace, renaming it Cobra. The Shelby Cobra went on to win the FIA Manufacturers

Grand Touring World Championship in 1965, the only American car company to ever do so. He also fielded the famous GT 40 racecars in Le Mans competition giving Ford four consecutive top spots in each year from 1966 to 1969. The Shelby Mustangs of 1965 through 1970 were the products of Ford's great success with the Mustangs. The sporty looking sales sensation of 1964 didn't have much of a performance image. Ford asked Shelby to help them make the Mustang successful in racing. What was born was the GT 350 Mustang that dominated the Corvettes in SCCA competition. They were instant winners, winning the 1965 A Production SCCA championship. In 1966 and 1967, Shelby-prepared Mustangs won the first two Trans-Am championships. In 1967, the GT500 big-block-powered cars and other were added to the line up. Perhaps Shelby's greatest achievement has been his establishment of the Carroll Shelby Children's Foundation and its British counterpart, the Shelby Transplantation Trust. Carroll has received both a heart and kidney transplant. Today he is still active and produces a line of Cobra and Mustang continuation cars included the popular GT 500E "Eleanor."

Larry Shinoda—1995



1930 - 1997—In 1968, Shinoda (designer of the Mako Shark Corvette concept car) followed Pontiac General Manager Bunkie Knudsen to Ford. He took over design leadership of the 1969 Mustang in time to sponsor and create the Boss 302 and 429 Mustangs, perhaps two of the most famous Mustang models

ever produced. Shinoda led the design team for the 1970-73 Mustangs.

Hal Sperlich—1998



Hal Sperlich was Ford Motor Company's Product Planning Chief during the 1965 Mustang's development and launch. Sperlich was a key member in the Fairlane Committee that won approval for the 1965 Mustang.

Bob Tasca, Sr.—2003



Founder, Tasca Ford, Providence, Rhode Island. During the 1960s, Tasca Ford was synonymous with Ford Performance. Tasca coined the term, "Win on Sunday. Sell on Monday." He was the father of the Cobra Jet 428 and a key sponsor for the Boss 429. Over the decades, Tasca effectively used his strong influence at Ford to keep the Mustang true to its heritage as it has progressed through each of its five generations.

Alex Trotman—1995



Alex Trotman was Ford Motor Company's Group Vice president of North America from 1990-1993 and Chairman and Chief Executive Officer from 1993-1998. Trotman was the key sponsor who enabled the "skunk works" team led by John Coletti to achieve approval for the 1994 SN-95 Mustang.

How the Mustang HoF Works

In 1995, the Mustang Club of America established the Mustang Hall of Fame as a way to honor those individuals who have contributed to the Mustang and its culture. The mission state for the Mustang Hall of Fame Mission reads:

The Mustang Hall of Fame is to honor by public acknowledgement or commemoration, those individuals that have merited recognition and distinction and who, by their exploits, contributions and activities in regard to the Ford Mustang and its heritage and culture, and who by their

character and respectability will serve as an inspiration and an example of the highest traditions and whose reputations have withstood the test of time.

Beyond the Mission Statement, the purpose of the Mustang Hall of Fame is to preserve the heritage and spirit of the Ford Mustang; to honor those, living or dead, who by their achievement have produced lasting contributions to the Ford Mustang, and its culture; and, finally, it is a vehicle to inspire all involved with the Ford Mustang to reach their highest potential.

Since 1995, 19 individuals have been enshrined in the Mustang Hall of Fame. These members include designers, engineers, and marketing executives of Ford Motor Company who have played intricate roles in the development of the Mustang. Additionally, there are members who have raced or built special edition Mustangs and been active in the Mustang Club of America.

Recently, the MCA Board of Directors established the criteria for nomination of Mustang Hall of Fame members. Any MCA member or Regional Group may nominate individuals as Hall of Fame candidates. The nominations of individuals for induction are carefully reviewed based on the following criteria:

Eligibility for induction is extended to any person who has driven, owned, designed, built, supported, maintained, prepared, or promoted the Mustang by vocation or as an enthusiast. Inductees are characterized by their devotion, mastery of their field, and the courage to innovate. A nominee (alive or deceased) needs to meet at least one following items of eligibility:

Having been involved with the design, engineering, building, promotion or sales of Ford Mustang. Participated in the promotion of Ford Mustang's culture through motorsports, music, film, or television. Promoted the Ford Mustang community through enthusiast organizations, after-market products, or publications. Brought honor to Ford Mustang through his/her endeavors. Been involved with Ford Mustang for at minimum of five years.

While the eligibility items are a guideline for nominees, the MCA Board of Directors may waive eligibility criteria if 50 percent of the Board Members believe that the nominee is eligible without meeting the criteria.

Once a nominee meets the eligibility, he/she is then classified into one of the following areas:

Ford Motor Company executives, designers, engineers, assembly line and

dealership representatives. This category could include key Ford vendors. (i.e.; John Coletti, Donald Frey, Bob Tasca, etc.)

Motorsport owners, drivers, builders, etc. that have fielded Ford Mustangs in their endeavors. (i.e.; Carroll Shelby, Jack Roush, etc.)

Celebrities, that have played vital and integral roles in the advancement of Mustang or its culture through various administrative, promotional, or other influential capacities.

Major Contributors that have made a difference to the Ford Mustang community, organizations, media, vendors, etc.

A structured process has been set in place so that any MCA member or Regional Group may nominate an individual that meets the eligibility criteria for induction into the Mustang Hall of Fame.

The induction committees, through a review and a multiple-balloting process, select up to three inductees into Mustang Hall of Fame's annual induction class. This process involves many steps, but it starts with informed people like you, who help discover worthy people for induction into the Mustang Hall of Fame. To be on the ballot, a person must be nominated by a member of the

induction committee.

Election of inductees is to be by MCA members in conjunction with the annual elections of the MCA Board of Directors.

The MCA Board of Directors reserves the right to elect Hall of Fame inductees under extraordinary circumstances.

Please submit the information listed below to have the Induction Committee consider your nomination.

NOMINATION PROCESS

If an MCA member would like to nominate a person to the Mustang Hall of Fame, the nomination packet must include:

A completed nomination form with all supporting documentation. A one-page letter of support from the person/ Regional Group making the nomination. A biography, explaining the candidate's significant contributions to Ford Mustang and/or its culture. Relevant details, statistics or informative data concerning a nominee's accomplishments. Up to six significant photos.

The nomination forms and supporting materials must be submitted to the Mustang Hall of Fame nominations committee between January 1 and May

30 of each year.

All materials submitted for consideration of candidates become the property of Mustang Hall of Fame and Mustang Club of America. All persons nominated are presented to the appropriate screening Committee(s) for review. Information on potential nominees is collected and stored for annual screening by independent nominating committee(s). The committee(s), after careful consideration, presents their recommendations to the Mustang Club of America Board of Directors who will certify the candidates. The names of candidates will be placed on a ballot for selection by members of the MCA.

Recipients to be inducted at Mustang Club of America annual Grand National Show or another event significant to Ford Mustang.

Mustang Hall of Fame Committee consists of Lisa Barrett Walls representing the Nomination Committee, Chad Odom, representing the National Show Committee, and Dean Hillestad who chairs the committee. Noted automotive author and historian Randy Leffingwell has graciously agreed to serve as a member and advisor to the committee. *MT*

IT'S ALL IN THE DETAILS



T-SHIRT HANDLE

RUNNING HORSE, MACH 1 & BULLITT



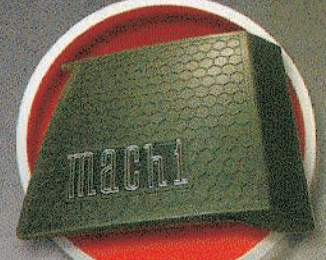
STARS & STRIPES HORSE

SHOW YOUR AMERICAN SPIRIT!



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