

1970 Mach 1



In this photo you see Bill Hamilton's 1970 Mustang Mach 1 with a C-141B Starlifter in the background. Bill flew on USAF C-141's for more than 20 years and has owned and driven three different 1970 Mustangs over the last 35 years, including his first new car back in 1970. That new car was a Yellow 1970 Grabber-Packaged Sportsroof Mustang.

Bill's latest 1970 Mustang is a White (code-M) Mach 1 with 351C-4V. It was originally an automatic car but has been retro-modded with a T-5 five-speed and Mustang II rack & pinion steering. It's also modded with larger 1.125-inch front and .875-inch rear sway bars along with gas shocks. The 351 Cleveland engine is mostly stock with a 670 CFM Holley Street Avenger Carburetor, Weiand X-Celerator intake manifold, Headman Headers, and a Pertronix electronic ignition system.

Bill, who lives in Charleston, South Carolina, had his Mustang dyno'd at 260 rwhp. He exclaimed, "With the 5-speed overdrive and 3.00 rear gears, I've gotten 25 mpg on the highway."

My Way

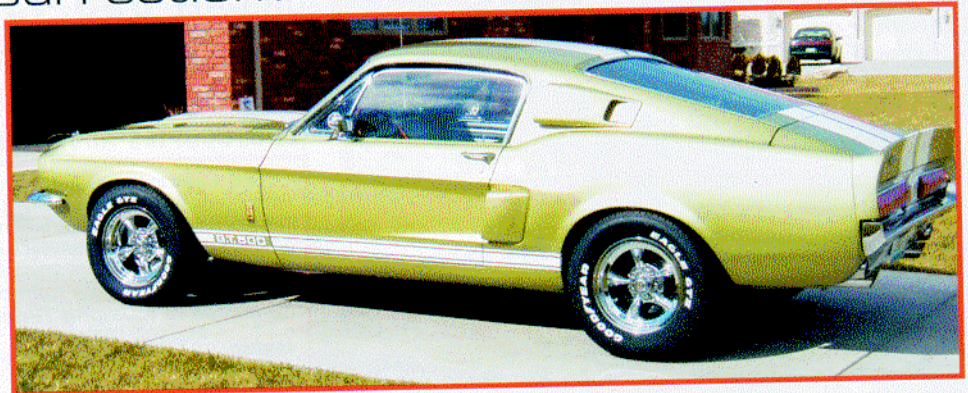


Ken Joyner said he always saw a "bunch of yellow, red, black, and Legend Lime Metallic 2005 Mustangs out there, but few of the Mineral Gray Metallic."

So, he order his Mustang optioned the way he wanted it. His order was placed on January 7, 2005, and was delivered on May 24, 2005. Ken drives a Premium GT with an interior upgrade package and a five-speed manual transmission.

He's a Video Specialist at the Gaylord Oprland Resort and Convention Center in Nashville. Sound like a familiar place?

Restoration or Resurrection?



Michael Beckelman of Springfield, MO acquired a 1967 Shelby GT500 from the original owner in July of 2002. This Shelby has an interesting history.

The short version; the Shelby was stolen off the lot when new (San Antonio, TX), painted purple over the original paint, emblems, etc., then used as a drug running car going to Mexico and back all in South Texas. The State of Texas recovered the car in late 1969, selling it at auction with a good title in late 1969. The person Michael bought it from bought at auction and kept it until July 2002. He drove it a little bit, then drag raced it a little bit, parking it in 1976. It hadn't been started since 1976.

Michael performed a total concours restoration with a few deviations; he added headers, aluminum heads, and an aluminum water pump. He finished the restoration in November 2004.

On a side note, he also purchased his 1966 Shelby GT350H, that he had owned since October 1968! We hope Michael sends us photos of that restoration project as well.