

2006 STAMPEDE EDITION Mustang

REBA'S TRIBUTE TO HER DAD—A 2006 STAMPEDE EDITION MUSTANG, #351 OF 500

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I'd been waiting for the right car but I wasn't actively looking for one when this Mustang found me on June 19, 2006.

I had seen a 2006 Mustang with a Boss appearance package at the dealership but when we went back to see it again it was gone. In its place was a Vista Blue Metallic 2006 Stamped Edition Mustang. The moment I saw it I felt like someone had knocked the air out of me—it was that beautiful! A few minutes looking at the car and talking to the salesman convinced us that he had no idea

what he was selling. The window sticker said "Stampede Edition" and the dash plaque said "#351 of 500" however the salesman assured me that they'd make more. I suppressed the urge to laugh. Dealer specials are not designated on the original window sticker so I knew this was a Ford special. Still, this warranted further research. I was on my lunch hour so I returned to work and checked out the special online.

The 2006 Stamped Edition Mustang was an offering from Texas and Oklahoma

Ford dealers during May-June of 2006. The models were produced by Ford in the Flat Rock, Michigan, Assembly Plant then sent to the roughly 300 select dealers in Oklahoma and Texas. The Special Edition Mustangs were limited to a run of 500 units and authenticated with an engraved, numbered plaque which was applied by the dealership once it arrived.

The 2006 Stamped Edition Mustang V-6 coupe includes the Pony Package and the Interior Upgrade Package. The Pony Package provides the GT wheel and suspen-



sion package, ABS, Traction control and a pony grille with integrated fog lamps. The Stampede Package adds wide, 9-inch silver racing stripes, exclusive Stampede badging (including a Stampede Edition gas cap), a chrome exhaust tip, and a rear GT spoiler.

The Interior Upgrade Package adds the brushed aluminum dash; carpeted front floor mats with unique brushed-chrome "Mustang" badging; unique MyColor™ Instrument Panel Display, offering up to 125 color backgrounds at the touch of a button; and a leather-wrapped steering wheel. The

standard Shaker 500 audio system features a six-disc CD player and the Shaker 1000 audio system was an available option. The Interior Upgrade Package includes six-way power seats (driver only).

Once I confirmed it was a Ford Regional Special and reviewed all the information from FordMedia.com I made arrangements to trade in my 2004 Mustang Coupe after work, completed the paperwork, and drove the Stampede home. I showed the car to my Dad that night.

My love of cars came from my father.

He'd tell us these stories of the cars he had and the stuff he'd done. The laughter and the fun times shared during those conversations will last forever. Dad always admired my Mustangs but would never drive them. Instead he'd stand in the driveway and just admire the lines of the body, the sound of the engine, or the recent modification I'd added.

He was very ill then and it was an effort for him to walk outside to look her over but he did. He gave me a hard time about keeping a Mustang "longer than six months" but I knew he was only kidding with me.



This was my third Mustang since 2002. My 2002 GT Convertible was traded in on the 2004 Coupe in an effort to lower our monthly payment and expenses; an effective financial move that broke my heart. The 2004 was an Oxford White Anniversary Edition (1 of 5,700) and a beautiful car but it never really captivated me. I think I was still mourning the loss of the GT and I only kept it for 20 months. However, the moment I laid eyes on the Stamped I literally fell in love. I had never seen this color of blue on a Mustang before! Anyone with a Vista Blue Metallic Mustang will attest to the color's charms!

The car has a build date of March 30, 2006, and was sold by Texan Ford in Arlington, Texas, on June 19, 2006. Since purchasing the car I've founded the Stamped Mustang Registry (<http://stampedemustangregistry.com>) and so far we've located 13 of the 500 Stampedes produced.

My Dad once told me that "It's what is left to the imagination that is sexy." And I agree. I prefer subtle and classy to extreme and extravagant modifications. Gradually I've made minor changes here and there, mainly interior billet and exterior cosmetic pieces; however everything has been planned and designed so that the interior looks stock at first glance. The exterior changes have eliminated the yellow and red clashing colors of the turn signals and rear reflectors and the result now blends into the lines of the added GT rocker panels and custom "Stamped" rocker stripe. The airbrushed Grille Pony is the same Vista Blue as the car with silver flames. It is a subtle change that often has to be pointed out before it is noticed. A honeycomb tail light panel and sequential tail light relays finish out the rear end. Chrome 1968 Mustang Script Emblems are on the sides, rear deck lid, and passenger side dash giving it a little extra shine. A new Pony mat adds a touch of class to the opened trunk. Chrome license plate holders hold vanity plates "PNY UP"

I still have a wish list for minor enhancements and engine bolt-on modifications but nothing too overly excessive. If all goes according to plan, I hope to show her for the first time this summer.

This is the last Mustang I brought home for my Dad to see. It is the last one he rode in. My Dad passed away July 28, 2006. It's almost been a year now and I really miss him. But I know that when I'm out on the highway in my Mustang with the windows down, music playing, and the engine racing that he's right beside me enjoying the ride. **MT**