

## Top 10 reasons why Sally, my 1964 1/2 Mustang should be the cover of Mustang Times:



- 1) Since 1976, with the exception of a few years during medical school, I have always had at least one vintage mustang.
- 2) This particular car was produced in the first month of production on April 30, 1964 !
- 3) It is a fully optioned D code 4 BBL with PS, PB, AC, 4 Speed, Power Top, and Rally Pak.
- 4) Sally has never been shown or published.
- 5) I am one of the original MCA members, #1067, having joined in the 1970s.
- 6) A 1965 Mustang was my first car.
- 7) A 1965 Mustang will be my last car also.
- 8) A 1965 GT coupe currently serves as my daily driver.
- 9) She currently lives in Atlanta, birthplace of the MCA.
- 10) Sally looks better than any other 43 year old I know, except for my wife.

Michael Balk  
Georgia

## Brian Murphy's '05 Screaming Yellow GT



My Mustang is a 5-speed manual transmission with stock gears. The optional accessories from the factory include, Shaker 1000 Audio System, Convertible Soft Boot and Interior Upgrade Package.

The modifications include:

### EXTERIOR:

-Eleanor Style Grille

-Halo Fog Lights center mounted  
-Black Racing Stripes from front to back  
-Black rocker panel stripes with "Racing" script  
-Black 18" Privat Profil Wheels with Chrome lip  
-245/45/18 Toyo T1R Tires  
-Ford Racing Brushed Aluminum Fuel Door  
-Xenon Side Scoops  
-Yellow half Mirror Covers  
-Polished Taillight Bezels  
-Honeycomb Rear Panel

### INTERIOR:

-Billet Shifter bezel  
-Billet Cup Holder  
-Billet Door lock pulls  
-Billet Door Switch Plate  
-Billet Radio Knob

-Billet AC control Knobs  
-Yellow Leather Console  
-GT Yellow Embroidered Headrests  
-GT yellow logo Floor mats  
-Billet Racing pedals

### PERFORMANCE MODIFICATIONS:

-Borla Stinger Exhaust  
-BBK Twin 62mm Throttle body  
-AEM Brute Force Polished Cold Air Intake kit

### UNDER HOOD:

-Billet covers-Fuse box, oil cap, radiator, washer fluid, power steering fluid  
-GT logo oil dipstick handle  
-GT Plenum Cover w/Flame horse  
-Granatelli dual strut tower brace  
-MRT Hood lift kit

# SELF-PROCLAIMED PURIST

by Thomas Hark

Keep in mind that I am a Mustang "purist" and I like to enjoy my Stangs exactly as Ford built them, so I keep them bone stock. It may sound boring to some enthusiasts, but I find myself standing out in the crowd with my stockers, over the modified cars. Enough of that....Both of these Mustangs were purchased new by me and I tenderly care for them at all times, like they are part of the family. Both cars are showed quite often and taken out on dry, sunny days only, in fact neither one has ever spent a night outside or even seen a raindrop.



My Mustang story starts with my first love, and first Mustang, a 1985 SVO, which I bought in 1995. I drove the wheels off that Mustang with nary a problem or mechanical failure. Sadly, I did sell that car due to unfortunate times and it is missed to this day, I may replace her with another SVO in the future.

The good news is that in the summer of 2003, I was able to purchase my first new Mustang, my 2003 Azure Blue Mach 1. The car is a 5-speed with the Int Upgrade Pkg. I don't think I have ever driven a more "complete" Mustang as the Mach 1, Ford and Scott Hoag did a remarkable job on this model, and I love her to this very day.

Fast forward ONE year to the summer of 2004. Times were indeed much better and I found myself on the hunt for something extra special in a Mustang. I wanted the rush that only a forced inducted Mustang could deliver, the hunt was on. Little did I know at the time what I would find, and buy.

One day while combing the internet for possible purchases, I happened upon Champion Ford's website, a dealer in Kentucky. There it was! and in the color I wanted YELLOW! It was Jack Roush Classic #34, a supercharged beauty, still new and untitled. The car has all the Stage 3 options you could ask for in the Classic model, even the trunk toolkit, even the Stage 3 suspension is there! Further investigation revealed that only 50 units were built and only 46 of those were sold to the public. Wow, pretty rare right? I was further amazed to find out after contacting Roush directly that this was the only yellow Jack Roush Classic built.

Needless to say that I made the seven-hour drive one way with enclosed trailer in tow to get my newest toy. I was overjoyed to find that it was everything I thought it would be, extremely rare, and with aRoush supercharged to boot.

With the Roush home and in the garage beside its new Mach 1 sibling, all was well in the Mustang world.

I have kept every document from both Mustangs in their own respective folders, even laminated the window stickers and the important Roush documents.

As I said, both Mustangs lead a well cared for life, never abused and coated with Zaino at all times. I feel very fortunate to be able to own and enjoy both Mustangs, I pray that I will be blessed to do so for many years to come.