



Russel Hemenway • MCA #66015 • Clayton, NC

When the 5th Generation Mustang made its debut, I knew I had to have one. After talking with a friend about the car, I decided upon the color. I wanted something different, not your run-of-the-mill color, so I picked the retro color Legend Lime Metallic. I wanted to stand out since you always saw the typical black, red, white, or blue Mustangs. Plus my dad had a Lime Gold Ford Galaxie 500 when I was little. In January 2005, I found out about a group called the Great American Pony Drive. They were organizing an event where their members could order their cars to be picked up from the factory in early Spring 2005. Unfortunately, things fell through. Undaunted, I went to a local dealership in April and custom-ordered my beauty. A month went by and I heard nothing about my Mustang. Frustrated by the lack of communication from the dealership, I considered cancelling my order and buying whatever was on the lot. But a buddy of mine who was in training to become a cop found a Legend Lime Mustang on a lot about an hour away from my house. Needless to say I cancelled my order at the other dealership.

My wife and I made an after-hours trip up to the dealership to take a look. Though it was missing two key options

I wanted (Leather seats and Interior Upgrade Package), it did come with everything else I wanted (5-speed GT, no rear spoiler). After a couple conversations with Premier Ford in Rocky Mount, NC, I made the one-hour trip with a friend to buy my car. One MAJOR problem! I had not driven a manual in about 20 years. My friend drove my car home. So he, not me, was the first person to drive the Mustang. For the next couple weeks, I practiced until I was able to re-connect my brain and my foot to be able to drive the 5-speed. I joined the MCA in June 2005 and entered my first car show where I took 3rd place.

I then discovered a group of people I could really identify with and joined the Legend Lime Registry in August 2005. I am member #42. After some looking for information about my car, I found out that my build date on my car is May 5, 2005 (05/05/05). We celebrated our 5th year in existence last year and we currently have more than 700 members from all over the world. Pretty good considering the Legend Lime Metallic color was only available for two years. I discovered people either love the color or don't, and it is not uncommon for me to drive around Raleigh, NC, and not see another Legend Lime.

I fell in love with the concept car, so that fall my first modification was to change out the stock hood with a California

Dreaming Ram Air hood, and had white stripes painted on. Fast forward to 2007, I entered my first MCA Grand National in Augusta, GA. Weather did not cooperate, as it rained, but I was able to pick up a 1st in Daily Driven. At that time, Ford came out with a new option for the 5th Generation Mustangs. It was the Shelby GT. I then spent the next year tracking down and purchasing the correct parts to change my car into a Shelby GT clone. I really wish Shelby came out with this car when my color was still available, as it reminded me of the classic Lime Gold Shelybs from the 60s. I was able to purchase the rare Shelby hood scoop as well as the "Powered by Ford" badges. I only lack the suspension, but that will come soon. My clone made its debut at the 45th Anniversary at Barber Motorsport Park. Then in July 2009, I picked up a 3rd place award in the Daily Driver Class at the American Stampede National in Raleigh, NC. I have done two other MCA shows and placed in both. I drive my car approximately 500 miles a week for work and enjoy every minute. I also go to Virginia International Raceway for their charity track event. I am working on my Grille Medallion. I recently joined a local Mustang club, the Twisted Stallions Mustang Club out of Wilson, NC—a great bunch! This will be my car until I die.



Daniel Martinez • MCA #75799 • Texas

The first time I heard the 5.0 was coming back was while watching the 2010 Barrett-Jackson Classic Car Auction at Scottsdale, they started to talk about the 2011 Daytona 500 Ford Mustang 5.0 Pace Car that they were going to auction off. I almost fell out of my chair as I could not believe my ears, Ford was bringing back the greatest number of my generation, five-point-oh, man it just feels good saying it. When I was 10, my cousin bought a white 1989 Mustang GT 5.0 hatchback and when he gave me a ride, I fell in love with the Mustang instantly.

About two months later, I saw a magazine at a convenience store called Mustang Milestones with the headline "The 5.0 is BACK!" I snatched it off the rack and took it home. It was a great read, it went into very good technical detail about the new 5.0 (code named Coyote). What I thought was the best part of the story was the tubular headers and how they were uniquely made to fit the cramped engine bay and be approved for mass production (cost-saving performance, love those engineers). At

the time I owned a 2007 Nissan Titan that I loved to death, but when I told my parents about the 5.0 and its impending comeback I told them I loved my truck, but there was only one vehicle on earth I would trade in my truck for and it was the 2011 Ford Mustang 5.0. At the time I thought I would probably not buy it until the fall or next year even, not knowing it would be sooner than that.

Around the middle of June I decided to find out what I owed on my truck and check the Blue Book value. I found out I was just under a grand over the break-even point, so I decided to try to swing for a new vehicle. At first I wanted to buy a new F-150 because I thought there was no way I could afford (or find) a 2011 Mustang 5.0. The salesman at the dealership I was using told me he could get me a Mustang from anywhere in the state and asked what color, options, etc. I wanted on it. I loved the color Grabber Blue (not knowing the history of the color) and wanted it to have leather seats, nothing extravagant (to keep the price down). He found two, one in Garland (the pricier one) and the other in

Georgetown. I told him I wanted the one in Georgetown because it was exactly what I wanted, (GT Premium, Premium Accent Package, and 3.73 Limited Slip axle) but when he called to find out the status of the car, it was marked as "sold." So while searching for other 5.0s I decided to look up car clubs and I came across the Mustang Club of Houston. I checked out their benefits and saw the best benefit ever, X-Plan pricing for MCA members. What followed was what I consider the greatest 4th of July weekend of my life.

On Thursday, July 1, 2010, I started the process of becoming a member of the Mustang Club of Houston. The first thing I did was click on the Contact MCOH link on the website and sent an email asking how I could become a member and get my MCA number quickly so I could buy a Mustang that weekend. I then called Ron Roeder at Mac Haik Ford (sponsor dealership of the MCOH) to see if they had any Grabber Blue Mustangs in stock and if not, could he find one. I told him I was in the process of becoming a MCOH member so I would be buying the car

on X-Plan; he told me he would call me back. About an hour later Ron called me back and told me he found two Grabber Blue 5.0s, one in Garland and one in Georgetown. I told him I was told the 5.0 in Georgetown was marked "sold" but he said the guy who was going to buy it had not gone to pay for it or do any paperwork, so he could get it for me if I wanted it. I told him yes and he said he will have it at the dealership by tomorrow (Friday). I was so excited I decided to get a hold of someone from the club so I could get the ball rolling faster on getting my number. The first board member I called was Pete Sigwardt (who was excited that I was joining) and I explained my situation to him. He told me to call Carole Coghill and ask her what I could do to speed up the process. I dialed her next (who was just as excited as Pete that I was joining) and she said she was going to try to find out for me and call me back. After I got off the phone with her, I got a response from my Contact MCOH email from Keith Howard saying I could go to the Mustang Club of America website, sign up online and put my club affiliation MCOH. I followed his instructions, and replied to his email to tell him I had

signed up. Carol called me back and I told her that Keith had sent me instructions on signing up online with MCA and that I had already submitted it. She told me she would call the headquarters to see about expediting my application. Three hours after I first called Pete, I got an email from the MCA welcoming me as a member and informing me what my MCA number was. I called Carol and let her know that I got my number and thanked her for all that she did and I think I told her to pass along the thanks to everyone else who helped me (Thanks again, everybody). Everything was in place to go pick up my pony the next day.

I left work early on that Friday because I was so excited I couldn't wait any longer to drive to Mac Haik, and also to clean out my truck. It was raining that day, the heaviest rain was on the way to Houston with my dad, so heavy he was saying we should go back, but I kept going north. We picked up my mom at her job and made our way to Mac Haik. When we got there, I was looking for it and I saw it under the porch between what I believe is used cars and the main building. It looked beautiful, the color screamed "Look at me, I am FAST!"

I could not wait to test drive it. I could not get on it while test driving because of the rain, but it felt good gripping that shifter and stepping on the accelerator to feel 412hp under my right foot. Got the financing done, got it washed (which did not last) and removed some last items out of my truck. I said my good byes to my truck, my dad got in the backseat (he barely fit), I thanked my salesman and we drove out into the rain and drove home to Angleton, TX.

Since I bought it, I went to the Cruise-in at Brenham (the drive was awesome, my first cruise ever) and I was the tail-end car for the Gallop to Galveston Cruise last August. The best part of that cruise was the parade laps at Grand Sport Raceway, those 5 laps were the most fun I have ever had. The car ran great, the engine responded perfectly (sounded awesome) and the shifts were smooth. Buying this Mustang made my 15 year-old dream come true. Every time that I drive it, I sometimes have to pinch myself because I still cannot believe I am the owner of a 2011 Ford Mustang 5.0. When someone asks me why I bought a Mustang, all I say is you need to Drive One—just not mine.

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