

The first item we will mention is this month's "Paper Pony" is reproduced on the opposite page. This story appears in the September-October issue of "Du Pont Refinisher News," a publication of the Du Pont company which is sent to paint and body shops, fleet accounts, etc. It concerns a man in Mitchell, South Dakota, who has a mighty fine collection of Mustangs that he paints with Du Pont Centari acrylic enamel. It's a shame we couldn't reproduce the page in its original color, as the whole fleet is a stunning red. It certainly would be nice to have a convertible from every year to choose from; we wonder if Telstar Motors is planning to sell the collection intact or if they are going to break the set! This item was submitted by Gary Hartter, the *Mustang Times* publisher.

Now let us talk about some of the stories which have appeared on the subject of the Mustang in the old car hobby press. Perhaps the best and most thorough coverage the Mustang ever received is to be found in the September-October 1974 issue of *Special-Interest Autos* magazine. "First Mustang: Trendsetter of the 1960s" was the title and its author was the respected historian Michael Lamm, who is also the founder of SIA, though he is no longer with the magazine. Lamm narrowed his focus to include only the events leading up to the Mustang's birth and he unravels the complicated fabric of who did what when with a master's touch.

It is certainly worth quoting the author's introduction to this story, and to note that it was written before the MCA was formed and just after the Mustang II was introduced: "The 1964/65 Mustang stands out, in my opinion, as the milestone car of the 1960s. No other automobile of that decade exerted greater influence on the industry. The Mustang caused the entire ponycar rage. As least six additional domestic ponycars plus two imported ones owe (or owed) their existence to the Mustang: Camaro, Cougar, Firebird, Javelin, Challenger, Barracuda (actually the Barracuda preceded the Mustang by two weeks, but it did come in answer to it), Capri, and Toyota Celica. The Mustang fostered the 1960s trend to

longer hoods and shorter decks.

"This, then, is the story of the first Mustang's conception and development. In 1961, the car was simply one man's hunch — a raw, unnamed notion. By 1963 it had become a firm and tactically brilliant idea. By April 1964 when Ford introduced it, the Mustang immediately became the most important and imitated car in the world. I believe we'll see the first-series Mustang go down in automotive history not just as a milestone car but also as a very collectible, likable car."

Lamm's story is a fascinating one and he documents it thoroughly, with production figures, a program proposal development chart, option list with prices, etc. The article is also profusely illustrated and includes a concluding paragraph of driving impressions. All in all, we'd label this the best single Mustang magazine article and would recommend it to anyone. Since this issue is an early one, it may be out of print, but an inquiry to Special-Interest Autos, P.O. Box 196, Bennington, Vermont 05201 should answer the question.

To specialize even further, we'll recommend the best article to have appeared on the Shelby Mustangs. We'll disregard the excellent *Shelby-American* magazine published by the Shelby-American Automobile Club because it isn't just one article but a whole culture on the Shelybs and Cobras. The best single article would have to be the one which appeared in the Third Quarter 1978 issue (Vol. XVI, No. 3) of the prestigious *Automobile Quarterly*. This is a hard-bound quarterly magazine that is probably the most lavish periodical in the world. "Striped Lightning — The Shelby Mustangs" by Joe Oldham succeeds in capturing the aura of "Total Performance" that permeated the Shelby empire. The best feature of this article is the fantastic color photography (a poster using the same shots is available from AQ) showing just about every model of Shelby Mustang.

The Shelby saga is a difficult one to tell in a limited number of words because it isn't smooth progression like the Mustang itself, from idea to styling models to prototypes to production.

The Shelby tale is a jumbled, unclear string of quick decisions and quiet work, but Oldham makes a fine-reading story out of it anyway. There isn't much tabular information here but if you read the text carefully, it's all there. Author Oldham has been editor of *Motor* and president of the International Motor Press Association, so his credentials are unimpeachable and the final results bear these out. This volume is still available from the publisher, Automobile Quarterly, Inc., 245 West Main Street, Kutztown, Pennsylvania 19530, and from many hobby literature sources as well.

That about wraps up another month's "Paper Pony." Next month we'll tell the story of a general interest science magazine that polled its readers to see what car they considered the best car of the century. Guess what car won?

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