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Robert Janis, author

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Gano Filter company, author

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1965 Fastback Became America's First Rotary

Ray Harris, 1965 Fastback. Rotary engine developed by Curtiss-Wright. Twin-rotar, RC2-60.

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Steve McMullan, author. Jim and Sharon Slack, owners of 1964.5 convertible, 1984 Anniversary Edition convertible, and 1989 GT convertible

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Mike Worthy, author

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Steve McMullan, author

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Ford's 'Mustang' on Display Today

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Steve McMullan, author. Part 1.

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Blue 65: Swanson's Pony Prances out Front of the Herd

Mike Henderson, author. Lloyd Swanson, owner, 1965 convertible

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'Our GT' Undefeated Coupe

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Jeffrey Knight, 1969 Mach i and 1988 Mustang LX

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Bff Hitzeman, author

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Robert Lyons, author

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Alan Widgren is a Model Mustanger!

Steve McMullan, author. A variety of model Mustangs

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Virginia is For Lovers

Mike Worthy, author. E.D. and Judy Henderson. 1965 Coupe,

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Cover Story. Mike Worthy, author. Bill and David Bruhn, two 1967 Convertibles

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The Wright Stuff: This 64.5 Was Mom's Dream, Now It's His Baby

Robert Wright, 1964.5 Coupe

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On the Road Again - With Bob Perkins

Steve McMullan, author. Profile of Bob Perkin's methods of finding NOS parts at old Ford dealerships

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Are There Mustangs in Antarctica?

Mike Worthy, author. Request for information on Mustangs across the world.

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Lester Kirkendall, 1965 Fastback

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Follow the Rules of 'Mustang Waving'

Art Hughes, author

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Charlie Turner, Silver State Classic Challenge, Pony Express. Sandy Turner, author, with editing by Roger Johnson

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The Mustang Club of America Celebrates its 20th Birthday at Atlanta Motor Speedway. Roger Johnson, author

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From Our Cover. 1993 Mach III prototype Mustang. Teresa T. Vickery, author

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Wayne Johnson, owner and author, 1965 convertible

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Wayne Longstaff, 1964.5 K Code Coupe. Kenny Newcombe, author.

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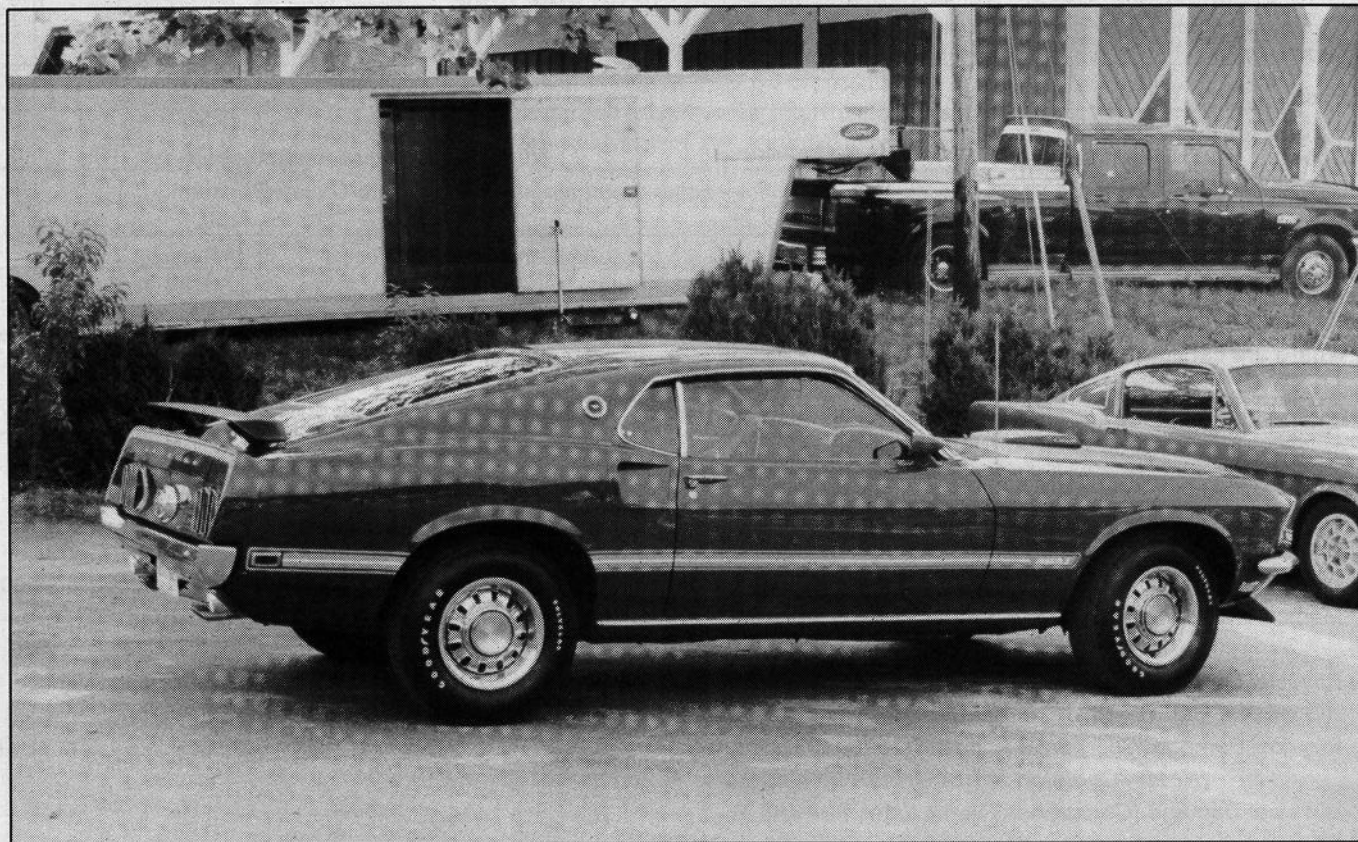
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Cover Car

by Roger Johnson



The Ultimate Workhorse

I have always professed that the 1969 Mach I, 428 Cobra Jet was the main reason Ford had such a strong street performance image during the classic muscle car era of the Sixties and Seventies. This is the very car that fought it out in the proverbial trenches with the best GM and Chrysler could throw its way. But, the 428 CJ Mustang not only battled the other big block cars of the day, it usually kicked butt.

Even though they produced these machines in numerous and exciting colors, I nevertheless envision red ones whenever these cars come to mind. The example you see here is as classic looking as it can possibly get...Candy Apple Red paint, Ram Air, 428CJ, and a 4-speed.

Bob Masraum (MCA# 26018) of Loveland, Ohio has been the lucky owner of this car for the past 13 years. However, Bob has been around Mustangs and Ford products in general for most of his adult life, so this is by no means the first

Mustang to find its way into his garage. You see, Bob is a Sales Development Manager for Ford Motor Company, and even drove early Mustangs as company cars back in the Sixties.

Bob was driving a nice '64 T-bird convertible before he found this car. A gentleman he met at a repair shop just *had* to have the Bird so a deal was made. It left Bob in need of another car quick. His son told him of a '69 Mach I that was available so he decided to have a look at it.

Upon discovery, the Mach I was wearing a non-stock (metallic brown) paint job, four bald tires and a locked-up shifter. But on the plus side of the ledger it was a Ram Air 428 Cobra Jet Mustang with only two previous owners and less than 60,000 miles on the odometer.

Our cover car is also equipped with power steering, power front disc brakes, an AM radio and tinted glass.

(continued next page)

Cover Car

by Roger Johnson

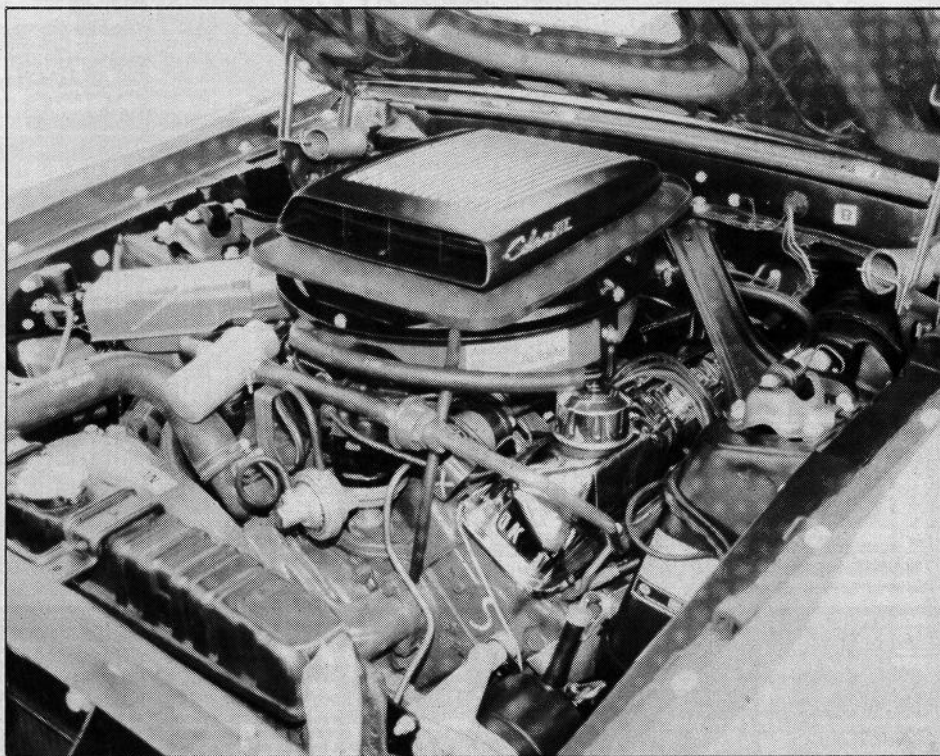
Bob's restoration began with a valve job for the 428. This combined with some other repairs got the Mustang running. In 1987, the car was turned over to the talents of Paul Faessler (MCA# 30023) for body work and paint. By the time Paul had this car painted the factory correct color, Bob was ready to start enjoying his sparkling red Mustang. It was about here, that he noticed how dirty his engine compartment and under carriage looked compared to that brilliant exterior paint.

So, in 1991, it was back to Paul's shop for more work in these areas to bring the car up to the level you see here...new-like!

No major restoration is ever accomplished without at least some heartbreak. Bob's came when the car was completely finished and being loaded onto a trailer in the rain. Somehow, the car slid into the side of the trailer resulting in a creased rear quarter panel and damaged stripe.

Naturally, all those agonies are a thing of the past since the car is completed (again) and now simply needs to be maintained. And maintaining a Candy Apple Red, big block **horse** is the kind of **work** I could get used to.

Right - The interior has also been brought up to speed as required. No reason here not to think it's the summer of '69.



Above - This was the heartbeat of blue oval lovers everywhere back in the late Sixties. Ford's mega-torquey, 335 horse, 428 Cobra Jet engine meant your Mustang was more serious than a loaded shotgun - no pun intended.

