

Music City Mustang Club, Inc.
 Wes Duenkel, Newsletter Editor
 702 Crief Drive
 Goodlettsville, TN 37072

JANUARY 2004

The Legend

www.MusicCityMustangClub.org



BEHIND THE WHEEL

By Scott Lickteig, President

I hope everyone had safe and enjoyable holidays.

I would like to personally thank the past Board members and Officers for all their hard work. I for one, appreciate the efforts that all of these individuals performed to make 2003 a great year for the Music City Mustang Club.

With the beginning of a new year, we as a club have several activities to enjoy and opportunities to demonstrate what this club has shown in the past. I know that many of you have heard the kind words from other around the country regarding our club. As the 40th comes near, we have an opportunity to once again show not only the other clubs but the world how truly devoted this club is to this hobby and the love of the Mustang.

Please assist Jim Chism with whatever he may ask during the 40th. Many of us have been asked already, however, there are numerous tasks remaining before the show is done. Since we are not "officially" the hosting club we have an excellent opportunity to display our southern hospitality and love for the greatest pony car. Please ask Jim if you can help out during this very busy event. I believe he can find something for everyone to do.

I am asking for the members of the club to let us, the Board and Officers, know what types of event or activities you would like to see this year. One concern I have is we need to attract new members and provide

NEXT CLUB MEETING

Thurs., January 15, 7pm

Club meetings are held at the Piccadilly Cafeteria (615-367-4640), 874 Murfreesboro Road, Nashville, on the third Thursday of the month (except December).

them with the type of events that encourage them to join and stay with us. Now that might mean: time at the drag strip, open track events, road rallies or something else. I believe that if we are to continue, we need to bring more folks to our group. So, either send me an email or contact any of the Board or Officers with your ideas.

The show season is coming up fast and I would love to see as many of us participate in other MCA actives. The National in Pensacola, FL, is scheduled for March 19-21, the National in Biloxi, MS, on June 11-13 and the

Grand National in Springfield, IL, on September 3-5. Many of us have had great times traveling to and from these shows.

So take a few moments and look at your schedule. I can guarantee you will have a great time. Locally we will have our 4th Annual High Speed Fun at the Superspeedway and our Fall Show, and that is not to mention our activities for the club members.

Regards,
 —Scott



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The Newsletter of the Music City Mustang Club

The Legend is published monthly by the Music City Mustang Club, Inc. (MCMC), Nashville, Tennessee. MCMC was organized in 1980 by, and for, the owners and lovers of Ford Mustang automobiles. All Mustang owners and enthusiasts are welcome to join. MCMC is a sanctioned regional group of the **MUSTANG CLUB OF AMERICA.**



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Next Meeting: Tues, Feb 10th
Two Rivers Ford

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Ford Mustang Set to Capture American Hearts...Again

"Cars are built all over the world, but Mustang could come only from Ford. Like the F-150 is to Ford trucks, Mustang is the soul of Ford cars. A pure performer, it's the most affordable 300-horsepower car made and the best rear-drive performance car under \$20,000."

*Phil Martens
Group Vice President
North America Product Creation*

Since its dramatic 1964 introduction, Ford Mustang has been the icon of American performance and style, capturing hearts worldwide. For 2005, Mustang combines an all-new, fully modern architecture with all the soul that makes a Mustang a Mustang bold style, a brawny engine and rear-wheel-drive excitement.

In short, every inch of Mustang is new yet it staunchly remains the enuine article. "America's Car" for 40 years. Based on an all-new, fully modern body structure and chassis system featuring advanced MacPherson struts and a three-link live axle with Panhard rod, Mustang boasts an overall ride sophistication unmatched by any of its ancestors. Its braking and handling are



nothing short of world class.

It produces all the tire-smoking power the rear wheels and most drivers can



handle, with a better-breathing 300-horsepower, 24-valve MOD V-8 or 200-horsepower SOHC V-6 engine.

With power comes responsibility, and the new Mustang takes occupant protection to a new level. A stout safety cage, Ford's Personal Safety System with passenger weight-sensing technology, available side air bags and a front structure designed for demanding offset impacts, provide drivers and passengers with the most comprehensive protection ever offered in a muscle car.

What's more, all this unrivaled driving excitement will continue to come at an attainable price. Mustang will remain the best performance car for under \$20,000, and the most affordable 300-horsepower car made today.

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1993 Mustang Cobra \$15,000
Leather Interior; new paint; all stock
Call Frank Davis at 615-227-5671 or cell 615-414-7952 (Nov)

1995 Mustang GT \$10,000
Aqua, black interior; 97K; 2nd owner; new tires; cobra wheels; tinted windows; headers, H-pipe, Flowmasters, chip; everything works; Alpine CD stereo; will sell for \$9000 w/o stereo.
Contact: Ken Peters, 615-867-4126 (Sep)

1995 Mustang Cobra \$10,000
black, black leather interior, side exhaust, offroad x-pipe, 3:73 gear, Eibach lowering springs, K & N air filter, immaculate interior, 3rd owner, female driven, 95,000 miles, excellent condition, never wrecked or smoked in, Flowmaster exhaust, stock motor, tinted windows, garage kept. Asking \$10,000.
Call Danny 706-764-1540 (Aug)

2000 Roush Mustang \$10,000
Roush Stage 2 Mustang GT; Warranty, Excellent exterior and interior as well as 4 excellent Z rated tires, red/ black top and charcoal interior, 5 speed, always garaged, 28,000 miles, adult owned and pampered, \$43,000 + tax new, all Stage 2 options, VIN # 1FAPP45X3YF, NON SMOKER driver.
Contact Rick at 800 533 5969 after 11 am; Wk; 678 467 7224 Cell; 678 455 6026 Home. (Sep)

2000 Mustang \$7,800
Red, auto, power windows & seats, 1 owner, lady driver, non-smoker, 87k miles, great condition, Call Cathy at (615)453-6188 (Oct)

PARTS FOR SALE

71-73 f'back doors w/glass, extra good \$300 pair
67-68 f'back door glass "tinted" \$200 pair
4-V intake for 2.3L Ford \$175
87-93 LX taillights \$40 each
83-93 truck decks \$100 each
83-93 doors \$100 and up
83-93 hatch \$90 and up

83-93 electric window motors \$30 each
Call Jerry or Rita Shaw at 931-845-4088 (Aug)

1968 289 block (crank/pistons installed), with '68 289 heads, no cam, lifters. 1986 5.0 (roller motor), upper/lower intake, bare. 1986 5.0 truck upper/lower intake with throttle body and injectors. '86 truck 5.0 oil pan. Moving soon, make offer (Sep)
Call Rob Royster at 615-285-0119.

1966 Mustang Coupe parts car: 6-cyl auto, drivetrain complete; running when parked; pony interior option; good glass and other parts: \$600
1970 NOS driver's side coupe quarter panel: \$250
1971-73 NOS gas cap; in Ford box; perfect: \$75
1965-66 NOS taillight bezel: \$100 pair
Call Sam Hunt at 615-269-4868

'69 351W engine parts: crankshaft, camshaft, distributor \$100 for all OBO
Call Ron at 615-771-2771 or 937-6813 (wkday) (Nov)

PARTS WANTED

Driveshaft, tranny yoke, tranny dipstick tube and dipstick for a C4 w/V8 and a strut rod for a 66 Mustang Coupe.
Call George at 615-907-1171 (Jul)

1966 Coupe for her first car. 1966 200 ci 6 cylinder motor and C-4 transmission for a 1966 Coupe.
Call Dale at: home 373-9734 or work 251-8411 (Jul)

Sheet metal for a 67 fastback; area behind the rear seat where the top of the shock absorbers mount; in my 67 I'm working on someone has cut this area out
E-mail Jerry at JERRYMAX6@aol.com

HAVE SOMETHING TO SELL? LOOKING FOR A SPECIAL PART?

If you have a car or parts to sell, or need some special parts to finish your project, contact the Newsletter Editor, Wes Duenkel at 615-851-0706 or wes@duenkel.com



CARS FOR SALE

1965 Mustang Fastback Shelby "Clone" \$12,500
Call Frank Davis at 615-227-5671 or cell 615-414-7952 (Nov)

1966 Mustang Coupe \$5,000
new tires, rims, upholstery, carpet, dash board cover, instrument panel, starter, heater core, and newly built carburetor; runs good; car in Henning, TN. Call Paula Hickman 731-693-4535 (Aug)

1966 Mustang Convertible \$4,000
White, tan top; blown engine; new tires; sharp wheels; body in excellent condition. Nothing wrong except engine. Contact Connie Campbell campbell@auburnleather.com (Aug)

1966 Mustang Convertible \$OFFER
6-cyl 4-speed; good shape
Call Joe Spivey at 615-790-7817 (Oct)

1966 Mustang \$6,500
automatic; maroon with white interior. Excellent condition; (possible show car?) owned for 18 years; daily driven for last 5
Call Gavin at 731-422-3609 (Oct)

1967 Mustang Coupe \$CALL
289 2V, automatic; light blue exterior with blue interior (original colors); factory A/C, PS, PB, console, vinyl roof; complete restoration with new paint, interior, suspension, engine, trans, chrome, tires, etc; totally new with approximately 5,000 miles since completion; car was completed and sitting in a garage in Huntsville Alabama; everything works, cold A/C, etc;
Contact: Steve Denney, 256-882-7788 ext 316 (days), 256-508-1697 cell, 256-536-1922 evenings (Oct)

1968 Mustang GT Fastback \$6,000 OBO
Gulfstream aqua with a deluxe interior; 302; four speed transmission; could easily be converted into a daily driver or would be a good candidate for a ground-up restoration. Price range is approximately 6k. Located in Raleigh, North Carolina. Call William at 919-786-7449. (Jan)

1968 Mustang GT Fastback \$10,000
4-Speed, power steering, deluxe interior, upper console, build sheet and buck tag on car. Factory 4-barrel heads, factory dual exhaust, factory tint on windows, turn signals in the hood. Full instrumentation including: 8000 RPM tach, clock center dash indicator lights (including belts, door, fuel, etc).
Call Dale Cathey at 931-432-5028 (Apr)

1979 Mustang Turbo Coupe \$4,500
Immaculate body, have new parts for restoration, choice of three engines (2.3 Liter Turbo, 2.8 V6, '69 351 Windsor w/ COE heads), 8.8 rear end with 373 gears, 4 wheel disc brakes (new calipers), full skirting kit, new whale tail; Call MATT at (615) 834-9279 (5pm-10pm during the week or any time on the weekend). (Oct)

1983 Mustang Convertible \$1,000
Call Frank Davis at 615-227-5671 or cell 615-414-7952 (Nov)

1986 Mustang SVO \$7,000
black, with standard gray cloth interior; 45,9XX miles, in excellent condition; Steeda springs, aftermarket chip, turbo timer; complete paper history, Koni adjustment tool, car cover, original Ford springs, wires, hoses and belts; ice cold air, ,and runs and drives great; 30 MPG; Call Andy Corum at (home) 615-740-8206, (work) 615-889-9215

1992 Mustang LX Convertible \$7,250 OBO
SPECIAL SUMMER EDITION. 5.0 engine with automatic transmission and air conditioning. Red exterior with white leather interior. White top. White wheels. 85,000 miles. Good condition. VIN: 1FACP44EINF173087. Contact: Jason or Laurie Marks, 615-778-0028 (home) or 615-943-2779 (cell). (Sep, Nov)

1993 Thunderbird Super Coupe \$2,600 OBO
Semi-rough; new heads put on \$1,500; not a wreck—just hasn't been maintained; drives.
Contact: Jerry or Rita Shaw, 615-845-4088 (Aug)

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Embodiment of American Muscle
Like wild horses on the open plain, Mustangs always have exuded a sense of pure power. The 2005 Ford Mustang offers a clean, contemporary design rooted in this unmistakable heritage. It is direct, straightforward, honest and above all authentically American. The Mustang takes its design language from the concept car that stole hearts along the auto show circuit and signaled that America's only remaining muscle car would be introduced for 2005 with even more attitude. "We weren't just redesigning a car, we were adding another chapter to an epic," said J Mays, Ford Motor Company group vice president, Design.

An all-new platform and clean-sheet design approach gave birth to a car hat is modern, legendary and unmistakably Mustang. The signature long hood and short rear deck capitalize on 40 years of history, as do classic design cues that have helped define Mustangs since the 1960s: C-scoops in the sides, three-element taillamps and a galloping horse badge in the center of the grille. The Mustang's menacing shark-like nose imparts an attitude not seen since the 1967 model, while jeweled, round headlamps in trapezoidal housings are part of a striking new design flair. "The new Mustang is pure American muscle," Mays said. "But, rest assured, we're not insisting on history at the expense of our future."

The 2005 Mustang has an aggressive rake that puts the car in motion even when it's standing still. The wheels were pushed to the corners of the body, better anchoring Mustang visually and physically to the road. The six-inch wheelbase gain over the 2004 model and increased interior compartment width provide more room for driver and passengers.

Head-Turning on the Inside, Too
The cabin a beneficiary of Ford's triple investment in interiors is every bit as breathtaking and genuine as the exterior. Three distinct design themes celebrate Mustang history with modern materials and features, including an available industry-first,

color-configurable instrument panel for almost unlimited personalization. "This is a \$30,000 interior in a \$20,000 car," said Larry Erickson, Mustang chief designer. "The functional, contemporary look of this interior and its precise execution set a new standard."

Available authentic aluminum panels spanning the dashboard are particularly eye-catching, as are prominent dual chrome-ringed gauges that cap an all-new technology. Thanks to the industry's first available color-configurable instrument cluster, Mustang owners can mix and match lighting at the touch of a button to create more than 125 different color



backgrounds to suit their personality, mood, outfit or whim. these modern touches mix with Mustang history and heritage. Chrome-ringed air vents are aligned vertically across the dash, precisely in line with the gauges, and the steering wheel has three spokes with a black center hub marked by the horse and tricolor bars logo, echoing the design of the 1967 Mustang.

The available Interior Color Accent Package charcoal with red leather seats, red door inserts and red floor mats is as much a jaw-dropper as the interior of the acclaimed concept vehicle that inspired it. The cabin's aluminum hardware accents add a look of technical precision. Thanks to efficient packaging and the larger overall size of the new Mustang, taller drivers will feel more at home, and all four occupants enjoy more room. Overall, the new model offers the driver more headroom and shoulder room. Rear passengers also enjoy

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NATIONAL EVENTS

March 19-21, 2004
MCA National
Pensacola, FL

April 15-18, 2004
Mustang 40th Anniversary
Celebration
Nashville, TN

June 11-13, 2004
MCA National
Biloxi, MS

September 3-5, 2004
MCA Grand National
Springfield, IL

LOCAL AND REGIONAL EVENTS

May 28-29, 2004
High Speed Fun in Music City
Nashville Superspeedway
Contact Jim Chism at
615-446-0520

CRUISE-INS

Bellevue Mall Cruise-In
Saturday Nights, 5-9 pm
March 29th to October 11th, 2003
I-40, Exit 196 (Highway 70 South)

Contact Tom or Tim at
615-646-0848 or
bellevuecruisers@hotmail.com

"Backyard Burger" Cruise-In
Saturday Nights, 5-9 pm
I-65, Hwy 96 west, turn south to
Publix/Atlanta Bread Co. parking lot

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more legroom and shoulder room in their sculpted bucket seats. More features are standard than ever before, including one-touch up/down power windows, power mirrors, keyless entry and power locks, a heated rear window and interval wipers. Audio systems range from the standard CD player on base models to the wild, chest-pounding 1,000-watt Shaker Audiophile system.

More Power and Punch

Muscular new engines infuse Mustang with its legendary tire-smoking performance. The 4.6-liter all-aluminum V-8 has three-valve heads and cranks out 300 horsepower, while the new SOHC V-6 engine generates 202 horsepower from 4.0 liters. Five-speed transmissions manual and automatic put the power to the pavement.

The 2005 Mustang GT is the first mainstream production Mustang to break into the 300-horsepower arena, a place formerly occupied only by legendary Cobra and Boss models. The new level of performance on regular fuel is made possible by intelligent application of powertrain technology. Because of its all-aluminum construction, Mustang's MOD V-8 a member of Ford's modular engine family weighs 75 pounds less than a comparable cast-iron design and stokes up 40 more horsepower than the 2004 engine. That's over 50 percent more power than delivered by the fiery, small-block 289-cubic-inch V-8 found under the hood of the classic 1964 model.

Electronic throttle control, faster engine management controls and the new three-valve cylinder heads with variable camshaft timing all contribute

to this impressive output. The three-valve heads with VCT allowed engine designers to use a higher compression ratio with regular 87-octane gasoline to maximize the energy used by every drop of fuel. Intake runners with active charge motion control valves also shape each combustion event for strong, low-end torque and maximum high-rpm power.

New SOHC V-6 Engine: Even More Output

The 2005 Mustang V-6 is powered by a new 4.0-liter, 60-degree, single-overhead-cam engine, replacing the 3.8-liter 90-degree pushrod engine in the 2004 model. It's inherently smoother and more compact, provides more power and torque and incorporates many of the advanced technologies used on the V-8.

The 200-horsepower, 235 foot-pound engine gains of 7 horsepower and 10 foot-pounds features low-profile heads, a composite intake manifold and a sound quality tuned to match Mustang's powerful image.

The Right Gear: Smoother-Shifting Transmissions

Mustang's manual and automatic transmissions are also upgraded for improved performance. For the first time, Mustang is available with a five-speed automatic transmission. The 5R55S automatic provides a unique combination of off-the-line jump and remarkably good highway fuel economy. A powerful new transmission control computer can communicate with the engine electronics 10 times faster than before and precisely controls shift duration and timing.

For those who prefer to compute their own shift points, five-speed manual transmissions are standard. The V-8 powered GT is equipped with a rugged Tremec 3650 gearbox, while

V-6 cars get a Tremec T-5 manual. Both benefit from improved shift quality and efficiency. The shift linkage provides quick gear engagement and a solid feel.

A Chassis Born to Run

The purpose-built, muscle-car chassis is new from the ground up, with a state-of-the-art front suspension and precise, three-link rear axle with Panhard rod. Combined with direct, accurate steering and powerful disc brakes, Mustang now has what it takes to catapult the American muscle-car driving experience to the next level.

Track time at drag strips and on road courses was a critical part of development, as chassis engineers pushed prototypes to the limit in search of the perfect power-and-handling blend. "We spent countless hours refining this car on development drives and at the track," said Mark Rushbrook, vehicle dynamics supervisor. "The car has been to the Nelson Ledges road course in Ohio several times for 24-hour runs and has spent months on our own straightaways and handling courses at our proving grounds in Arizona, Michigan and Florida."

By the time testing is completed, prototypes of the new Mustang will have logged nearly 1 million miles on streets and highways and tracks throughout the United States, Canada and Sweden in all types of weather.

Strutting an Advanced Front Suspension

The MacPherson-strut front suspension's reverse "L" lower control arms are the product of a groundbreaking manufacturing technology used to produce steel control arms that actually weigh less than some comparable cast-aluminum designs. MacPherson struts originally developed in the 1940s by Earl S. MacPherson, a Ford engineer are widely renowned for their ability to deliver both comfort and control with reduced weight.

A firm bushing is positioned at the point where the shorter forward leg of

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the L-arm connects to the chassis to control lateral or side-to-side motion and quicken steering response. The longitudinal fore-and-aft movements are directed through a softer, compliant bushing at the longer, rear L-arm leg, which damps road shocks. This isolation is a direct benefit of the reverse "L" configuration of the control arms.

Still Rock Solid Rear Axle with New Three-Link Suspension

Mustang's characteristic solid-rear axle has evolved continuously over the past 40 years, and the new model takes the car's signature design into a new dimension. "We talked to a lot of Mustang owners as we were developing this program," said Hau Thai-Tang, chief engineer. "They are a very passionate group, and a lot of them told us very strongly that the all-new Mustang had to have a solid rear axle."

The solid rear axle offers several advantages that play to Mustang's strengths. It is robust, maintains constant track, toe-in and camber relative to the road surface, and it keeps body roll well under control.

For 2005, Mustang's rear suspension has a new three-link architecture with a Panhard rod that provides precise control of the rear axle. A central torque control arm is fastened to the upper front end of the differential, while trailing arms are located near each end of the axle. The lightweight, tubular Panhard rod is parallel to the axle and attached at one end to the body and at the other to the axle. It stabilizes the rear axle side-to-side as the wheels move through jounce and rebound. It also firmly controls the axle during hard cornering. The shocks are located on the outside of the rear structural rails, near the wheels, reducing the lever effect of the axle and allowing more precise, slightly softer tuning of the shock valves.

Mustang Sound Character: The Strong, Silent Type

Mustang is faster, more agile and better looking than ever but it's much

quieter and refined for 2005. In the design process, a quiet cabin where unwanted road and wind noise is supplanted by the signature growl of a Mustang engine was a top priority. The result is a car that delivers the performance Mustang buyers demand, along with a more civilized environment that makes for a pleasant driving experience, whether on long trips or in more routine travel about town.

Brakes and Traction Systems For Control Freaks

The standard four-wheel disc brakes have the biggest rotors and stiffest calipers ever fitted to a mainstream Mustang. Twin-piston aluminum calipers clamp down on 12.4-inch ventilated front brake discs on GT models an increase of more than 15 percent in rotor size. The V-6 Mustangs get 11.4-inch ventilated rotors that also are 30 mm thick. In the rear, the brake rotors are 11.8 inches in diameter more than 12 percent larger than on the 2004 model. Rear rotors are vented on the GT and solid on the V-6. A new four-channel antilock braking system is available for a greater degree of brake control.

Bundled as an option with ABS, an all-speed intelligent traction control system uses electronic sensors to constantly monitor road conditions and feed the information to a dedicated control computer capable of determining within milliseconds whether the vehicle is on dry pavement or negotiating a slippery surface. On those occasions when traction control isn't desired like a smoky burnout at the drag strip drivers can deactivate the system with a button conveniently located on the instrument panel's center stack, just to the right of the gauges.

Stronger, Safer, More Secure

Mustang's agility helps drivers avoid accidents like no muscle car in history. Responsive, precise controls, coupled with high levels of overall grip and the strongest brakes ever fitted to a Mustang, give the driver the controllability that can turn an impending collision into just a close shave.

If a collision is unavoidable, a stout safety cage, Ford's Personal Safety System restraints suite and available side air bags with head and chest coverage give occupants the best possible protection.

The Ford Motor Company Personal Safety System, one of the industry's most comprehensive safety technology packages, is standard. The system is designed to provide increased protection in many types of frontal crashes by analyzing crash factors and determining the proper response within milliseconds. It uses dual-stage driver and front-passenger air bags capable of deploying at full or partial power safety belt pretensioners and energy management retractors. Standard occupant classification sensing builds on the strength of the Personal Safety System to tailor deployment of the front-passenger air bag. If the passenger seat sensor detects no weight or very little weight, like a newspaper or a jacket the passenger air bag is automatically switched off. If more weight is on the seat, like a small child, the air bag remains deactivated and an instrument panel light alerts the driver with the message "PASSENGER AIR BAG OFF." Of course, children are safest when properly restrained in the rear seat.

