

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

MAY 2003

# The Legend

[www.MusicCityMustangClub.org](http://www.MusicCityMustangClub.org)



## NEXT CLUB MEETING

Thursday, May 15, 7pm

## NEXT BOARD MEETING

Tuesday, June 3, 7 pm

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

## PRESIDENT'S MESSAGE

### We're Back

Lisa, Jordan and I are home after our long vacation down under in Australia. All of our good friends and fellow club members send you a warm G'Day, Mate. Some of you older members will remember our fellow club members Jan and Stan Bryant. They were our gracious hosts for the trip and are taking very good care of the SKUNK down under.

On June 19th, a media day is scheduled for the 40th Anniversary event at the Nashville Superspeedway. We are inviting the press from all of the local and national media for the day. The press releases will be issued and

a small luncheon will be enjoyed by all. This is the same day as our club meeting for June.

We want to have a mini show-n-shine display of about 30 Mustangs for the press and hopefully for photo shoots and interviews. I will be selecting the cars for the event and if you are interested in participating, please give me a call at 615-446-0520 or 615-799-8300. I want to have a really good mix of colors, styles and years.

I will be absent from the May meeting. Business travel plans have me in Texas that entire week. In fact, I will be missing Jordan's Kindergarten graduation. Boy am I in trouble. I will see you in June and hopefully at some of the car shows and events between now and then.

—Jim

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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.**



## HORSE POWER

*Vice President of Design J Mays breathes new life into the Mustang, Ford's flagship car.*

by Paul A. Eisenstein

(from the January 2003 issue of Northwest Airline's *World Traveler* magazine)

An all-new version of America's most popular "pony car" is on tap and will make a much-heralded debut, albeit in concept car form, at this month's North American International Auto Show. A production version will hit showrooms next year. Both were conceived within the tightly guarded confines of Ford's novel Living Legends design studio, and will unabashedly borrow many of their styling cues from the early days of the 'Stang.

One car put the nation on wheels. The other made the act of driving a lot more fun. And together they serve as two of the brightest-but by no means only-candles on the cake of an automaker celebrating its 100th anniversary. As Ford Motor Company gears up for its centennial birthday bash, don't be surprised to see a few classic Model Ts roll out for the celebration. When it comes to the Mustang, however, the past will only serve as prologue to the future.



Since joining Ford in mid-decade, developing an all-new version of the Mustang has been top-of-mind, admits J Mays, vice president of design. Actually, "all-new" might not be quite appropriate. Mays has made a name for himself with his knack for distilling the pure essence of once-popular products. He penned the reborn "New" Beetle.

While Ford has no intention of

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## Great Smokey Mountain National

Pigeon Forge, TN  
By Jim Chism

Lisa, Jordan and I arrived home from our Australian vacation on May 1, at 6:00 p.m. and spent the rest of the evening trying to get our internal clocks reset. At 3:00 the next morning I was outside in the dark giving the Shelby a bath for the trip to Pigeon Forge. Around 5:00 I awakened Jordan and got her dressed and we were off to meet the gang at the Cracker Barrel in Lebanon. MCMC had a great turnout at the CB for breakfast and we were all off and running by 8:15 headed for the Great Smokey Mountain National in Pigeon Forge. After a few fuel stops and assorted Pit stops, we arrived in Pigeon Forge around 2:30 and was swiftly greeted by the most horrendous rain storm you could imagine. So much for the 3:00 a.m. wash job. Lisa joined us in her T'bird later that evening. Someone has to get some work done.



Greg Cathey placed first in the 99-/01 Daily Driver class with his Bullitt

Tony Ezell thought that his Ford F150 had bit the proverbial bullet when fire and smoke arose from the belly of the beast. After extinguishing the fire and calling the Ford Hotline and getting assistance, it was determined that he had only blown a transmission line and after a brief repair, he was good to go. Really had everyone going there for a while.

Speaking of Tony, Ford Motor Company honored him with the prestigious Ford 100th Award for being the original owner of his 69 Steed. He got an award and a trunk full of loot from Ford. Way to go, Tony.

The Great Smokey Mountain National had approximately 358 cars and despite the brief bad weather on Friday, had a very delightful show. The Tennessee Valley Mustang Club did an outstanding job and I personally want to thank them for their great Southern Hospitality.

*MCMC members attending the show and their results:*

Tony and Annette Ezell 69/70 Concours Trailered **Bronze**

Barry Morrison 67/68 Concours Trailered **Gold**

Megan Gruver 99/01 Daily Driver **1st Place**

Greg Cathey 99/01 Dailey Driver **1st Place**

Milton & Delores Scott Modified Trailered **3rd Place**

Vernon Elliott (Becky) 67/68 Concours Driven Open **Silver**

Billy & Kay Beasley 66 Concours Driven Open **Gold**

Ray & Ruth Helwig 64 1/2 /66 Street Driven **2nd Place**

Pam Roudebush 69/70 Street Driven Open **1st Place**

Jim & Lisa Chism 65/66 Shelby Concours Driven **Silver**

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top. 138,000 miles. 5.0 engine with 5-speed transmission. Excellent condition. Taken care of very well. Contact: Judith Kinnamon, 615-412-5730 (M-F 7PM-10PM or weekends). (Nov)

**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)

**1994 Mustang GT \$7,500**

5.0 engine. 82,000 miles. New K&N induction system. New Flowmaster exhaust system. Car is located in Apalachicola, Florida (southwest of Tallahassee). Call 850-653-8680. (Nov)

**1999 Mustang GT Coupe \$19,000 OBO**

35th Anniversary package. Performance Red. ONLY 7500 miles. 5 speed with traction control. Always garaged. Call Dewayne Scruggs at 615-850-2416 (work) or 615-641-3014 (home). (Dec)

**2001 Mustang Cobra Coupe \$22,500**

Laser red clearcoat, charcoal interior, polished wheels, excellent condition, garaged, tinted glass, 25K miles, 6CD in-dash. Call 270-780-6183. (Mar)

**PARTS FOR SALE**

NOS fenders (right & left) for a '64 1/2 to '66 Mustang. To be sold as a pair. Only \$600. Contact Don Sager at 615-859-0313 (home) or 615-828-1723 (cell). (May, Nov)

Stock 5.0L heads (E7TE); freshly remanufactured; \$MAKE OFFER; Contact Wes Duenkel at 615-851-0706. (Oct, Mar)

Edelbrock Torker 289 intake manifold, \$150. Mallory dual point distributor and coil, \$50. 13" aluminum wheels (4 lug, fit Mustang II/Pinto), \$100. 15" aluminum wheels off Bronco II, \$100. Contact Ron at 615-231-6813 (days) or 615-771-2771 (eve). (Nov)

C-4 and C-6 Mustang transmissions \$150 each  
71-73 Mustang non scoop hood, excellent condition \$45  
71/2 Ford Motorcraft 4V carburetor \$35  
71-3 coupe interior rear 1/4 trim panels \$40  
72-3 351C-4V spreadbore intake \$30  
71-3 full length console \$100  
Misc. 71-3 coupe interior trim parts  
Contact Rob Parsons 615-443-0719 (Feb)

1985 GT Factory Exhaust Headers (only year w/ heat riser) w/bolts \$50  
Contact Kenton Yealy 615-791-1358 (Mar)

**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 wes@duenkel.com



## CARS FOR SALE

### 1965 Mustang Coupe \$10,000 OBO

289 with automatic. Mint condition with 32,000 original miles. Aqua color. Pony interior. The car is garage kept. It has not been run for the past 10 years. The car is located in Traverse City, Michigan. Pictures are available. Contact: Pamela Stefan at fenby@tds.net. (Oct, Dec)

### 1966 Mustang Convertible \$8,500

6T08T220022 (VIN), 76B 6 66 09C 13 T5. Complete original older restoration 10 years ago. 76B Pony car. Rare 6 cylinder with a 4-speed. Rare optional special paint code—Maroon Metallic. Black top and interior. Needs a little work—brakes, new top, top motor(?), and shift linkage. Runs great. Many new parts. No time and too many other projects. The price is what I have in the car. A great easy, winter project that will have you cruisin' with the top down next spring. Contact: Charlie at 615-824-6762 after 6pm. (Dec)

### 1967 Mustang Fastback \$14,500

390 engine with 4-speed toploader. Candy Apple Red. GT package. New rebuild on motor. 9" rear end. No rust. Flowmaster mufflers. New power disc brakes. Car is located in the Mammoth Cave area. Contact: Charles Sanders, 270-597-2719. (Nov)

### 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., etc., etc., I'm serious — it's totally new with approximately 5,000 miles since completion. I did the work myself. Those who know me in the club have seen my work in the past (National Show winners and Mustang Monthly magazine spreads, etc.). This car was completed and has been sitting in a garage in Alabama. Everything works, cold A/C, etc.. It even has an AM/FM/Cassette designed for the dash. The current owner asked me if I could help him sell it. He's into a different type of horse

now (saddled ones!). Anyway, it's a great car and you won't be disappointed if you look at it. The car is in Huntsville, AL. Contact: Steve Denney, 256-882-7788 ext 316 (days), 256-508-1697 cell, 256-536-1922 evenings. Thanks, Mark Craig 615-790-9944. (Oct, Dec)

### 1968 Mustang Hardtop parts car \$800 OBO

6 cylinder (250) with 5 lug front end and 4 lug rear end. C4 auto transmission, power steering. Good glass (missing windshield). Lots of good parts. No title. Possibly will trade for '66 Mustang parts. Car is located in Silver Point, Tennessee. Call 931-858-4456 weekends or after 5 p.m. weekdays. (Jun, Dec)

### 1968 Mustang GT Fastback \$19,000 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 Convertible \$7,900

Red, 200 6-cylinder, 3-speed manual, 16,477 original miles; new trunk lid, not installed; engine recently rebuilt; runs and drives great. Call Ray Hudgens at 615-889-2330 (Mar)

### 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)

### 1969 Mach I \$8,500 OBO

351, 2 barrel carburetor, power steering, 4-speed. New brakes and clutch. Black exterior with black interior. Good condition but needs some work. Call Brian Gaines at 270-529-9035 after 5 p.m. (Mar, Dec)

### 1990 Mustang GT Convertible \$5,900

Burgundy exterior with white leather interior and white

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# Upcoming Events

(Continued from page 2)

Mike & Becky Golliver Retired  
**Retired**

Scott & Ann Lickteig Shelby Almost  
Ready Class **Not Quite**

Jason & Linda Bosheers **Art Hyde**  
**Signature Award**

Jeff Morris Roush

Kevin & Dee Dee Pate Late Model

Connie & Benny Howell Cobra  
13 Month Infant (unknown) Bubba  
Teeth Class **1st Place**

Jerry Sullivan Bubba Teeth Class  
**2nd Place**

Lou Sullivan

Kim & Dan Thomas Bullitt

Dan Gill Vendor

*Other locals in Attendance:*

Mark & Frances Stacey **Shopping**

Dan Stacey **Shopping**

Gary & Lynette Alsobrooks Saleen  
**3rd Place**

Thomas Smith & family **Shopping**

Tim Rigsby **Spectator**

All-in-all, a great time was had by all. The trip back was uneventful but tiring and we all arrived home safely.

I would encourage all of you to attend as many of the shows as possible, the camaraderie is fantastic and the new friendships that you make will last a lifetime.

## LOCAL AND REGIONAL EVENTS

### July 4-5

High Speed Fun in Music City  
Open Track Event  
Nashville Superspeedway  
Contact: Jim Chism  
615-615-446-0520

### September 20

Music City Mustang Club Show  
Cool Springs Galleria Mall  
Contact: Scott Lickteig  
615-867-1058

## NATIONAL EVENTS

### May 22-25

Lone Star National  
Mustang Club of Houston  
Houston, TX  
Contact: Ed Hockaday,  
281-342-0753

### May 23-25

SAAC-28 National Convention  
Nashville Superspeedway  
www.saac.com  
Contact: Jim Young  
901-757-4772

### July 17-20

New England Mustang Nationals  
Mustang Car Club of New England  
Sturbridge, MA  
Contact: Jim Silverman  
508-584-8848

### August 8-10

Stampede to Dearborn II  
Mustang Owners Club of  
S.E. Michigan  
Detroit, MI  
Contact: 313-438-4174

### August 29-31

Peach State Stampede  
**GRAND NATIONAL**  
Central Savannah River Area  
Mustang Club  
Augusta, GA  
Contact: Keith Hazelrigs  
706-556-3755

### April 15-18, 2004

Mustang 40th Anniversary  
Celebration  
Nashville, TN

## 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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becoming "the retro car company," Mays believes Mustang not only can, but should, pay homage to its heritage. He intends to prove it with the concept car coming out this month, and the production Mustang set to follow for 2004.

The timing of this retro-styled Mustang couldn't be a more appropriate way to recognize Ford's history. During the past century, the carmaker has become an integral part of the U.S. landscape, and one of the world's best known brand names. A classic Horatio Alger, Henry Ford I was born on a farm outside Detroit, and was among the first to tinker with the idea of a self-propelled carriage. His pioneering quadricycle debuted in 1896.

But two attempts to create an automobile business failed. And it was only a come-from-behind victory in a 1909 road race that Ford found the backers for a third try: On June 16, 1903, the onetime farmer, with 11 partners and a total of \$28,000 in equity, founded Ford Motor Company.

During the following century, more than 800 other manufacturers entered the business. Only a small handful survive today. It would be simplistic to isolate any one reason why Ford's third try was a charm. It takes manufacturing know-how, a good distribution network, some memorable advertising and plenty of cash to slog through when good times turn bad. But one factor stands out far over any other. "It's all about product," declares Henry's great-grandson, Chairman William Clay Ford Jr., the newest family member to handle the corporate reins.

The Model T wasn't Ford's first product, despite popular misperception. But it was the one that put Ford Motor Company on the map. It was surprisingly reliable-and easy to fix-and reasonably cheap. It became even more affordable when the automaker introduced the moving assembly line.

The concept was borrowed from the Midwest slaughterhouse "disassembly lines," where each worker was assigned to slice off a particular cut of meat. Henry reversed the process, pulling partially assembled Model Ts through his new Highland Park, Michigan, factory by rope. Along the way, workers would add another piece or two, until a fully assembled automobile rolled out the plant door. The process helped slash the car's price from \$825 to \$269.

Over the next two decades, millions of "Tin Lizzies" were sold around the world, quite literally transforming America into a nation on wheels. But the car that built Ford Motor Company threatened to bring on its demise when the company founder dragged his feet coming up with a replacement. It taught Ford the fundamental lesson about product that is his Bill Ford's mantra today.

The auto industry is the classic cyclical business, with incredible booms and busts. Ford is certainly no exception,

but each upturn can be linked with a specific, breakthrough automobile. There was the Model A that followed the Model T, and the outstanding '49 Ford that marked the automaker's comeback in the immediate post-war years.

Yet perhaps no other vehicle has done more for Ford than the Mustang. The original pony car was given the odd designation of a 1964 1/2 model when it was rolled out to the world on April 17th 1964, at the New York World's Fair.

In both name and appearance, Mustang evoked the classic Wild West fable at the root of Americana. Surprisingly though, designer John Najjar did not name the car after the legendary American pony. He was actually a great fan of the famous World War II lighter plane, the P-51 Mustang. Company officials liked the name, but thought the pony image was more appropriate. It was tough, "yet democratic," suggests Mays. Mustang had a special charm that "appealed to a large cross-section of society," echoes Bob McClurg, a diehard fan and author of three books on the Mustang. It sold to every ethnicity and income level, both men and women alike.

Mustang helped launch the muscle car era. It was a period when power became foremost to American motorists, though in fact the original Mustang wasn't nearly as quick as it looked, with its compact, 170-cubic-inch engine and 3-speed manual transmission. But it boasted a fast-back shape that seemed to keep it in perpetual motion, much like the four-legged beast Ford's marketing sought to evoke.

Sales took off, too. On the very first day, Ford sold 22,000 Mustangs, which carried a base price of just \$2,368. In Garland, Texas, where 15 customers bid on the same Mustang, the winner insisted on sleeping in the car overnight to ensure it wouldn't get sold out from under him before his check cleared. Within four months, Ford sold more Mustangs than it had expected to move in an entire year. The biggest problem became the need for more production capacity.

Mustang and man-in this case, former Ford President Lee Iacocca, often credited with its creation-landed on the covers of both *Newsweek* and *Time* the same week. (That wouldn't happen again until Bruce Springsteen topped the charts with his debut album *Greetings from Asbury Park* more than a decade later.)

If imitation is the sincerest form of flattery, Mustang certainly received a lot of praise from its competitors, who rushed to market with products like the Chevrolet Camaro. But nothing could trip up the 'Stang, its popularity steadily growing as Ford offered an increasingly powerful series of engine packages and then, in 1967, a larger, second-generation Mustang.

Like Ford itself, the Mustang has had its ups and downs.

Ironically, the car's biggest success nearly led to its demise. In 1973, a third version, dubbed for odd reasons the Mustang II, came galloping onto the market. But Ford had cut corners, as well as the car's wheelbase-the length between the center of the front and rear wheels, and a significant factor in how a car handles. It was "cheap and cheerful," suggests Mays, and initially, Mustang II set all-time sales records. But it just didn't deliver what real aficionados expected and that "nearly killed the Mustang" brand, Mays recalls.

Ford's pony car tried to rediscover what designers like to call its "DNA" with the debut of yet another version in 1979. A series of incredibly powerful engines made the so-called "Euro 'Stang" highly popular with street and track racers alike. But if Mustang II missed its mark, Ford planners were coming perilously close to a move that would finish the job. In the early 1980s, Ford was facing a flood of foreign cars and growing demand for Japanese sports cars like the Nissan Z-car and Toyota Supra. So it crafted a front-drive coupe to be built at an all-new plant run by its Japanese affiliate, Mazda Motors.

Whether Ford intentionally floated a trial balloon, or loyalists inside leaked word, the uproar was deafening. The new car was wisely renamed Probe and, after a few initially successful years, slowly faded into oblivion. The Mustang name stayed put on a classic, American-made rear-drive coupe.

Since that brush with self-imposed disaster, Mustang has gone through a series of modest facelifts and technical upgrades. The base model today has about as much power as a mid-1980s Mustang GT. And the current Cobra from Ford's SVT performance team is as fast as any to ever bear the Mustang nameplate. While Mustang no longer hovers at the high end of the sales chart, it remains the best-selling U.S. pony car. With the recent demise of the Camaro and its cousin, the Pontiac Firebird, Ford has this market niche all to itself. (The Mustang convertible, incidentally, maintains a commanding lead among all ragtops.)

Ford could, perhaps, continue to turn out the current Mustang indefinitely, but that hard-learned lesson about product is high on the automaker's corporate mind these days, as it works out of another cyclical industry downturn. You don't need Mustang mania to recognize the photos making their first appearance in this issue of *WorldTraveler*. Aficionados will note that the new Mustang isn't based on the original 64 1/2. It's actually an update on the 1967 model, almost universally hailed as the best Mustang design ever.

Now don't think the Living Legends studio simply dusted

off the original blueprints. You'll see a lot of subtle and some more prominent changes in the design. The headlights and taillights of the concept Mustang are immediately obvious. But the most significant updates will become apparent only after a test drive. The new Mustang chassis is stiffer and more agile. The car has a modern suspension system and a lot of attention was paid to crash safety. "Immense improvements" all around, promises Mays.

The next Ford pony car will be designed to appeal to a wider range of buyers than ever, company officials contend. With a base price in the mid-teens climbing to well over the \$40,000 mark. The new Mustang uses what is called a "modular" design, permitting plenty of changes to enhance both appearance and performance. Take the section of the roof just behind the front doors. That basic parcel can be turned into a window, for example, or louvered. You'll likely see big hood scoops for the next, fire-breathing SVT Cobra.



Mustang will be a high-profile piece of Ford's upcoming product assault, and will play a critical role in the year-long celebration of the company's centennial. "Ford is tied very closely to the Mustang, and the company knows it," says McClurg, adding that it's no wonder, "the new Mustang is supposed

to be one of the most ambitious design projects in the history of the company."

Certainly, it fits the "back-to-basics" strategy put in place by Bill Ford. No nameplate would be more appropriate, as far as Mays is concerned. "There aren't many cars that have an authentic history about them. This is one of them."

There are any number of cars that rank as top-flight transportation. But few make the transition to cultural icon. Mustang immediately became one with those covers on *Time* and *Newsweek* and it has remained one. It was as much the star of the classic chase movie, *Bullitt*, as actor Steve McQueen. And Mustang continues to grab the popular culture spotlight, appearing of late in music videos for Britney Spears and Sheryl Crow. An end-of-the-millennium readers' poll by Kelley Blue Book found the Mustang to be the most popular of 1,200 different models. Even the U.S. Post Office has recognized the cat as art enduring symbols of the 20th century, issuing a stamp depicting the '64 1/2.

It may not have put a nation on wheels like the Model T, but the Mustang is ready to give a third generation of buyers the sort of thrill they can find few other places in such a stylish and affordable package. Ford is (betting the reception the new car gets will provide all the more reason to celebrate this centennial year.