



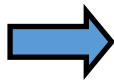
THE PONY EXPRESS

Newsletter of MCT

March/April 2020

2020 - Our 40th Year

**NEXT
MEETING**



Some 4th Tuesday soon we hope?

We hope the best for all our friends during this difficult time and hope none have any serious illness with the Corona Virus situation. As a social group, it's disappointing to have life shut down. But, it's temporary. Your best friend with no symptoms could have the virus. None of us are immune. Please heed the warnings, follow common sense, and limit your time away from home as much as possible. Now all you need to do is figure out how to keep your sanity staying at home. MCT will definitely have to plan some type of outing when this is over.

Without events, newsletters will be slim. At least this time we have a couple of events to report on and a Rusty Report. You could help out by submitting an article. How about a couple of pics of your car and tell us your story. How did you get into the hobby? Why Mustangs? How many have you had? What did you do to them? Share your story.

If you are stuck at home, why not finish one of those projects on your car. Take pictures of the process, and tell us the steps and the results. We have a large group and almost anything you do to your car will be of great interest to others.

Have you traveled to a big show, maybe in the past that others might enjoy hearing about. Send in the story and some pictures.

Mark Morley - Newsletter Editor mytang66@newsletter.com



o o o o

This just sent to me this morning April 2. Written by Automotive writer Jim Smart on the passing of Mustang enthusiast and writer, Bob Fria.

From Facebook:

It is with deep sadness I report the passing of retired United Airlines Captain Robert Fria after a brief battle with Corvid-19. "Captain Bob" was a dear friend for a long time. We shared two passions - classic Mustangs and commercial aviation. Bob was a classic Mustang historian and book author.

Bob also flew the Boeing 727, 737, 757 and 767 with United for the better part of 35 years. He once told me he had flown every single Boeing jet in the UNITED fleet except the Boeing 747 and 777. He loved the Boeing 727. He'd flown every flight deck position possible - from flight engineer to left seat of these Boeing workhorses and for an entire career.

Bob and I would pass the time chatting about his career with United Airlines. He not only flew these Boeing airframes—he knew their function cold. He understood the nuts and bolts of the very aircraft he flew. During the Vietnam Era, he piloted the Lockheed C-130 Hercules in the fight for freedom. He'd flown under some of the toughest conditions imaginable. Bob was a rough and tough stubborn survivor—including the unthinkable loss of his son to a motorcycle accident. He and his lovely wife, Joyce, have traveled shoulder-to-shoulder for a lifetime and lived through so much together.

Captain Bob and I met nearly 30 years ago when he had purchased 5F07U100002, the first production Mustang hardtop. He introduced me to the car when it was in the raw in base steel—eager to show me what made the car unique as a pre-production Mustang. It had that coveted date code of "05C" indicating its status as a pre-production unit. He became very passionate about these cars and did incredible in-depth research on the start-up of Mustang production back in 1964. He penned the respected "Mustang Genesis" book to explain how Mustang production began.

Bob interviewed and befriended Ford engineers, stylists, and management types who were there to see the Mustang's development firsthand. Among these Ford types was the late Lee Iacocca, who was Ford Division General Manager and a Ford vice president at the time. Fria and Iacocca became the best of friends and hung out together. Bob introduced me to Lee in 2004 and we did an incredible interview with Mr. I for Mustang Monthly Magazine. More visits and interviews would come with Iacocca, who welcomed me into his home. It was a dreamy journey thanks to the kindness of Bob Fria.

Bob and I didn't always agree with each other. We adamantly disagreed at times about Mustang history and had our own interpretations of how Mustang production began. However, we also agreed more than we disagreed, and we had fun doing it. Through it all, we held great like and respect for one another. We deeply respected one another's research, shared our findings, and managed to solve a lot of mysteries. Bob was as tenacious as a blood hound when it came to getting answers. He knocked down doors, connected with extraordinary people, and posted his findings in the Mustang Genesis book and a whole bunch of magazine articles.

Captain Bob also owned a 1984 20th Anniversary GT Turbo convertible and a 1994 30th Anniversary Indy Pace car convertible with just 300 miles on the dial.

It goes without saying I'm going to miss Captain Bob, our garage time, hours of conversation, and countless restaurant visits. My deepest condolences go to the Fria family and their closest friends for such a profound loss.

—Jim Smart

Mustangs and Mustangs

On February 22 the Imperial Mustangs of Polk County held their Annual Mustangs and Mustangs at Lakeland Lindner Airport as part of the Carlisle event.

MCT had strong turnout of 16 people that gathered together early at a Burger King and cruised to the show as a group, and others came separately. It was a very brisk morning, around 40 degrees, and rare time for me to use the heater in my old Mustang. It was a beautiful cloud free day. The sun and temps warmed up nicely to the upper 60's.

Approximately 200 Mustangs and Fords filled the show field. It was a great variety of cars from new to old and some high quality show cars. The only disappointment was a "no show" for the P-51. Disappointing for many, and irritating for all, as we waited in a picture staging line up, outside the show field for the plane. It was truly a no show and the business did not answer a phone. I actually felt bad for the IMPC leaders who were at a loss for explanation.

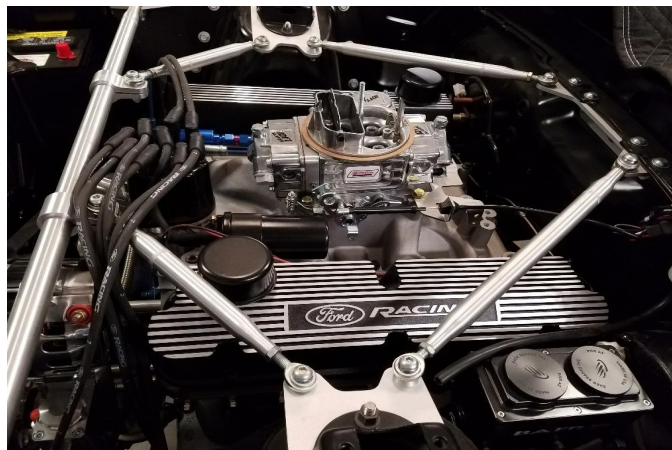


The Rusty Report



GILLIS
PERFORMANCE
RESTORATIONS

At this time we have cars from 3 MCT members in the shop. Steve Osborn's 1969 Mach 1 has been in the shop a long time and was on hold for a while, but now he is ready for us to finish it. It had a lot of rust issues that we fixed. It also had two quarter panels when we started.



The 351 has been rebuild and has around 435 HP. 357

This is how it looks now and will be finished real soon. We will be lowering it before Steve drives it home.



Russ Hostetler's Mustang looks good from a distance but he brought it to us to restore.

The Rusty Report (cont)

I don't have any photos yet of the floor that was patched with fiberglass mat. Russ has been taking it apart and Tyler helped remove the suspension. Tyler also sanded the fenders to bare metal and I epoxy primed.



We had a hard time getting it to run long enough to move it out back. This was one of the reasons the 289 had a blown head gasket and # 4 had water.

Jerry May has been asking me for a long time to fix the leaking cowl on his 1965 convertible so after the Mustang Club shop tour I called Jerry and told him to bring it in.

My plan was to remove the upper cowl without ruining the paint but little did I know that it was full of rust covered by bondo and will have to be replaced.

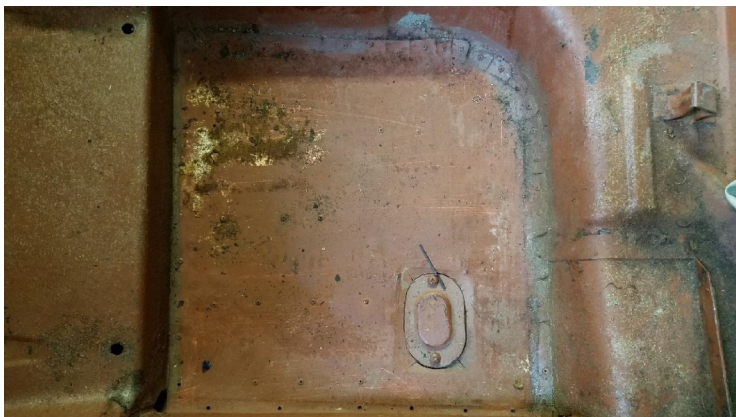


The Rusty Report (cont)



Above see how the lower cowl ends were full of holes. Somebody used fiberglass mat trying to repair it.

See to right how the underside of the cowl looked.



We removed the carpet and found some places where patches had been pop riveted in place. Because the floor is structural this is not a safe repair. Now we will be replacing the floor..

First Generation Tires

If you are an owner of a first-generation Mustang you probably know 14" tires, especially whitewalls, are scarce. The 195/75 R14's on my 1966 were 12 years old, so spent some time shopping to put some safer rubber on the road and it may surprise you the vendor I used.

A major concern for me was to find a good true white whitewall. My previous seemed a yellow tint, even when new, and I know some others who have trouble with them turning quite brown. Searching the internet I found four options. Uniroyal, Travelstar, Milestar and Maxxis a Coker product. I had heard pros and cons on the Uniroyal whitewall. The Coker tire was \$90 and nearly \$500 shipped and mounted. All three of the others were in the \$55 to \$65 range plus mounting and balancing and maybe shipping depending up on the source.

In the end I chose the Milestar. I have a Walmart in Oldsmar that I have used for tires and oil changes and always been happy with the work. I ordered them on Walmart web-site, and they were on the car 3 days later. Total price \$293 with tax. And, the whitewalls are pure white!
Mark Morley



We welcome our newest members

John & Irene Byczek - 1967 Conv

Shawn Capps - 2017

Kathryn L Kepes - 2020 GT Conv

Mitchel Incorvaia - 2014 Shelby

Samuel Kepes-Appel - 2020 GT Conv

Craig & Sydney Stadelbauer - 2003 GT

The MCT Family is comprised of 172 Mustang families

Gillis Performance Restorations Opens Doors to MCT Members

On Sunday 3/14 CMT member and owner of Gillis Performance Restorations, Rusty Gillis and his son Brian, opened the doors of his shop for a tour. A crowd of 35 to 40 came out with their cars and created a display of 25 Mustangs and Fords in front of the shop.

Inside, Mustangs and a few other Ford products were there to see in various stages of restoration. Also on display was Rusty's 69 Red, White and Blue Super Cobra Jet drag Mustang that he raced in the early 70's. It's been featured in a number of Mustang Magazines over the years and a calendar.

Also in attendance was a new club friend Ashley, a 16 year old with a strong passion for Mustangs. At the event the club presented her with an honorary membership.

MCT wants to thank Rusty for hosting this interesting event. The crowd certainly had a great time. Afterwards a number of members had lunch nearby.







Above, club members, Frank Cossota, Chris Meyer and Rusty Gillis awarding an honorary membership to Ashley.



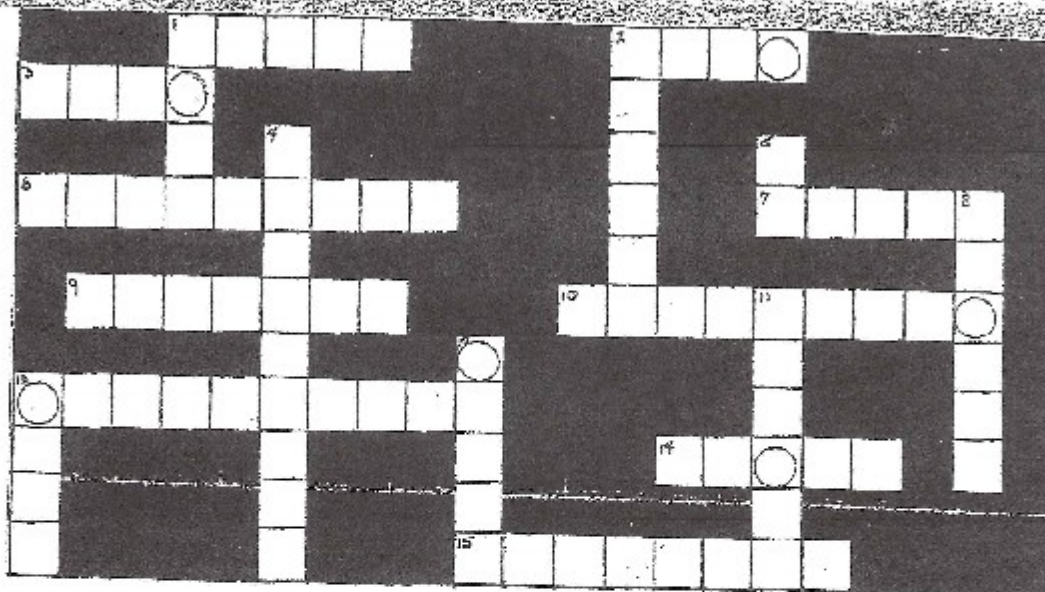
Certainly no proper auto shop is whole without a dog, and here is the ever popular Daisy. Nope, that's not an eye patch.

MCT CROSSWORD.....from the Past

The below is reprinted from our November 1992 Newsletter.

Sorry quality not too great. Try enlarging the questions.

Answers next newsletter



P U Z Z L E # 2

ACROSS:

1. 1966 rental car.
2. What our 'horses' eat.
3. Salsen steering wheel manufacturer.
6. Covering for interior of roof.
7. Bias-ply, radials, nylon.
9. On '68 Shelys this option was standard in both models.
10. Popular 4-speed transmission.
13. Mustang made for a 'special' state.
14. Nickname for louvers.
15. Mileage accumulator.

DOWN:

1. Engine compartment cover.
2. Abbreviation for Ford Motor Company.
4. Nickname for large motors (2 words).
5. Abbreviation for Grand Touring.
8. White '72 with red & blue accents.
11. Gasoline rating.
12. Music box.
13. Front spring type.

Place circled letters here; unscramble to find hidden word.

Answers to Puzzle #2 will appear in next month's newsletter!

MCT Calendar

WE DID HAVE PLANS, APRIL IS CANCELLED AND OTHERS TENTATIVE

May – Tentative with Date TBD – Talladega Day Racing & Cruise at Tampa Bay Grand Prix in East Tampa and lunch at Fords Garage, Brandon

May 26, 2020 ??? **Monthly MCT Meeting**, Elections, Tentative program on Pinstriping.

June 13, 2020 ??? Bay Bridge Cruise with Lunch at Quaker Steak and Lube

June 23, 2020 ??? **Monthly MCT Meeting**, Tentative Vortex Motorsports Presentation

MCT Member Businesses and Services

Members, If you believe your business may be of interest to other members email the brief information to me at mytang66@yahoo.com

Phil Collie, *Internet Consultant*, Lazydays, The RV Authority, Cell: 800-626-7800, pcollie@lazydays.com

Fred Flesche, *Indoor Gun Range/Sales*, Shooting Sports Inc., Ph: 813-933-3000, fjnc@aim.com

Rusty Gillis, *Automotive Restoration*, Gillis Performance Restorations, Ph: 727-847-7973, rusty@gillisrestorations.com

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PP Denotes Past President