



CAM Chronicles

The Newsletter of the California Automobile Museum



Volume 2 No.6

November- December 2025

CAM Chronicles

From the Director

As we roll into the final stretch of the year, I'm reminded how deeply cars connect us—not just to the road, but to one another. Every visit to the museum brings stories from guests who remember their first drive, a family road trip, or a beloved classic that once sat in their driveway. Those shared memories are what keep our mission alive: preserving and celebrating the history, innovation, and artistry of the automobile.

This season, our team has been hard at work curating new exhibits and experiences that highlight the spirit of automotive creativity. From timeless design to cutting-edge technology, each vehicle in our collection tells a story about where we've been—and where we're going.

I want to extend my heartfelt thanks to our members, volunteers, and sponsors. Your continued support allows us to keep our engines running, our galleries vibrant, and our educational programs thriving. Whether you visit for an afternoon, attend one of our special events, or bring a friend who's never been here before, you're helping drive our mission forward.

As always, I invite you to stop by, take a spin through history, and rediscover the joy of the open road.

See you at the museum,



Karen McClafin
Executive Director

Calendar of Events...

CAM Day Trip Engel Collection	Nov. 8
Sunday Drives	Nov 16, Dec 21
Junk in the Trunk	Nov 23

Meetings...

Board Meeting	Last Thurs, 5:30 pm
Docent Council	2 nd Weds, 1 pm
Education Committee	Last Weds, 1 pm
Exhibits	2 nd Thurs, 1 pm
Library	Weds, 10 am
Road Crew	1 st Weds, 1 pm

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2200 Front Street
 Sacramento, CA
 95818
 916.442.6802

Win this 60th Anniversary Mustang



In honor of our Wild Horses special exhibit celebrating the 60th anniversary of the Ford Mustang, we are giving away a rare one in 1,965 Mustang!

To enter the sweepstakes, visit the website listed below, where you will be able to pay for as many entries for the drawing as you want. The sweepstakes campaign will be running until our drawing date of December 18, 2025, and we will also have the car on display in the museum soon!

About this 60th Anniversary Mustang:

This Mustang GT Fastback 60th Anniversary Edition Premium in Wimbledon White with Carmine Red 2-tone leather interior is equipped with the 401A High Package, the 10-Speed Automatic with the 3.55 Limited-slip Rear Axle, and the Active Value Performance Exhaust System. Powered by the 5.0L Coyote V8 engine, this Mustang has the power and looks to take you anywhere you want to go.

For all of the prize details, how to enter, or more general information, click the QR code below:



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5.0 Events Cal Fox Car Show





Exhibits & Education

1953 Hudson Hornet Convertible

The name “Hudson” came from Joseph L. Hudson, a Detroit department store entrepreneur and founder of Hudson’s department store, who provided the necessary capital and gave permission for the company to be named after him. A total of eight Detroit businessmen formed the company on February 20, 1909, to produce an automobile which would sell for less than \$1,000.

One of the lead “car men” and an organizer of the company was Roy D. Chapin Sr., a young executive who had worked with Ransom E. Olds. (Chapin’s son, Roy Jr., would later be president of Hudson-Nash descendant American Motors Corporation). The company quickly started production, with the first car driven out of a small factory in Detroit on July 3, 1909, located at Mack Avenue and Beaufait Street on the East Side of Detroit, occupying the old Aerocar factory. ⁽¹⁾

In 1948, the company launched its “step-down” bodies, designed by Frank Spring. The term “step-down” referred to Hudson’s placement of the passenger compartment inside the perimeter frame. Passengers stepped down onto a floor that was surrounded by the perimeter of the car’s frame. The result was not only a safer car, but greater passenger comfort as well. The lower center of gravity resulted in a better handling car. In time, almost all U.S. automakers would adopt this design.

1948 Hudson ‘step-down’ was a brilliant car with tragic flaws.

In the early post-war period, Hudson came the closest to being an American Mercedes-Benz. The new-for-1948 “step-downs” had engineering advances that most other automakers would not pick up on for years. So, in a way, it is tragic that Hudson did not maintain its independence into the 1960s, when its emphasis on roadworthiness, space efficiency, safety and aerodynamics might have found a larger following.

At the same time, the step-down arguably represented an evolutionary wrong turn in key respects. Historians have often noted that the Hudson’s unit-body construction did not easily lend itself to restyling, which resulted in the automaker’s full-sized cars looking obsolete by 1954.

Less mentioned is that Hudson made a shift upmarket that may have undercut its ability to take full advantage of a post-war seller’s market before it turned brutally competitive.

But even if Hudson had managed to update the step-down in a timely fashion, staying in the full-sized, premium-priced field turned out to be a dead end. Hudson arguably needed to pioneer a new field to stay alive. The introduction of the step-down models coincided with significant price increases across the Hudson lineup. The least expensive model, the Super Six coupe’s list price went up from \$1,628 to \$2,069. Meanwhile, the top-of-line Commodore Eight two-door convertible went up from \$2,196 to \$3,138.



While it is true that U.S. automobile prices were escalating, Hudson’s prices went up more than Big Three competitors such as Buick, Chrysler and Oldsmobile. Hudson was now perched at the top of the premium-priced field, with its lowest-priced models straddling between the midrange Buick Super and the top-end Roadmaster. Even Packard’s bottom-end four-door sedan was lower priced than Hudson’s equivalent eight-cylinder model. Perhaps even more importantly, former Hudson executive Roy D. Chapin Jr. said that the car had a variety of features that General Motors executives considered too expensive to even put in a Cadillac. ⁽²⁾

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Of course, the Hudson's biggest claim to fame was switching to unitized construction that allowed passengers to sit between the body's frame rails, rather than on top of it. This didn't increase the car's roominess so much as it allowed a lower center of gravity for better handling and a stylishly low appearance. When the step-down was introduced, it was from four to nine inches lower than its direct competitors.

The step-down sold respectably in its first four years. Production peaked in 1949 at 159,100 units, which was the highest of any independent automaker that year. From then on Hudson did not do nearly as well as Nash or Studebaker, and by 1953 even slipped below Packard.

For the 1951 model year, the 6-cylinder engine received a new block with thicker walls and other improvements to boost horsepower by almost 18% and torque by 28.5%, making Hudson a hot performer again. The GM-supplied 4-speed Hydramatic automatic transmission was now optional in Hornets and Commodore Custom 6s and 8s. Hudson's strong, light-weight bodies, combined with its high-torque inline six-cylinder engine, made the company's 1951-54 Hornet an auto racing champion, dominating NASCAR in 1951, 1952, 1953, and 1954.

A special "7-X" engine package was released for "severe usage" but was it really about high-performance stock car racing. This power plant was a crate engine that was not factory installed and could only be ordered by serious racers, over the counter. Horsepower ratings were never released as exact numbers because each engine was hand assembled ("blueprinted") and continuously modified based on previous race results. It was generally agreed that 210-220HP was about right.

The 7-X package helped Hudson capture 22 out of 37 major NASCAR races, with driver Herb Thomas winning championship honors for the season. In AAA competition 13 out of 16 races went to Hudson. In all, the Hornets took checkered flags in 35 of 53 races. ⁽³⁾

Hudson Hornets were available as a two-door coupe, four-door sedan, a convertible, and a pillarless hardtop coupe. The models were priced the same as Commodore Eight, which was priced from US\$2,543 to \$3,099.

All Hornets from 1951 through 1953 were powered by Hudson's high-compression straight-six H-145 engine. It was based on Hudson's previous 262 cu in Super Six that was not only bored and stroked to increase displacement, but thoroughly over-engineered in the Hudson tradition, with a high-chromium-alloy block and other premium features.



For the 1952 model year, a factory-optional "Twin H-Power" featured twin single-barrel Carter carburetors with greater diameter venturis and improved fuel distribution. This upgrade was first available in mid-1951 as a dealer-installed option at the cost of \$85.60. At 308 CID, the L-head design was the largest displacement six-cylinder engine used in mass-production cars at the time. The twin carburetor version produced 145 hp at 3800 rpm and 275 lb-ft of torque.

The 1953 model year brought minor changes to the Hudson Hornet. The front end was modified with a new grille and a non-functional air scoop hood ornament, four different body designs: two-door club coupe, Hollywood hardtop, Convertible Brougham, and a four-door sedan. Hudson Hornet 1953 model year production totaled 27,208 units, of which around 910 were the Hollywood hardtops. ⁽⁴⁾

The Hudson Hornet was well-established within the industry by 1953, having proven itself on racetracks and in the salesroom. Priced at the top of the company's spectrum, it was the company's most popular model in 1952, 1953, and 1954. Styling remained consistent, with the previous year highlighted by the iconic 'Flying-H' identification on the sides of the front fenders, gold and chrome hood mascot, and Hornet medallions on the front door valance panels. Updates included the removal of the previous strut bar from the grille and the addition of a non-functional air scoop hood ornament. Among the list of standard equipment were large hubcaps, foam seat cushions, hydraulic window regulators (convertible), an electric clock, front rectangular bumper guards, front outer bumper guards, and a three-spoke steering wheel. Optional equipment included direction indicator (\$24),

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cigar lighter (\$4), back-up lights (\$24), six-tube manual radio (\$82), eight-tube push-button radio (\$100), outside rearview mirror (\$6), remote control Weather Control heater (\$74), windshield washer (\$11), two-tone paint combinations (\$31), oil filter (\$14), over-drive (\$111), and the high-performance 7-X engine from Hudson Dealer Parts Department (\$385).

The four-door, six-passenger Hornet sedan was priced at \$2,770, the two-door club coupe at \$2,740, the 2-door Hollywood hardtop at \$3,100, and the convertible brougham at \$3,340. A total of 27,208 examples of the Hornet were built in 1953. ⁽⁵⁾

Following the merger forming AMC in 1954, Hudson cars were built on the newer factory assembly line for Nash Statesman/Ambassador unibody chassis; therefore, all second-generation Hudson Hornets were restyled Nash automobiles that were badge engineered as Hudsons. ⁽⁶⁾

The example on display in CAM is owned by Reno resident Daniel Parco. Daniel's Grandpa, Lee Hamer, was a Hudson dealer in Southern California in the '40s and '50s and of all the cars he sold in over 60 years of business, the Hudson was his favorite. It took him almost seven years to restore this one, and he became fatally ill shortly before it was complete. He left the car to his only grandson in 1995, with the provision that Mom and Dad would wash, wax, and maintain until he became old enough to take care of it in the style it deserves as an American Classic. This Hudson has garnered many awards, including Best of Show, Best of Class, and People's Choice in many classic car events. The best part of these shows, for Daniel, is listening to the memories shared by people who stopped by to admire the car – family outings, beach driving, even proposals and honeymoons. Daniel is honored to share this car at CAM.

1. *Roy D. Chapin: The Man Behind the Hudson Motor Car Company* Long, John C.; Hyde, Charles K. (2004).

2. *Consumer Guide and Collectible Automobile, The Postwar Years*, Motorbooks, Richard Langworth 1977.

3. *A Fabulous Top 10 List: The Hudson Hornet*, Tom Jensen November 27, 2020

4. *Standard Catalog of American Cars 1946-1975*, Gunnell, John A., ed. (1987), Krause Publications

5. *1953 Hudson Hornet Specifications, Concept Carz*, Daniel Vaughan, Jun 2009

6. *1954 Hudson Hornet Club Coupe*, Blake, Spencer,

The 41st Docent Training Class will begin Wednesday, January 7, 2026

Our docents, under the leadership of the Docent Council, are the educators for the Museum and the personal outreach to our visitors. We conduct tours and help host special events for organized groups, school classes, and individuals. Most of all we enjoy contact with many interesting people from all over the world.

Interested in becoming a docent?

Where:

2200 Front St, Sacramento, CA 95818, USA

When:

Wednesdays (6 pm - 9 pm)

January 7, 14, 21, 28 | February 4, 11, 18, 25 | March 4, 11, 18, 25 | April 1, 8, 15, 21, 29

Saturdays (9 am - 12:45 pm)

February 21 | March 21 | April 25 | May 16 (Graduation)

If you are interested in learning more about and signing up for the program, visit the museum's website:

<https://www.calautomuseum.org/docent-program>

There are many additional ways to be a volunteer at the museum as well! Head to our "Volunteer" page for a list of opportunities or contact the museum by email at director@calautomuseum.org to see what would be a good fit for you.

"A warehouse containing only rows of cars but no stories is only a warehouse. Add descriptive signage and live humans full of stories, and you might have a "Museum". Train your storytellers to tell the tales and interpret the artifacts and you have Museum Docents, or at least a good start in that direction."

Bill Millard, Ol' Schoolmaster, 1993- 2023

1962 Cadillac Series 62 Convertible

The Cadillac Series 40-62 was produced by Cadillac from 1940 through 1964. Originally designed to complement the entry level Series 61, it became the Cadillac Series 6200 in 1959, and remained that until it was renamed to Cadillac Calais for the 1965 model year. The Series 62 was also marketed as the Sixty-Two and the Series Sixty-Two. The Series 62 was used to introduce the Cadillac Coupe de Ville and the Cadillac Eldorado which started out as special appearance packages that were later placed into production.⁽¹⁾

The first postwar Cadillac rolled off the line on October 7, 1945, and for several months, only Series 62s were produced. 1946 Cadillacs were not significantly altered from 1942 outside of a few styling changes. The Series 62 retained the same lineup of body styles as in 1942—coupe, sedan, and convertible, and 18,565 total were produced for the model year. Resuming civilian production was a difficult task for the entire automobile industry and demand for new cars much exceeded supply. Cadillac had as many as 100,000 unfilled orders going into 1947.⁽²⁾

The new Cadillac OHV V8 was the big news for 1949, with minor trim differences otherwise. This 331 cu in engine produced 160 hp and weighed 200 pounds less than the old flathead V8 in addition to being shorter and lower. The 331 V8 could also handle higher compression levels to take advantage of improved, higher octane postwar gasoline formulations.⁽⁴⁾

The 1959 Cadillac is remembered for its iconic huge tailfins with dual bullet taillights. Designed by Bill Mitchell, it was a real tribute to the Jet Age. Tracing its design to the 1959 Cadillac Cyclone concept car, it was Cadillac's embodiment of the space race era.

The seventh and last generation of Cadillac Series 62 was introduced for the 1961 model year. The seventh generation Series 62 was powered by a 6.4L V8 engine and was offered in coupe, sedan, and convertible body styles. Although the 1962 Cadillac retained the 'jet-age' styling themes introduced the previous year, the overall appearance was toned down and more elegant. Standard equipment included power brakes,



The first all-new postwar Cadillacs arrived in 1948, featuring tail fins inspired by the Lockheed P-38 lightning fighter plane. Series 62 Cadillacs had a slightly shortened wheelbase, but the track width was increased by two inches, increasing interior room. However, updated drivetrains would have to wait another year and for the time being, the new Cadillacs were still powered by the same 346 CID flathead V8 used across the board since 1941.⁽³⁾

steering, automatic transmission, dual reverse lights, windshield washer and vanity mirror. The grille took on a more traditional look and the 1962 model pioneered clear-lens taillights that turned red when they lit up. New front cornering lamps and a dual master-cylinder brake system were notable innovations. It was a very good year for Cadillac, with model-year production jumping to 160,840 cars. Of these, 16,800 were Series 62 Convertibles. *Continued on Page 8*

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A mild face lift characterized Cadillac styling trends for 1962. A flatter grille with a thicker horizontal center bar and more delicate cross-hatched insert appeared. A ribbed chrome trim panel, seen ahead of the front wheel housings for 1961, were now replaced with standard cornering lamps and front fender model and series identification badges were eliminated. More massive front bumper end pieces appeared and housed rectangular parking lamps. At the rear tail lamps were now housed in vertical nacelles designed with an angled peak at the center. A vertically ribbed rear beauty panel appeared on the deck lid latch panel. Cadillac script also appeared on the lower left side of the radiator grille. The short-deck hardtop Town Sedan was moved from the Series 6300 to the Series 6200, being replaced by a short-deck Sedan de Ville Park Avenue in the Series 6300. In addition all short deck Cadillac models went from being 6-window sedans for 1961 to 4-window sedans for 1962 and 1963. Standard equipment included all of the previous year's equipment plus a remote-controlled outside rearview mirror, five tubeless black wall tires, heater and defroster and front cornering lamps. Cadillac refined the ride and quietness, with more insulation in the floor and behind the firewall. ⁽⁵⁾

The 7th gen Series 62 ended production in 1964, and the Series 62 would become the Cadillac Calais.

1. *Standard catalog of American Cars 1805-1942*, Kimes, Beverly, 1996
2. *Standard Catalog of Cadillac 1903-2005*. Krause publications
3. *1948 Cadillac brochure*
4. *Standard Catalog of American Cars, 1946-1975*, Revised 4th Edition John Gunnell
5. *American Cars 1960-1972*, Flory, J. "Kelly", Jr. (Jefferson, NC: McFarland & Coy, 2004)

Car Club Cavalcade

November **TRANS AM CLUB OF AMERICA GOLDEN STATE CHAPTER, INC.**

Welcome to Trans Am Club of America, GSC!

If you are a Pontiac Trans Am Fan this is the club for you.

Our club has been going strong since October 1979, and is open to all Firebirds (Trans Ams, GTAs, Firehawks, Formulas, and Esprits). We have members that like to show, drive, restore, their cars.

You don't have to be a Firebird owner to belong, just a love of these unique vehicles is required.

We meet the second Thursday of each month, at 7:00 pm at the:

Flaming Grill Restaurant, 380 Watt Ave. Suite 150
Sacramento, Calif.



December

For over 60 years, the Porsche Club of America has been dedicated to enhancing the Porsche ownership experience. Social, technical or competitive – no matter your interest, the PCA has something to offer every Porsche owner.

We know the unbridled joy that a Porsche can provide, and we've built a community around that very feeling. The Porsche Club of America offers driving experience, technical assistance, member benefits, and camaraderie second to none.





Vintage Reserve Trove

The call came to Karen in mid-August and was redirected to me asking if we were interested in a donation of materials to the library. After a conversation with the donors, I said, "Yes". As the materials were located in Lodi, and since library volunteer Rick Foreman lives in that area, I asked him to check it out. About 40 boxes later, we had received all of the paper materials from the Santa Barbara Classic car dealership, which had moved to Lodi and was renamed the Vintage Reserve Garage. To make a long story short, among the treasures donated were some 1925 Duesenberg blueprints and technical drawings. These items are not open for usage at this time as we are still organizing them, and also because some of the paper is very, very fragile.

In other library news, Ron Grantz and Ellie Montgomery set up a table at the Center for Sacramento History for the annual Archives Crawl on October 4th. A total of over 600 people visited the four host institutions to see the treasures of the various libraries and archives in the Sacramento area.

Lastly, the library is targeting January 2026 as the date for opening the small reading area for public access to library materials. Much work remains to be done before opening date, such as: computer installation, website development, staff training, usage rules, online requests, etc. Currently, we are thinking of being open on Wednesdays and Saturdays, for four (4) hours on each of those days.

Anyone interested in volunteering for Wednesday and Saturday shifts, and training, please contact me at: rongrantz@yahoo.com

Ron Grantz, Chief Librarian/Archivist





Events



CAM Day Trip: Engel Collection, Nov. 2025

Join CAM for a road trip! On November 8th, we're headed for an exclusive visit to Al Engel's private collection in Richmond, CA. On the way, we'll also visit Fantasy Junction, a legendary dealership that specializes in classic and luxury cars, with more surprises to come!

Tickets are \$120 per person, and include bus transportation, lunch, and admission to all stops. Get your tickets now - there are less than 10 left!

Attendees, stay tuned for the complete itinerary, and look for an email closer to the event with all of the set details!

Timeline:

8:00 a.m. - Meet at the California Automobile Museum

8:30 a.m. - leave the museum

10:00 a.m. - Arrive at the Engel Collection



Love vintage and antique hunting? Don't miss Junk in the Trunk, an antique, vintage, and local vendors market at the California Automobile Museum!

The market will take place on November 23rd, 2025, from 10 a.m. to 2 p.m. Explore treasures from throughout time, along with art and local items, displayed in and sold out of our collection of antique and classic cars! This event is free with paid museum admission.

Want to vend? Each booth includes space for a 6-foot table and the trunk of a classic car to display your wares/sell out of. Each space is \$50.

For all of the prize details, how to register, or more general information, scan the QR code below:





CAM profiles

Personalities at the California Auto Museum

ShaVolla Rodriguez, Curator

California Automobile Museum

Shavolla Rodriguez is a past guest Curator for the Sacramento History Museum and California Museum, and Project Manager for the SAVA EV Lowrider build. Her passion for cars began at the young age of three, cruising the boulevard with her dad and helping him in the garage with cars. Since then, her love for cars and the car community has only grown and is forever intertwined with her dedication to inspiring the youth in carrying on car culture.

That passion allowed her to become the Youth Liaison for the Sacramento Lowrider Commission. In this role, she was able to help create a program with SAVA Charter School that allowed students to convert a 1964 convertible Impala to an EV that ShaVolla helped showcase at the Smithsonian Folklife Festival this year. She was also able to create educational exhibits on lowriding in the Sacramento History Museum and California Museum. In 2023, she was able to build a relationship with the city alongside fellow lowriders to support and champion the passing of AB 436. Thanks to the strength of the Sacramento Lowrider Commission and the California Lowrider Alliance, she was instrumental in being able to lift the ban on cruising.

ShaVolla is currently the head Curator at the California Automobile Museum, responsible for bringing several special exhibits to CAM's rotating gallery such as The Art of Lowriding, Glamour Road – Color, Fashion, Style and the Midcentury Automobile, California Woodies, Rucas y Carruchas – Women in Lowriding, The Cool Factor – a Celebration of Air-Cooled Automobiles, and Joe's OK Cars – an exhibition of the private collection of Joe Hensler. Additionally, she is currently overseeing the renovation of CAM's new Racing and Performance Galleries, as well as managing the Museum's collection, including the acquisition, storage and display of artifacts, research, events and various additional educational programs and exhibits.



Scrapbook



1979-93 “Fox Body” Mustang

Born from the anxieties of the 1970s—oil embargoes, tightening emissions laws, looming fuel economy and safety mandates, the Fox Body Mustang was Ford’s proof that performance could thrive in a leaner era. Built on Ford’s brand-new Fox Platform, the 1979 Ford Mustang arrived just as America was crawling out of its fuel-crisis funk. Ford’s cost-cutting gamble paid off. In its first year of sales, Ford sold nearly 370,000 Fox Body Mustangs - the car’s strongest launch since 1964. To the joy of loyalists, still bruised by the downsized Mustang II, the second-gen Mustang, the immediate popularity of the Fox Body Mustang laid the groundwork for this new body style to become an icon for the ‘80s.



In 1978, the Ford Fairmont was the first vehicle to use the Fox Platform. The start of the ‘80s saw the rapid expansion of the Fox Platform as it underpinned the Ford Thunderbird, Ford LTD, Ford Granada, Mercury Cougar, Mercury Marquis, Lincoln Continental, and Lincoln Mark VII. ⁽¹⁾

The Fox-Body platform gave Ford an ideal base for the rejuvenated third-gen Pony Car. It was lightweight and versatile, providing Ford with an adaptable foundation for the new Mustang.

The 1979 model year Mustang used the Fox platform intended by Ford as “a one-size-fits-all [platform] to serve as a two-door sports car and a four-door family car,” initially used with the Ford Fairmont and Mercury Zephyr twins that debuted in for model year 1978. “Ford built the 1979 Mustang around a platform it would share with more humble cars in the Lincoln-Mercury-Ford corporate family in order to keep development and construction costs down. Body styles for the Mustang included a 2-door coupe and 3-door hatchback. Two trim levels were available: the base model and the more luxurious Ghia model. ⁽²⁾

The Cobra appearance package also made its debut in 1979 and would continue through both the 1980 and 1981 model years. The 1979 Cobra (17,579 produced) featured a black grille, trim, and moldings (except the sail panels that were painted body color), as well as black lower body paint. The door handles, door locks, antenna, and roof drip rail were bright. Color-coordinated dual pinstripes in the wraparound body-side moldings and bumpers, as well as COBRA decals on the doors, were standard. All 1979 Cobras came equipped with a small, center mount non-functional hood scoop (to provide clearance for the air cleaner due to the 2.3 L Turbo extra height). ⁽³⁾



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The Ford Mustang was chosen as the Official Pace Car of the 1979 Indianapolis 500. Ford commemorated this event with a mid-year “Indy 500” Pace Car version (10,479 produced). All were finished in two-tone pewter and black with orange and red graphics.

By the mid-1980s, Mustang sales were slumping. Sales were over 100,000 units a year, but were minimal compared to previous numbers. Ford believed that the Mustang had lost its place in the market. They subsequently announced that they would replace the rear-wheel drive Mustang with a Mazda-derived front-wheel-drive version. Mustang fans quickly responded and sent Ford hundreds of thousands of letters, asking them to continue production of the rear-wheel drive Mustang. Ford responded by continuing production of the rear-wheel drive Mustang, and proceeded to rename the front-wheel-drive version as the Probe.



The new Mustang SVO appeared first in 1984 and was produced through 1986. The 2.3 L turbocharged inline-four produced initially 175 hp (130 kW) for 1984, uprated to 205 hp (153 kW) beginning halfway through the 1985 model year, and ending with 200 hp (149 kW) for 1986. Four-wheel disc brakes, 16-inch wheels, and an SVO-specific bi-plane rear spoiler were a few of the differences between the SVO and the rest of the Mustang line. The unique front fascia featured an offset hood intake duct for the turbo intercooler and a grille-less nose with sunken single-rectangular sealed beam headlamps, flush inboard parking lamps, and wraparound outer turn-signal lamps. The front end was intended to use flush aerodynamic composite headlamps with replaceable bulbs, but the US DOT had not approved these in time for production. Aero headlamps finally appeared on the 1985½ SVO. ⁽⁴⁾

By the late '80s, this rear-drive platform had been replaced by a lineup of front-drive vehicles, and the Mark VII and Mustang were the final cars to ride on Fox Platform, ending in 1992 and 1993.

1. *Mustang: Fifty Years: Celebrating America's Only True Pony Car*, Donald Farr, 2013
2. *Mustang — The Original Pony Car*, Staff of Old Cars, 2010
3. *1981 Buyer's Guide, Road & Tracks Road Test Annual & Buyer's Guide 1981*
4. *Heavier. Slower. Safer, Sass, Rob*, 1 August 2013, Hagerty