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Mustang Lovers Turn Out For 23rd Annual Club Car Show

Vintage Mustangs, classic Fords & modern day machines converge on Crestwood Court

by Steve Birmingham

09/24/2010 - Crestwood Court could have been renamed Crestwood Corral last Saturday when dozens of Mustangs got herded into the parking lot for the 23rd Annual Show-Me Mustang Club Mustang and All Ford Show.

Every vintage of Ford Mustangs, from the 1960s to the 21st Century Roush and Saleen ground-pounding customized versions were on display. The show also included a 1963 Ford Falcon Futura convertible, a flathead V-8 powered 1951 Ford Custom, a two-tone turquoise blue and white 1956 Mercury Montclair and a lime-green 1969 Mercury Cyclone. Even one of Henry's earliest Model Ts was on display.

The owners of the fine machines were competing for the oohs and aahs of the public as well as trophies for the Best in Class and Best in Show categories.



Ford Mustangs from 1964 through present day were on display at Crestwood Court on Saturday, Sept. 18, during the 23rd Annual Show-Me Mustang Club Mustang and All Ford Show. photo by Ashley Biggerstaff ([click for larger version](#))

Matt Shannon reclined in a lawn chair behind his immaculate black 1969 Shelby GT 500. When he was in his teens, he had tamed both a 1967 Mustang and a 1968 Mustang fastback. Now, he said, when he had the chance to lasso a Shelby GT 500, he jumped at it.

"The Mustang was the first car I ever had when I got my driver's license," Shannon said. "I had two Mustangs when I was 16 and 17 and then about 13 years ago I got the urge to get another like the one in my youth."

The Shelby was in fairly good condition when he bought it, but with a few improvements to the engine and trunk area he was soon showing off its finery to anyone who cared to stop and look. And he's collected a few trophies along the way for his efforts.

"I've stepped up a little bit," he said. "I've always liked Mustangs and back when I had my others the Shelby was the ultimate, so when I had a chance to get my ultimate dream car I did."

Spectators Rick and Sheila Rogers came out for the beautiful weather and to see a collection of hot cars.

"We heard about the show and decided to come out and see for ourselves," Rick Rogers said. "Anything that goes fast interests me."

Rogers has the usual grocery getter for family commutes but also has a 2004 Harley-Davidson parked in his driveway when he needs to scratch the itch to go fast.

"I don't have the money for many toys but I would be interested in a newer model Mustang," Rogers



This 1969 Mustang Mach 1 is owned by Terry Sollenbarger. photo by Ashley Biggerstaff ([click for larger version](#))



This "lime gold" 1967 Ford Mustang convertible is owned by Doug and Donna Winholt of Cuba, Mo. In 1967, Mustang convertible production totaled 38,751. photo by Ashley Biggerstaff ([click for larger version](#))



Lonnie Martin's 1956 Mercury Montclair is a standout with its white and turquoise paint and thick whitewalls. photo by Ashley Biggerstaff ([click for larger version](#))

said.

Ron Eads took up the all-Ford portion challenge of Saturday's car show by bringing his amazingly crisp 1970 Mercury Cougar. The red Cougar sported a black vinyl top and vintage chrome Keystone wheels with knock-off hubs.

Bought four years ago in Florida the Cougar, which had a sticker price in 1970 of \$4,578, has been completely restored by Eads. Although priceless to him now, it's far from a museum piece, he said.

"I've had six Mustangs and everybody had a Mustang, so I wanted something nobody else had," Eads said. "We drove it Arkansas for shows and to Hannibal and won with it. Then we took it to Springfield and won with it and then to Hermann last week and won with it there."

"I like to drive it," Eads said of his prize. "I don't trailer it anywhere. If I can't drive it I don't need it."

Ford introduced the Mustang in April, 1964. Over 20,000 were sold its first day in dealer showrooms. The original Mustang came in either a coupe or convertible. The basic six-cylinder, 3-speed Pony sold for \$2,320. Two V-8 engines were optional.

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