

"TRAILER" IS NOT NECESSARILY A DIRTY WORD

The controversial subject of late seems to be trailer versus non-trailer. Articles have appeared in several publications including some MCA regional group newsletters. And it seems that whenever several Mustang owners get together the subject comes up. Everyone has their opinion but there really is no right or wrong in this particular matter.

When attending events outside my state I trailer my Mach I. Now, before you non-trailer enthusiasts become disgusted with me, let me share my opinions with you.

I have owned my 1972 Mach I since December 1971 and believe me, the car has been through a lot with me. The Mustang was my daily transportation until 1976 and then the car was driven occasionally for transportation until I joined MCA in 1979 and decided to join the show circuit. My Mach I and I went through the same learning experiences as all new Mustang show enthusiasts. The car was eventually restored but never underwent a "ground-up" restoration.

The Mach I was driven to all shows (National and local) until the "long haul" to Valley Forge in 1982 for the National show there. We borrowed a trailer and hauled the car up there. After that the idea of trailering the car was very appealing.

I am a natural born worrier. I'm one of those types who gets hysterical if I find a scratch or chipped spot on my Mustang. Trailering the car eliminates some of that worry. Then there is the fact that I just became tired of the cleaning and re-cleaning that is involved in showing a car. I'm sure you know what I mean; you give the car a thorough cleaning before you leave for the show and if it is driven to the show, chances are you have to completely re-clean the car. By trailering my car, I can spend more time enjoying the show or assisting with the judging and less time re-cleaning the car. (I use an open trailer with a solid floor.)

Let's face it, Mustangs are not the most spacious cars in the world. The trunk space leaves much to be desired, particularly in the late model fastbacks. I quickly learned that the largest of my three Samsonite suitcases would not fit through the trunk opening area. After trying the middle-sized suitcase, I realized that the spare tire took up about one-half the overall trunk space. This meant that some luggage and miscellaneous items would have to go on the back seat. So I "worried" again that something would happen to the car. For anyone who has every taken their children with them in a Mustang to a show can appreciate how small a Mustang becomes when travelling.

For me, trailering my Mach I is practical. I'm certainly not one of those who thinks my Mustang is better or worth more than anyone elses. (Fact is if my Retired Class Mach I had to start over again, it probably wouldn't win.) I find that I can enjoy the trip to a show more when my car is trailered.

I admit, though, that I thoroughly enjoy driving my Mustang. There will never be another car that can replace my Mach I and the fact that it receives a few stares when I drive it doesn't hurt.

I personally think that the biggest objection with most people is the fact that trailered cars were showing up in the Street Driven Class. And some Mustang owners find it a little hard to comprehend these "big buck" meticulously restored cars that were built for the sole purpose of winning the highest award possible and are commonly seen being pushed out of and into an enclosed trailer.

One thing we have to remember is that this hobby is big enough for all of us. Some of us prefer to trailer our cars for practical reasons (which may not seem practical to others) and some of us prefer the feel of the road under those four "hoofs". The main idea is to enjoy your Mustang in whatever manner makes you happy.

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MCA MEMBER

In the December 1985 issue of the *Mustang Times*, an editorial comment made by the previous editor indicated that Dean V. Ricci of the Mustang Owners Club of Southeastern Michigan was not a MCA member. The fact is that Mr. Ricci has been a member in good standing with the Mustang Club of America for approximately three years. Mr. Ricci is also the Editor of the MOCSEM's newsletter *The Accelerator*.