

LETTERS TO MUSTANG TIMES

Letters to Mustang Times are published as an information exchange service to Mustang Club of America members. Publication of a letter does not constitute an endorsement of content by the Mustang Times staff.

(Editor's Note: If you have recently submitted a letter to Mustang Times but have not seen it published, please hang in there. Due to space limitations all letters cannot be printed as soon as they are received. You should see your letter in print in the near future).

Dear Teresa,

Upon reading my February copy of Mustang Times, I came across the "Pony Plates" on page 26. I just want to identify who "Our 68" belongs to. It belongs to Dave and Brenda Zimmerman, Peapack, New Jersey.

Keep up the good work. See you at the Nationals.

Sincerely,
Brenda Zimmerman

Thank you for the information. If anyone else recognizes any of the unidentified plates from the February "Pony Plates", please let me know. — Editor

Dear Mustang Times,

Enclosed is a photograph of my mother's car. As you can see it's a classic Mustang in disguise, at least that's what I say about it. (Ed. note — the photo is of a Cadillac bearing a "1966 Ford Mustang" tag frame.)

I drive a 1968 coupe with a bench seat and deluxe interior. The VIN is 8F01C134428. The door codes are as follows: 65D D 9B 02A 28 2 W. It has an underdash AC and an overhead console. It also has an optional clock.

I hope to have it painted (original color) and have the engine rebuilt sometime soon. The car has some body work to be done and I don't know whether to use bondo or fiberglass. I'll have a professional do the body work so I'd like to know which you would recommend.

My father owns a 1966 coupe with bucket seats and standard interior. It has a six cylinder and automatic transmission. It also has an underdash AC. The car is Springtime yellow with a black interior. It is currently being restored to become a daily driver.

My brother also has a 1966 coupe. It is light blue (Guardsman blue?) with bucket seats and blue on blue interior. It is a six cylinder with a 3-speed transmission. It also has a rally pac.

Thanks for your time,
Jeff McGee
SS Box 9416
Hattiesburg, MS 39406-9416

You don't mention what type body work needs to be done so it is really hard to give you a definite answer on what to use. If there is considerable work to be done due to rust or accidents your best bet will be to use as many new replacement panels as is possible. Many of the Mustang parts vendors carry replacement sheet metal and patch panels. Or you may want to visit several junk yards to locate parts or contact some of the many vendors who advertise with the Mustang Times. Using bondo or fiberglass for major body work should be a last resort. — Editor

Dear Teresa,

I have recently read your column in the February issue of Mustang Times with great interest. Your statement regarding street driven Mustangs at the shows where you say, "I really don't think most folks realize just how hard it is to come up with the rules" really hits home with us at the Valley Forge Mustang Club.

We have now spent more than a few hours trying to come up with a workable solution to the problem of street driven, unrestored, partially restored or whatever you want to name this class and how best to judge these cars.

I see MCA has broken this class down into two classes (Ed. note — the unrestored class has been broken down into two classes and the street driven class has been broken down into

four recommended classes) which will probably work for a National; however, at a more local show such as ours on June 22, we will have problems. Namely space and people. We fear that since 99% of our entries are driven to the show, our street driven class would overflow with participants while if we had an unrestored class, only a few would enter.

Then there's the matter of judging and I see that MCA is using percentages and handicaps which could turn our one day event into a marathon. MCA requirements look very good for that class in determining participation by a certain car. We decided to shelve plans for this year since our June show is set and the flyers are printed and wait and see how the Valley Forge Grand National goes.

I certainly hope that MCA has found a workable solution that everybody can live with. To those other clubs throughout the country who are scratching their heads looking for answers to tough questions, I wish you luck.

Best Regards,
Jim Aberts
National Director
Valley Forge Mustang Club

The 1986 Judging Rules as printed in the February and March issues of the Mustang Times are the rules that must be used at all National shows. The rules are not a "must", however, for regional or local shows. These rules can be used as a basic guideline for the judging process but can be shortened and/or modified to meet the needs of the particular regional group. Trying to judge a one day show by the rules used at National shows can certainly turn into a nightmare.

The breakdown of the Street Driven Class into four categories is the recommended breakdown. If your group needed to further break down the classes for a local show you can certainly do so. The guidelines for allowing a car to enter the Street Driven Class should be of benefit to all shows whether local or National.

Perhaps some of our regional groups would like to share their judging solutions with Mr. Aberts.

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Your folks sure are ambitious hosting a local show in June and then a Grand National in August! — Editor

Keep up the good work, and the informative articles that you publish.

Long time members,
Art and Becky Dice

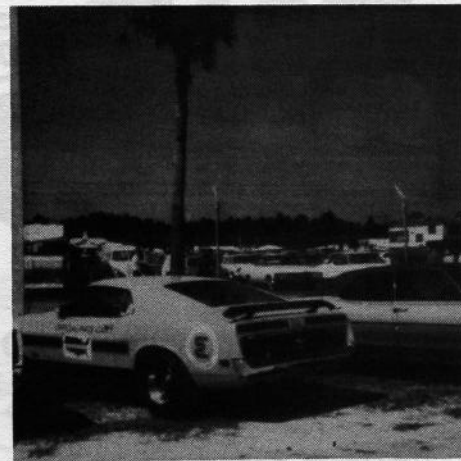
Dear Editor,

I am writing in response to the January 1986 issue of the *Mustang Times*.

In the MCA news and notes, about the 1970 pace car for the American Raceways, it was a 1970 Mach I, painted yellow and black. The reason we know, is we were at the Daytona Raceway in February of 1970 on our honeymoon and took the enclosed picture of the 1970 Mach I that was parked at the speedway.

Just thought you'd like to see the Official Pace Car that was mentioned in the article.

Thank you very much for sending us the photo. I'm not sure how it will reproduce but we will see what happens. On the driver's door are the words Official Pace Car and underneath is a large decal bearing the outline of the USA in red, white and blue. This decal is centered over a large black stripe which runs down the side of the car to the quarters. There is a large unusual decal on the rear quarter but unfortunately I cannot make out the wording on the decal. It appears the car had white interior and standard wheels with Goodyear tires. If anyone else might possibly have information on this car, please let us know. — Editor



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